



OSBORNE
INFRASTRUCTURE



MAKE BETTER DECISIONS

March 2022

Contents

March 2022 - STOP Think!



Section	Page No.
Introduction	
John Dowsett Introduction	3
Looking After Our Planet	
Infrastructure Vulnerability to Climate Change	4
Climate Disclosures to be Mandatory	5
Encouraging SME's in Carbon Net Zero Uptake	6
Carbon Steering Group	6
Great Crested Newts	7-8
Nesting Birds	9
Learning Together	
CSCS Smart Check App	10
Safety Steps for Working at Height	10
Lean Training - Book Your Course for 2022	11
A46 Health, Safety and Wellbeing Day	11
Tunnel Dust Connect Plus Guidance	12-13
Safe Working on our National Highways	14
Thumbs Up to Enter	15
Wellbeing Wednesdays - Women's Health	15
Railway Benefit Fund 2022 Events	16
Sharing our Successes	
National Highways Awards Triple Success	17
STOP Think! Programme Heading North	17-18
CECA NextGen encouraging our Future Talent	19
Work Experience Delight at Flitwick Interchange	19
Thank You Team Gade!	20
Investing in Our Communities	21
What Good Looks Like	
Environmentally Sensitive Methodologies Crook, Lovely and Pignall Hill Overbridges	22-23

Section	Page No.
What Good Feels Like	
Safe and Sustainable Footbridge Solutions saving cost & reducing Embodied Carbon	24
Collaborative Master Planning Session Merstham Viaduct ECI	25
International Women's Day	26-27
Flitwick Transport Interchange THRIVE Report	28
Hertfordshire Framework THRIVE Report	29
Look After Yourself and Each Other	
Cancer Awareness	30
National No Smoking Day – 9th March '22	32
Give to Others - Five Ways to Wellbeing	33
Ovarian Cancer Awareness Month	34
Prostate Cancer Awareness Month	35
Paediatric Multisystem Inflammatory Syndrome	36
Toolbox Talks	
Working with Wet Concrete	37
Safety Statistics	
SHE Performance Summary February '22	38
Improvement Opportunities	39
External Alerts	
ACTION: Screw Pin Anchor Shackles Check	40-41
Unsuitable PPE for Concreting Activities	42
Excavator Put on an Open Railway Line	43
Train Collision with Lorry Stabiliser Leg	44
Crossing of Open Railway Lines	45
Pavement Coring Service Strike	46
Vehicle Restraint Installation Requirements	47



07971 125 180 24 hour Infrastructure Advice & Reporting

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

www.osborne.co.uk



Welcome to the last STOP Think! publication as Osborne Infrastructure Limited!

Next month, on 4th April, we will be launching our new brand and completing the cut over of our systems; the final key stage to becoming a wholly standalone business.

This is a very exciting time for our business as we look to ensure that we maintain continuity and stability of the things that have served us so well, whilst also looking to build on these great foundations to help take our business forwards.

First and foremost, there will be complete continuity in our leadership, our people, our values, our principles and how we remain focused on delivering a great service for our valued customers, in full collaboration with our suppliers.

STOPThink! will also continue to remain at the very core of who we are. In addition, we are also confident that we will all see the benefits of the talented people that we have brought into the team to create innovative and focussed support functions that are totally dedicated to transport infrastructure.

To complete this critical stage of our transition, there is a huge amount of work to be undertaken, particularly over the weekend of 1st, 2nd and 3rd April. We are working hard to keep any disruption to a minimum, but for a system change on this scale, some impact is going to be inevitable. Please do bear with our teams and be patient as they work through this change. Thank you!

With so much happening over this period, we have taken the decision not to produce a STOP Think! publication for April and so the next edition will be in the new brand, in May.

Award Winning STOP Think!

I am very proud that our STOPThink! Programme won the Excellence in Safety Learning and Culture Award at the National Highways Awards.

It has been an incredible journey since the dark day in December 2010 where a nasty accident at Winchester provided the catalyst for us to develop a behavioural and cultural approach to improve our safety and business performance.

Over the past 12 years, the programme and these monthly publications have been making a huge difference to the lives of our own people, our customers, and our suppliers, both at work as well as at home. Not only has it helped us to deliver our projects more safely, but it has also been instrumental in supporting the significant growth of our business and helping us deliver improved results.

Sustaining the programme and continuing to embed it through a truly collaborative approach, has been integral to its continuing success. It is therefore particularly pleasing to see the new content that was developed to be delivered online through Covid, being recognised in this way.

Thoughts With Ukraine

Finally, I just wanted to close with a thought for the people of Ukraine. My heart goes out to everyone that is caught up in this horrific situation, including those who have family and friends that are being affected. I am aware that we have people within our business and within those of our customers and supply chain partners that are deeply impacted, and I would urge everyone to pull together to support each other through this incredibly difficult time.

Stay safe and well over the coming months.

John Dowsett
CEO – Osborne Infrastructure Ltd



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

Infrastructure Vulnerability to Climate Change

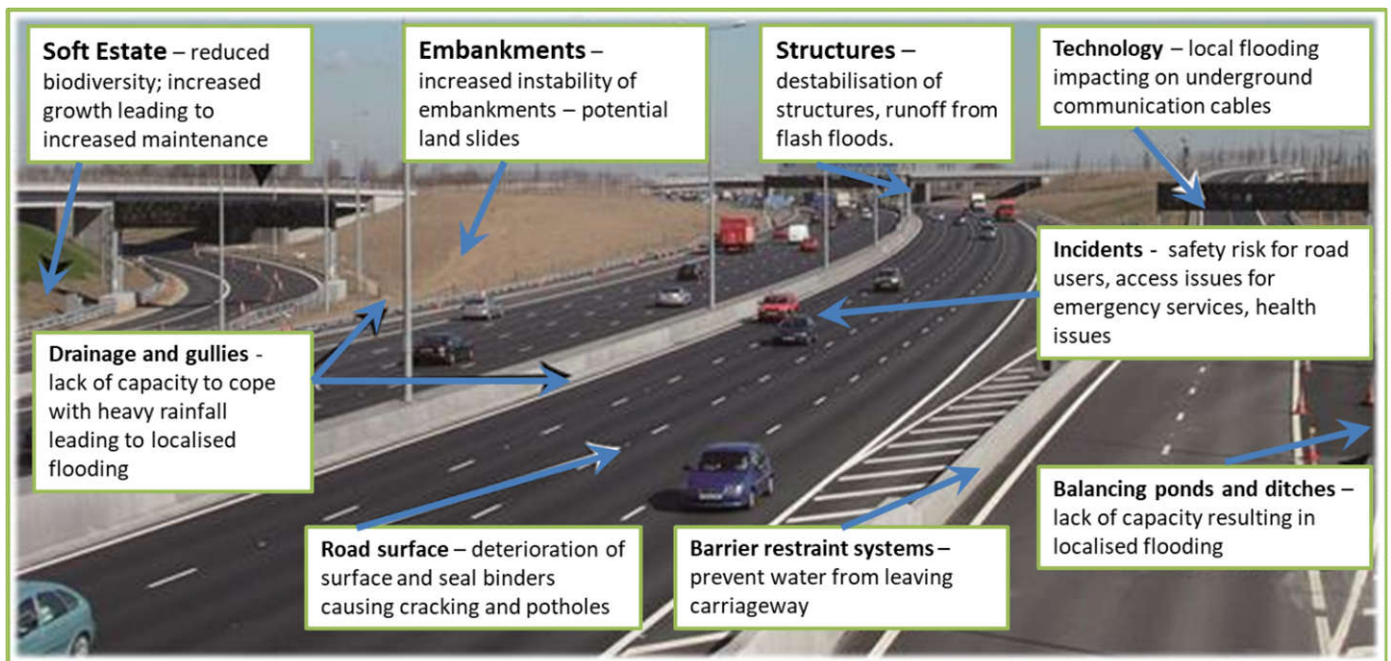
The case for building in climate change adaptation to engineering projects is now compelling. While business is looking at opportunities for reducing carbon emissions

and embedding net zero principles, we are also reacting to the existing realities of climate change and how it impacts on our work and infrastructure.

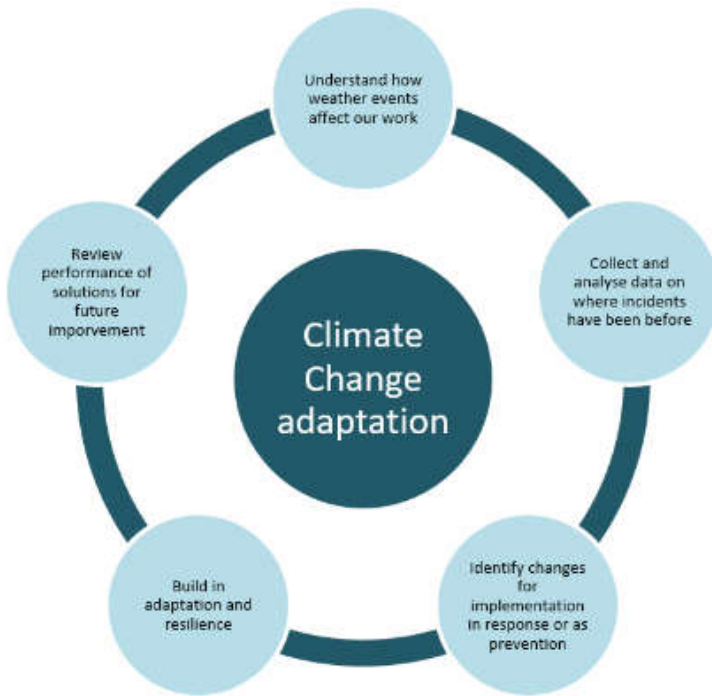


What are the issues for infrastructure?

Flooding on the highways causes massive disruption, high winds shut bridges and falling trees prevent the rail network from operating. There are also other potential impacts from climate change that are less obvious and our infrastructure networks are as vulnerable as ever to sustained extreme weather events that impact all areas of asset management;



What can we do about it?



In response we need to consider how we adapt our approaches to engineering, technology and landscape solutions.

We all have our part to play to considering how to improve the resilience to climate change, whether it be using technology to predict weather events before they happen for incident response, developing design solutions that improve flood water capacity or planting different fauna on the verges.

All these solutions can benefit and reduce the potential for disruption on our networks due to extreme weather.

What we **can't** do is do nothing and expect the issue to go away.

Einstein said 'we need a substantially new way of thinking if humanity is to survive' and that will take resolve, commitment, investment and cross party and organisational collaboration. As engineers we will be at the forefront of this change and designing for resilience will be part of our Sustainable legacy.

We welcome you to work with us at Osborne Infrastructure Limited to help change the dialogue and change the solution.

Sharing Knowledge Climate Disclosures to be Mandatory

The UK government has become the first G20 country to announce that Climate related financial disclosure (TCFD) will be mandatory for the country's largest companies and financial institutions. This means they will be required to disclose their climate change risks and opportunities in accordance with new legislation that comes into force in April 2022. It will include companies with a turnover of £500m plus and around 1,300 companies will be affected. The aim is that it makes sure that the largest companies are addressing the risks from climate change and thinking about emission reduction plans and how they adapt to climate change.



Sharing Knowledge - Waste Guidance Updated



The Environment Agency has updated its waste guidance on identification of whether a material is a waste, a by-product or meets the “end of waste” status. For more information go to;

[Environment Agency](#)

Sharing Knowledge - Encouraging SME's in Carbon Net Zero Uptake

SME's make up 90% of business in the UK and will be essential to achieving net zero according to the World Bank. But with respect to setting targets to reduce carbon, of the 847 companies (in the UK) signed up to science-based targets (SBT's) only 66 are SME's.

SME's now have their own route for setting science-based targets which enable SME's to take account of emissions but do not overburden them too much.

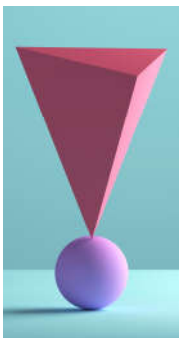
There is now an [SME Climate Hub](#) that includes tools, guidance and examples of what and how carbon reduction measures can be implemented.

Arguably most businesses just want to deal in practicalities, and specifically they want to know what actions then can take to improve efficiency, help competitiveness, and save money in this inflation ridden market.



But the reality is that net zero cannot be achieved without considering organisational culture, values, and risk appetite plus and recognising that one size does not fit all.

If you are an SME we are happy to talk to you on net zero and support in any way we can. Contact Catriona.Cliffe@osborne.co.uk



Osborne Infrastructure's Carbon Steering Group

Calling our supply chain and support network, we are holding our first Carbon Steering Group in March and would love it if any one of you from our supply chain network would like to come and present on your carbon reduction innovations and solutions.

If you are interested in coming along or presenting, please contact our Sustainability Director at Catriona.Cliffe@osborne.co.uk. More details to follow shortly.





With thanks to **Graeme Skinner** MRSB, Managing Director
Naturally Wild Consultants Limited

Great Crested Newts

Great Crested Newts (GCN) are widely distributed throughout lowland Great Britain. In the last century GCN have declined across Europe, mainly as a result of pond loss, habitat destruction and population isolation. They are the largest of the UK's three native species. In comparison to the smooth newt and the palmate newt, the great crested newt is significantly larger, growing up to 17cm in length.

GCN are dark brown or black in colour with a distinct 'warty' skin, indeed they were often referred to as the Warty Newt or Water Dragon. The underside is bright orange with irregular black blotches. In the spring, males develop an impressive, jagged crest along their back and a white 'flash' along the tail. It should be noted this is only visible when they are in water. Females, particularly in the breeding season when they are swollen with eggs, are bulky in appearance but lack the crest of the male. GCN larvae are mottled with black spots and have a fine filament at the end of the tail.



Due to enormous declines in range and abundance in the last century, the GCN is strictly protected by British and European law which makes it an offence to kill, injure, capture or disturb them; damage or destroy their habitat; and to possess, sell or trade. This law refers to all great crested newt life stages, including eggs.

Newts migrate to ponds in later winter and spring to breed before moving back to a terrestrial phase in summer. They can be found sheltering under boards, cable troughing, under logs, in the cess in drains and can be encountered on rail, highways and civil engineering sites.

When undertaking pre-work/project assessment the licenced ecologist may undertake eDNA analysis or traditional pond surveys to assess the presence or absence of GCNs and population size. If newts are present, there may be need a to apply for a European Protected Species Development Licence (referred to as an EPSL) or a District Level Licence. This process can take months and is seasonally constrained with surveys only able to be completed between March and June.

If a newt has been seen on site, work in that area should be temporarily halted until ecological advice is sought.





Infrastructure Projects Southern Toolbox Talk

Great Crested Newts

03 May 2016

Did you know?

- **Great crested newts and their habitats are protected by law**
- The great crested newt is the largest and the rarest of the three species of newts found in the United Kingdom
- Numbers have been declining rapidly over the past 30 years due to loss of habitat



Where can they be found?

- Ponds and very slow moving watercourses (spring to autumn)
- Woodland, scrub, hedgerows, rough grass land, piles stone/ballast and derelict sites surrounding ponds and watercourses

Why does this matter?

- It is an offence to intentionally or recklessly kill, injure, capture, trade or even to disturb a great crested newt
- Or to damage, destroy or obstruct habitats where great crested newt live or breed

This could lead to a fine of up to £5000 per newt and/or up to six months in prison.

Do

- ✓ If you think that you have seen a great crested newt then stop work and report this to your supervisor
- ✓ Keep a careful look out when moving logs, stones or rubble or clearing a site near to ponds as these are favourite habitats for great crested newts

Do not

- ✗ Try to touch or otherwise disturb any great crested newts you come across
- ✗ Move log piles or rubble on site if great crested newts are present.

This and other toolbox talks can be downloaded from:

www.southernshield.co.uk

For further information please contact a member of your Environment Team





Infrastructure Projects Southern Toolbox Talk

Nesting birds

03 May 2016

Did you know?

It is illegal to kill or disturb birds or damage their nests or eggs

- While birds usually nest in trees or hedges they can also be found nesting on the ground, in equipment, amongst materials, in cabins, under eaves or behind drain downpipes
- All birds are protected when nesting and work must be stopped



When is bird nesting season?

Most birds tend to build nests and lay their eggs between March and July. The peak months for breeding are May and June. However, some birds can nest all year round.



Why does this matter?

- A fine of up to £5000 may be given for each offence, each bird may be deemed a separate offence
- Any vehicle that is involved in the damaging or destruction of birds, their eggs or their nests, may be forfeited

Bird nesting surveys must be carried out before work commences and any active nests clearly marked with an exclusion zone.

Do

- ✓ Check that no nesting birds or active nests are present before carrying out site clearances of potential nesting sites
- ✓ Stop all construction and work in the immediate area if nesting birds are present
- ✓ Report the presence of nesting birds to a supervisor

Do not

- ✗ Kill, injure or capture any wild bird
- ✗ Take, damage, destroy or disturb a nest or eggs of any wild bird
- ✗ Move any machinery, scaffolding or equipment if birds are found nesting

This and other toolbox talks can be downloaded from:

www.southernshield.co.uk

For further information please contact a member of your Environment Team



07971 125 180 24 hour Infrastructure Advice & Reporting

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

www.osborne.co.uk

CSCS Smart Check App Simplifying Site Skills Card Checks



CSCS are launching a new card checker app, for both android and iOS devices, that will have a huge benefit in the simplifying of site skills card checks.

For the first time, the millions of cards that display the CSCS logo will be compatible with the CSCS Smart Check app and will be able to be electronically verified in a single place. The app will also alert employers to fraudulently obtained and fake cards.

The roll out of the CSCS Smart Check app will begin in April 2022. For further details please click;

[CSCS Smart Check](#)

Safety Steps for Working at Height



The Construction Industry Advisory Committee (CONIAC) "Managing Risk Well" Working Group has published "Safety Steps", a series of six guides providing information on safe work at height;

- General safety steps guidance for working at height.
- For designers to eliminate work at height if possible.
- Planning of work at height activities.
- Coordination and communication on working at height for managers.
- Guidance to ensure that supervisors can make sure that work at height is safe.
- To help operatives to work at height safely.

Designed to help everyone across the lifecycle of a project, the Safety Steps documents look to provide the key messages in one place, with general rather than task-specific messages that underpin any type of work at height activity.

[Safety Steps - Access Industry Forum](#)



Flowcharts/ infographics



Training materials



Poster campaigns



Toolbox talks



Rules and guidelines



07971 125 180 24 hour Infrastructure Advice & Reporting

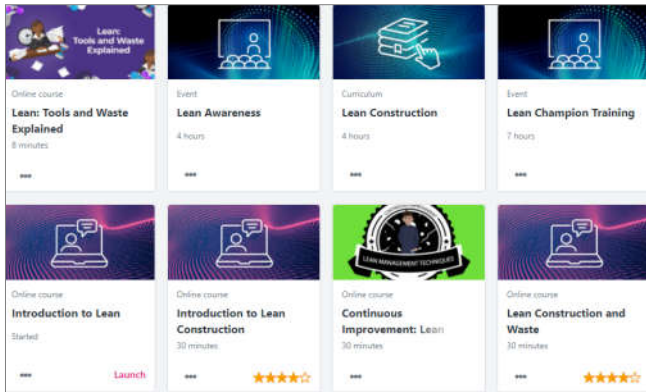
Feedback to: julie.king@osborne.co.uk

www.osborne.co.uk

Lean Training Book Your Course for 2022

Our Lean Training courses have been scheduled for this year. If you have recently started with the business or just need a bit of a refresh on the Lean Principles, please do join us for a Lean Awareness session.

Book your space via Your Learning, or for further information please contact Kimberley.wild@osborne.co.uk



A46 Health, Safety and Wellbeing Day

In collaboration with their supply chain partners, our team on the A46 are busy arranging a Health, Safety and Wellbeing Day for the whole project team, to down tools, reflect and celebrate the incredible achievements of the project so far.

The event will be split into two sessions that will cover a variety of health, safety, wellbeing, environment and sustainability related topics. Safety performance and learning will be discussed, along with highlighting the aspirations for the project moving forward.

Thank you to the whole team for organising this fantastic event.
We very much look forward to hearing more next month!



Tunnel Dust Connect Plus Guidance



HEALTH SAFETY & WELLBEING

Connect Plus, working with CPS and Steve Perkins Associates, recently carried out an investigation into the health effect of the dust that is found within road tunnels. The dust was sampled over a range of tasks and locations to understand the possible risk of worker exposure to this dust.

Please do take a look at the resulting health, safety and wellbeing briefing note that has been written as guidance for any of the framework community working in tunnels. If you have any questions, please don't hesitate to contact those listed on the note.

BRIEFING NOTE: Investigations into Tunnel Dust



What have we done?

We have supported CPS in carrying out a piece of work that looked at the constituents of the dust present within the tunnels on the DBFO network.

We, along with CPS, have been working with Steve Perkins Associates and the tunnel management team to identify the extent and composition of this dust and the associated risks.

To date CPS have undertaken bulk samples of the dust to understand its composition, as well as personal sampling over a range of tasks and locations to understand possible risk of worker exposure to dust.

What does this mean?

The sampling has given an indication of the composition of the dust.

The personal sampling results show that the majority of dust exposures were not significant and therefore do not present a significant risk to workers. In particular,



07971 125 180 24 hour Infrastructure Advice & Reporting

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

www.osborne.co.uk

exposures to respirable crystalline silica were well below the maximum recommended workplace exposure limits.

The sampling has given us an indication of any "hotspots" of particular substances.

These findings have informed planning for future activities and allowed identification of the controls needed to undertake future tasks.

What is the dust that is in the tunnels?

The dust deposits in the tunnels are a build-up of 'road traffic film', which is a mix of material given off from vehicles and the road environment.

The dust has a high proportion of silica. This will be from soil and concrete from the local environment. However, the physical nature of the material means that the smaller harmful particles (Respirable Crystalline Silica) are not released into the air.

The dust hasn't been analysed for every element, but it will also contain dust from vehicles such as rubber dust from tyres, brake dust, iron oxide and some oils.

What do you need to do?

You and your supply chain should arrange for any necessary action to be taken, in terms of updating safe systems of working. This may include:

- Pre-cleaning of surfaces/equipment
- Provision of additional welfare facilities
- Wearing of suitable RPE (Tight fitting or Positive pressure)
- Briefing workers on the occupational health risks associated with dust
- Review of any existing health surveillance programme, which may include lung function testing.
- Considering the range of support services available to your workforce or supply chain if concerns are raised.

***PLEASE NOTE:** Further personal sampling, contextualised to specific activities may be required. Steve Perkins Associates can provide support in this activity.

Several support resources have been developed including factsheets and supervisor training courses on dust. They are available to you through the Healthier Highways Team or by contacting Steve Perkins Associates.

If you are concerned about a particular project or require further support on any of these activities, please contact either:

- **Neil Makinson**, CPS Business Lead
- **Jamie Boast**, Connect Plus Programme Manager
- **Matt Birchmore**, CPS Head of Health and Safety

Alternatively, you can contact your own organisation's Health and Safety representative.

Further specialist advice on the planning and management of personal sampling is also available through Steve Perkins Associates.

In addition, there are some FAQs which may be of use when communicating with your workforce and supply chain. They should be adapted to suit your own organisation.

16/01/22/CP_Tunnels_Dust_Guidance_FWCommunity/v1/Belme_Gozzini



In addition , there are some FAQs which may of use, please contact a member of our SHE Team for more information. Thank you.



Safe Working on our National Highways Safety Hub and Passport Portal

The Highways Safety Hub contains great information for helping us all to work safely on the road network;

[Highways Safety Hub](#)

Please do look out for the Highways Safety Hub Monthly Newsletter by clicking the link below or scanning the QR code opposite;

[Highways Safety Hub - Briefings](#)



Coming Up...

Designers and Passport
More and more designers are using Passport, so we spoke to three members of the Principal Designers Working Group to learn more.

Passport Required
We have produced some posters for sites that want to advertise Passport.

Essential Reading
We've compiled key points from documents relating to Passport put together by the SCSLG.

Back to Work and Local Authority Contracts
We hear from Tracey Collins at Kier about their usage of Passport for Back to Work Briefings and Local Authority contracts.

Approved Training Providers
We introduce functionality that enables Approved Training Providers to record outcomes for relevant highways learners directly.

Upgrade to 5.2
There's an update in the works for the Passport system, we share everything you need to know.

The Passport scheme is continuously helping to improve standards for the highways network, increasing safety, reducing costs and improving efficiency.

The February 2022 edition of "The Inside Lane" is now available and contains information on a multitude of projects that are launching in the coming months, an update ready to release and an ever-increasing amount of value on offer for Passport organisations. That's not to mention new recognition for contracts, projects and organisations applying best practice.

Do take a look;

[Passport - Inside Lane February 2022 Edition](#)

Please do visit the [Highways Passport Portal](#) for everything you need to know on implementing Passport across your projects.



Thumbs Up to Enter

Failing to follow the rules around exclusion zones account for almost half of people and plant incidents with potential for injury in the Network Rail Southern Capital Delivery region.

To help remind people of the simple rule "wait for the thumbs up signal before entering an exclusion zone," Southern Shield have a great poster in their library.

To download a copy, please visit the Southern Shield website or click below;

[Thumbs Up Poster](#)

Wellbeing Wednesdays Women's Health

Don't forget to put Wellbeing Wednesday into your calendar each month for great hints and tips to help you live a happier, healthier life.

This month women's health and fitness coach, Baz Moffat discussed the lifestyle factors that midlife women need to consider such as the connection between sleep and the menopause, how to minimise the impact of stress, diet, exercise and bladder and bowel health.

To revisit the March session please visit;

[Wellbeing Wednesday - Women's Health](#)





2022 will be a busy year for the RBF!

Last year, thanks to your generous support, we raised more than £500,000 to make a difference to the lives of over 700 of our railway family going through tough times and in need of a helping hand.

In 2022, another year of change, we expect this figure to be much higher with many more reaching out to us for support and advice.

We need you on board to ensure we can be there for everybody who needs us.

Here are just some of the exciting plans we have lined up for 2022.

Dates for your diary!

March is Make a Will Month

RBF and the Railway Mission, kindly supported by RROS, are coming together to host Make a Will Month. During March, current and retired railway workers will be able to access our service to create a free online will.

Further details to follow

25-30th April - Railway Family Week

Railway Family Week is back for 2022, and this year we are aiming once again to raise £50,000 for railway people in need. There will be plenty of ways to get involved and show you support with the Auction of Experiences and various fundraising challenges.

<https://www.railwaybenefitfund.org.uk/railway-family-week/>

29th May - Ride London

We have three charity places at this year's Ride London event- the world's greatest festival of cycling. If you're a keen cyclist and up for the challenge, please get in touch.

<https://www.railwaybenefitfund.org.uk/events/get-active-with-rbf/>

3rd June - The Royal Charter

We are marking the Queen's Platinum Jubilee bank holiday with a special railtour from Crewe to Windsor, aboard the vintage Saphos Carriages hauled by 70000 Britannia. A luxury steam event not to be missed!

<https://www.railwaybenefitfund.org.uk/events/the-royal-charter/>

www.railwaybenefitfund.org.uk - 0345 241 2885 - fundraising@railwaybenefitfund.org.uk

Registered Charity No 206312, SCO39550

 @RBF1858

 RBF Charity

 Railway Benefit Fund



National Highways Awards Triple Success

Congratulations and thank you to our teams who had a particularly successful night at the National Highways Industry Awards receiving not one, but three accolades in the five safety-based award categories. A great result indeed!

We were particularly delighted to receive the "Excellence in Safety Learning and Culture" Award for our STOPThink! Cultural Change Programme. STOPThink! underpins everything that we do to keep our people safe and to drive improvement across our business, thinking differently and making better decisions that save lives. To receive this award is great recognition of our efforts and investment in this important journey, which continues to be delivered with great energy and passion under the expert leadership of Mick Reeves. Thank you Mick!

Thank you also to our team who contributed to the "Healthier Highways on the M25" which won the Outstanding Contribution to Health, Safety and Wellbeing award for Connect Plus in partnership with Steve Perkins Associates.



Mick Reeves receiving the Award - as submitted by A46 Binley Team.

Finally, we were also Highly Commended for the innovative approach to workforce safety through our collaboration with Sensat to develop a digital model of the M25.

A huge Thank You!
To everyone involved in supporting these fantastic initiatives.

STOP Think! Programme Heading North

Working alongside other specialist contractors, we are delighted that Osborne Infrastructure Ltd has been appointed by National Highways as the Lot 1 Principal Contractor for the Scheme Delivery Framework in Areas 10, 12, 13 and 14, as shown on the next page.



Sharing our Successes

March 2022 - STOP Think!



Working across the Strategic Road Network, we will be involved in delivering infrastructure projects across a large geographical area in the North of England, including in historically important cities and across areas of outstanding natural beauty;

- 🚧 **Berwick upon Tweed** has changed hands between England and Scotland thirteen times.
- 🚧 **Newcastle upon Tyne** has the first street in the world to be illuminated by electric light.
- 🚧 **Sheffield** is home to the world's oldest football club!
- 🚧 Michael Marks opened his Penny Bazaar in **Leeds** which grew into Marks & Spencer.
- 🚧 In 2004, **Liverpool** was given the status of UNESCO World Heritage Site.
- 🚧 The first pencil was invented in the 1500s in the hamlet of Seathwaite in Borrowdale, **Cumbria**.

With the physical works starting in May, our STOP Think! Engagement with the framework community will commence shortly.

We will be proactively sharing our behavioural safety and cultural development experience via a fully inclusive and extensive programme of STOPThink! events that will continue throughout the lifetime of the works.

The framework will be under the very capable leadership of Framework Manager Chris Charnley, with Mike Benn assisting him across the northeast and Peter Collins within the northwest.



Mick Reeves will be delivering STOPThink! Launch Days, Virtual Programmes, Safety Chat Events on site, along with Mental Health First Aider Courses and much, much more! Peter Collins commented;

"I will, in the next month arrange some update sessions to discuss how we move forward in the most efficient way and ensure we have the right tools to succeed. STOPThink!, Lean and Sustainability will all play important roles during this time and throughout the Framework!"

If you or your teams want to attend a particular STOPThink! event, please take a look at our recently released **STOPThink! Calendar** as being organised and managed by Mick Reeves.

Over the next four months there is a varied suite of both face-to-face and virtual sessions from Launch Days to the full programme covering four separate modules. Please do drop Mick a line or give him a call for more information at mick.reeves@osborne.co.uk.





CECA NextGen encouraging our Future Talent

A huge thank you to Charlie White and Rhiannon Betts who through their membership of the CECA NextGen Southern Foundations Group, recently gave a thoroughly engaging presentation to students at the University of Southampton.

The CECA NextGen Southern Foundations Group brings together young civil engineers, technicians and construction personnel who work for civil engineering contractors in the southern region. Their work raises awareness of the opportunities and benefits of such a career, attracting young people into our industry and encouraging continual professional development.

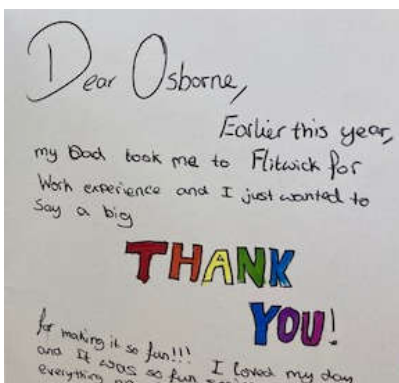
Rhiannon and Charlie's presentation was aimed at increasing understanding in what "contracting" is, the numerous opportunities and the training and support that is available.

Many of the students had never been to a construction site, so were very interested to hear and see what happens in a typical day. Other students had already arranged placements and had many questions on what to expect and how to prepare.



Both Rhiannon and Charlie come from a BEng background, rather than a Masters, so were able to cover the many questions on the ability to become Chartered with the ICE.

Thank you Both for sharing your enthusiasm and knowledge!
And for helping to attract the best talent into our industry. As commented by the students, you "made construction seem fun".



Work Experience Delight at Flitwick Interchange

Our team at Flitwick Interchange were delighted to receive a "Thank You" card from a student who recently spent work experience time at the site, commenting;

"Thank you for making it so fun... I loved watching you use the machinery as well!"



Sharing our Successes

March 2022 - STOP Think!



This lovely demonstration of her appreciation just shows just how important it is to capture the enthusiasm of our young people

Thank you to all for making sure that Elsie had a great experience at our site!

Over the next few months, the team have many exciting things planned such as raising awareness of women in the industry, the BIG Bridge Challenge, and sponsoring the Flitwick Easter Egg Hunt and Family Funday just to name a few.

For more information on the great work that our team are doing to add value to the Flitwick Community, please take a look at our Thrive Report on Page 28.



Thank You Team Gade!

Thank you to our team at Gade Valley who recently hosted the National Highways Regional Management Team, receiving great feedback.

The Gade team were praised for sharing their extensive knowledge of the viaduct and for an excellent safety briefing, with the Regional Director commenting;



"Some super things going on at this site that are a real exemplar. You should all be pretty proud."

Thank you to the **WHOLE** team for being great ambassadors of Osborne Infrastructure, and for clearly demonstrating the difference that makes us all successful!



07971 125 180 24 hour Infrastructure Advice & Reporting
Feedback to: julie.king@osborne.co.uk
www.osborne.co.uk

Investing in Our Communities

Thankyou 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!

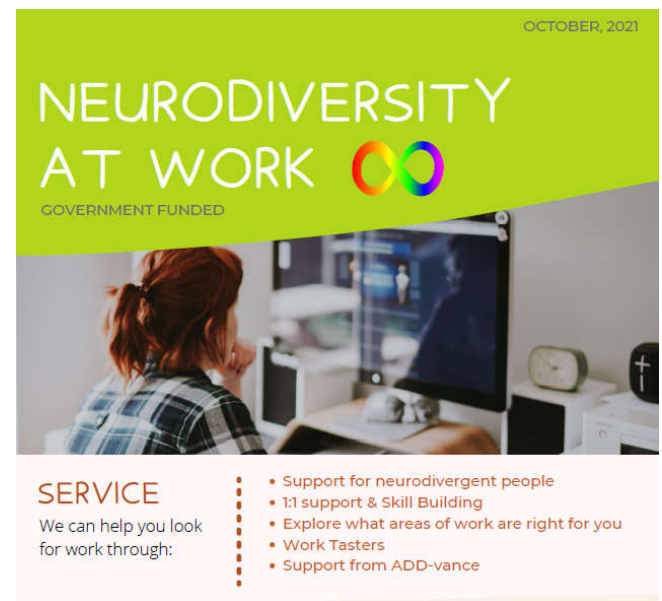
Social Value Manager, Sarah Askey provided one-to-one support to a resident who is looking to return to work following an extended break to raise a family, providing mock interviews, mentoring to help build self-confidence and assistance in translating a CV from Romanian to English, receiving really appreciative feedback;

"Thank you for taking the time to help me translate my CV into English. I am sure this will help me get a job."



We are also very proud to be supporting the new Neurodiversity at Work initiative and have been providing the first of many Mock Interviews for residents with disabilities who are looking to build their confidence as part of their journey to employment.

The mock interviews have a structured yet relaxed approach, helping the interviewee to feel comfortable and at ease with what can be an overwhelming experience.



OCTOBER, 2021

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

Great feedback has been received for the Step2Skills Adviser;

"Thank you so much for this Sarah. Sian has told me that her and Sam really benefitted from this interview and the feedback you provided has been brilliant and very helpful."

Well Done and Thank You!
To everyone involved in these fantastic opportunities that will make a genuine difference to those most in need.

For more information on the great work that our team are doing to add value to the Hertfordshire Framework Community please see our Thrive Report on Page 29.



Environmentally Sensitive Methodologies Crook Hill, Lovely Hill and Pignall Hill Overbridges

Deep in the heart of the New Forest, our One Team Wessex Structures Team are busily working to replace three aging bridge decks – and the unique location has presented access and environmental challenges requiring collaborative working and innovative solutions.

All three overbridges span the Bournemouth Main Line and are within six miles of each other within the SSSI National Park. The land is managed by the Forestry Commission with numerous levels of ecological protection and local wildlife, including cows and horses using the bridges regularly to cross the railway. Agreement had to be sought from the landowners for temporary closure of the bridges, and to add to the logistical challenge, at one location the works also had to be coordinated around existing Electrical and Plant works, not to mention storm force winds and rain!



Crook Hill

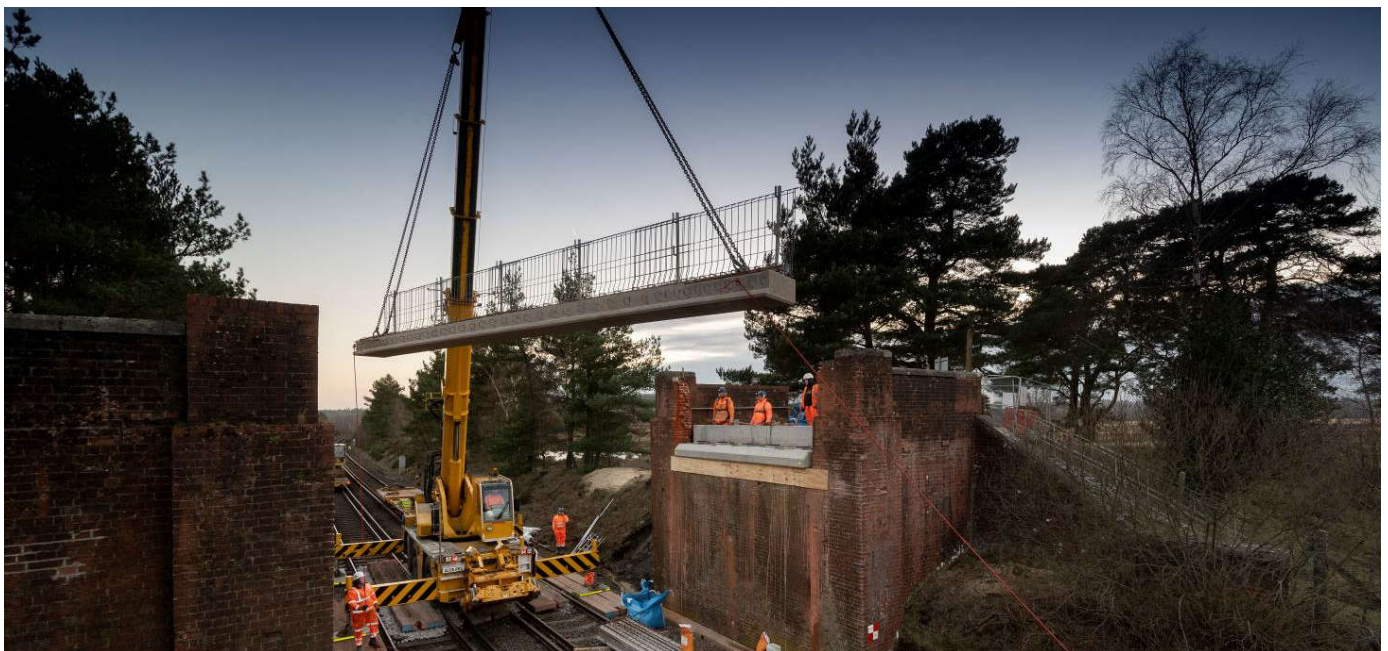


Lovely Hill



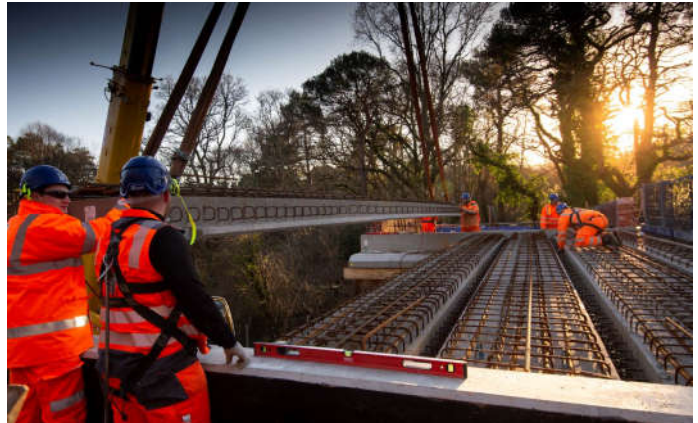
Pignall Hill

With limited overground access to the remote locations and an absolute requirement to minimise disturbance to the sensitive habitats, the replacement solutions were designed around almost solely using road rail vehicles to complete the demolition and construction.



What Good Looks Like

March 2022 - STOP Think!



A series of abnormal weekend possessions are being used to simultaneously work on the three structures, generating project efficiencies through maximising the use of the access opportunities. This is requiring meticulous planning to programme the rail-based plant movements for the delivery and removal of all material and equipment. Remote compounds and storage areas have been established, that are large enough to store the precast and pre-assembled bridge elements and also provide a clear accessible route to road rail access points. Complex indeed!

Enormous congratulation to the WHOLE team, including our suppliers, for the ongoing safe and considerate delivery of this logistically complex scheme that is putting the local environment first!
We look forward to hearing more as these future-proof structures reach completion.

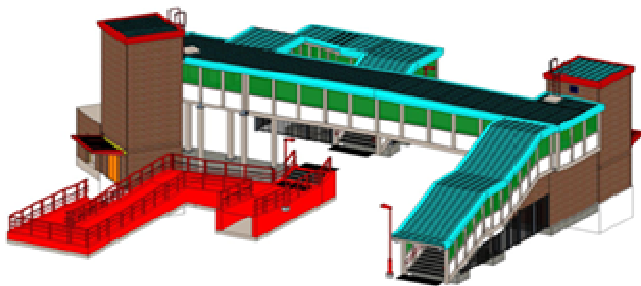


07971 125 180 24 hour Infrastructure Advice & Reporting
Feedback to: julie.king@osborne.co.uk
www.osborne.co.uk

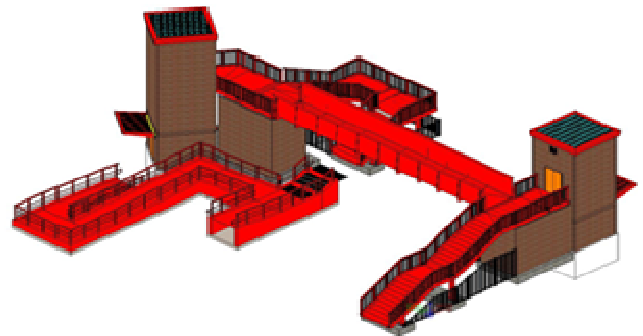
Safe and Sustainable Footbridge Solutions Saving Costs and Reducing Embodied Carbon

Our One Team Wessex Pre-Construction Team work together with our customer and the wider delivery team to value engineer designs from the outset of a project; developing solutions that reduce time, cost and our impact on the environment.

When a track level crossing adjacent to a conservation area needed to be replaced with an access for all footbridge and lifts, the team considered a simple departure from the standard design that could provide many benefits. Through developing an “open” style footbridge and stairs with the roof covering removed, the scheme would be far less visually intrusive, whilst also providing significant savings in both cost and embodied carbon.



Previous GRIP 4



Updated GRIP 4

Closed Footbridge Solution with
Roof Covering

Open Footbridge Solution providing circa 20%
saving in Embodied Carbon

A derogation from DfT standards is currently being sought for this open footbridge design. If granted, this low cost, low carbon solution could impact future thinking where alternative access to track level crossings is required.



Example Open Footbridge
Solution

Well done to All involved!

Through thinking differently, you have developed a solution that resolves local concerns, is more affordable and addresses the wider issue of reducing embodied carbon.



07971 125 180 24 hour Infrastructure Advice & Reporting

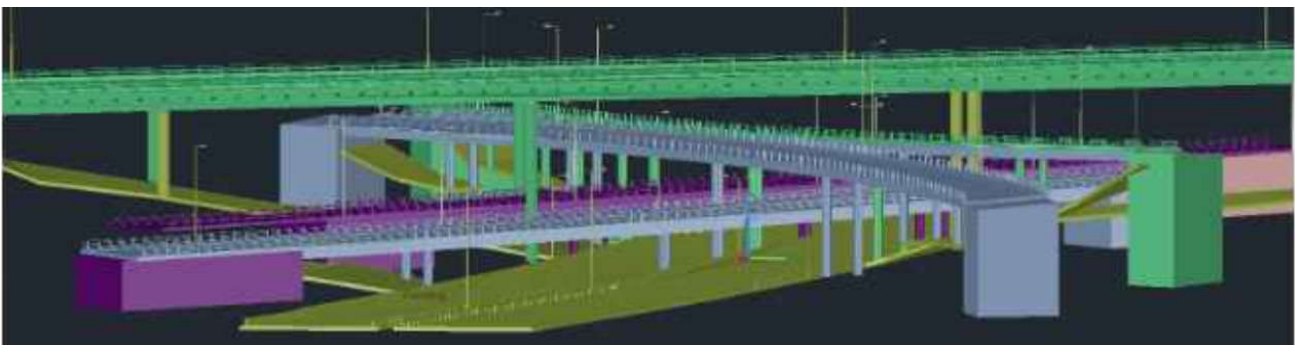
Feedback to: julie.king@osborne.co.uk

www.osborne.co.uk

Collaborative Master Planning Session Merstham Viaduct Early Contractor Involvement

Enormous congratulations and thank to our team on the M25 who under the expert guidance of our Performance Manager, Kimberley Wild, held a collaborative masterclass planning session for the upcoming incredibly complex bearing replacement scheme for Mertsam Viaduct.

Merstham interchange connects the M25 and the M23 motorways at Junction 7 and consists of five additional structures. The collaborative session included representatives from all workstreams and was set up to ensure the development and delivery of an efficient and fully aligned plan for all elements of the design, temporary works and permanent construction solution. Inviting all workstreams for the early contractor involvement phase enabled true collaborative problem solving and focused action planning. The session began with understanding the expectations of each work stream and through using Lean tools and methods, focussed on aligning these to one clear goal for the whole network of people.



3C's Action Board

Concern	Cause	Countermeasure
Hierarchy of Works	Complexity of Works	Lean Aligned Programme

Project Collaborative Goals

- Defined scope of the structures, identification of a clear period of delivery, spreading the scope clearly across the timeframe, and aligning to the annual budget.
- Target budget, assumptions as low as possible.
- Understand our own scope and understand the interdependencies.
- Understanding the ECI activities sequence.

From the outset it was clear there that were many assumptions and using the 3C's method the team were able to form a clear action plan, to remove or clarify these assumptions and to define actions required to mitigate risk, using the planner technique to develop their collaborative plan.

This is a great example of collaborative working and the benefits it can bring.

Positive feedback was received from all involved in the session, with a number of clear actions and a defined programme going forward in place.



International Women's Day 2022

I am at my best when...

Imagine a gender equal world.

A world free of bias, stereotypes and discrimination.

A world that's diverse, equitable, and inclusive.

A world where difference is valued and celebrated.

Together we can forge women's equality.

Collectively we can all [#BreakTheBias](#).

International Women's Day is a global celebration of the social, economic, cultural, and political achievements of women. Here are some insights to the wonderful women who work in Osborne Infrastructure.

Cat Cliffe, Sustainability Director
I am at my best when ...
... I am working with talented people and we are converting ideas and intentions into consistent and sustainable practice.

Leanne Atrill, Technical Writer - OIL Marketing & Comms
I am at my best when ...
... I am a valued member of an engaged and creative team

Kimberley Wild, Business Performance Manager
I am at my best when ...
... I have space to be creative and innovative, and we are challenging the status quo to deliver our projects efficiently.

Simone Wyatt,
I am at my best when ...
... feeling valued and challenged to help grow our Rail business and being supported by a very talented team all around me.

Andrea Green, Business Development Director
I am at my best when ...
... developing new ideas with our fantastic team, we're helping our customers with some of their biggest challenges and making a difference. I couldn't do it without my own fantastic team at home!

Paula Reddy, Commercial PM
I am at my best when ...
... I am using my strengths and encouraging others to do the same.

Charlotte Scott, SHEA Co-ordinator
I am at my best when ...
... I am working as part of a committed team who are proactive, and with a team who supports and encourages me to grow and develop personally and professionally.



What Good Feels Like

March 2022 - STOP Think!

OSBORNE
INFRASTRUCTURE



Kate Spresser, Head of Technology

I am at my best when ...

... when I'm part of a great team and we are working together to deliver real value for the business.



Cat Whitehead, Lead Pre-Construction Manager

I am at my best when ...

... I have the correct balance of family, work and social life. When this balance is right I am happy and perform well.



Nicola Weymouth, Assistant Site Manager

I am at my best when ...

... me and my team are communicating well together and collaborating to delegate the tasks on our programme for each site so everyone knows what is expected of them.



Victoria De Castro, Assistant Site Manager

I am at my best when ...

... I can collaborate with people to exchange ideas, learn from motivated and talented individuals, develop skills to positively address the demands of industry challenges and create an everlasting impact.



Julie King, Technical Writer - Performance and Communication

I am at my best when ...

... I am working with our inspirational people to think differently and push the boundaries of continuous improvement.



Sharon Lovell, Business Performance Coordinator

I am at my best when ...

... I share with others whatever I can, be it my time, a good thought or a smile.



Paige Baker, Assistant Site Manager

I am at my best when ...

... I am completing work that is challenging and takes me out of my comfort zone, encouraging me to grow and develop both personally and professionally.



Sarah Askey, Social Value Manager

I am at my best when ...

... I am connecting with people. Working together to achieve what may seem the impossible. Making a positive impact on lives and our planet.



International
Women's Day

#BreakTheBias #IWD2022



07971 125 180 24 hour Infrastructure Advice & Reporting

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

www.osborne.co.uk



Flitwick Transport Interchange THRIVE Report*

*Up to 14th Feb 22



£370,504.02 Total Social Value Added*



Local Value



3 Local hires

£292,642.00 Local spend

£67,012.00 Value contributed to local hires & job creation

Employment, Education & Skills



62 People hours learning interventions delivered

6 People hours spent engaging with the local schools

Sustainability



5 People supported with sustainable travel

60 Tonnes waste recycled instead of landfill

Electric car charging points & direct electric to eco cabins on site

Social, Wellbeing & Community



14 People hours volunteering in the local community

Creation of an Information Area within Tesco

45 People hours spent on actions to improve the workplace conditions that support covid 19 recovery

Central Bedfordshire

Central Bedfordshire Council

Osborne Infrastructure Ltd Working In Partnership with Central Bedfordshire Council

*Including local economic value



07971 125 180 24 hour Infrastructure Advice & Reporting

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

www.osborne.co.uk



The Hertfordshire Framework THRIVE Report*

*Up Until End December 2021



£4,034,486.32 Total Social Value Added*



Local Value



4 Employment opportunities for people from under-represented groups

£1,762,296.06 Local Spend

£59,488.00 Value contributed to local hires & job creation

Employment, Education & Skills



183 People hours learning/ educational activities under

107 Work placement weeks completed

Sustainability



443 Staff hours spent protecting and improving the environment

2 Green spaces created

260 Tonnes reduction in construction waste produced

Social, Wellbeing & Community



688 People hours volunteering in the community

£94.5k Community donations

£103k Community fundraising



Osborne Infrastructure Ltd Working In Partnership with Hertfordshire County Council

*Including local economic value.



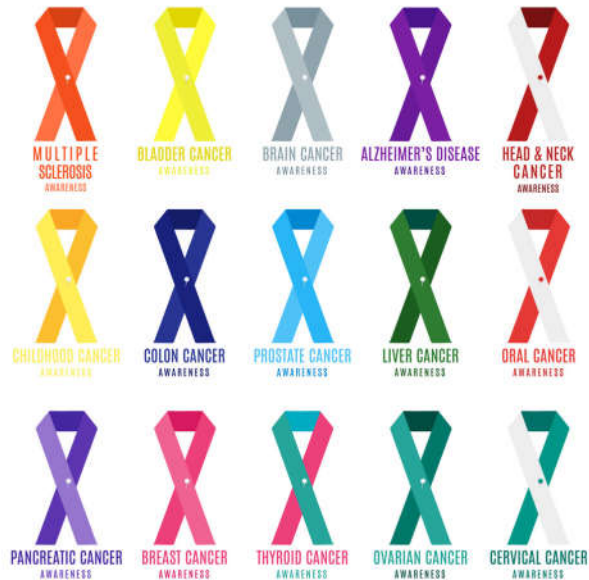


Cancer Awareness

March's Health and Wellbeing topic is Cancer Awareness and the statistics are frightening;

Facts & Stats

Work-related cancer
CLAIMS AT LEAST
742,000 LIVES
worldwide each year



For great information, advice and support on dealing with cancer in its numerous forms please visit;

[Macmillan](#)

[HSE - Cancer and Construction](#)

[Cancer Research UK - About Cancer](#)

Past occupational exposure to known and probable carcinogens is estimated to account for about

5% of cancer deaths.

The construction industry has the largest estimate of occupational cancer cases, with about

8,000 cancer deaths and
13,500 cancer registrations
each year from the industry.

Damage can also be caused by gene faults that can be inherited. This damage can build up over time and if a cell develops too much damage to its DNA, it can start to grow and multiply out of control – this is how cancer starts.

But...

Experts estimate that only about 2 or 3 in every 100 cancer cases are linked to inherited gene fault. So how can you reduce your risk?

Cancer is caused by damage to our DNA. This can be from the things we come into contact with such as UV rays, or through our lifestyle choices, such as the cancer-causing chemicals in tobacco.



Look After Yourself & Each Other

March 2022 - STOP Think!



There are **SIX** proven ways to reduce your cancer risk.

Be smoke free Keep a healthy weight Eat a healthy, balanced diet Drink less alcohol Be safe in the sun Be more active

Find out more at cruk.org/health

How many cancers could be prevented?

Experts estimate that 4 in 10 cancer cases could be prevented through lifestyle changes.

Three quarters of people are not aware that **obesity** can be one of the causes of cancer.

Even more do not know of the scientific link between **alcohol** and cancer.

Did you know, 4 in 10 cancer cases in the UK could be prevented?



Together we will beat cancer

It's never too late to make changes to reduce your cancer risk

Find out more at cruk.org/health



February 2020
Review February 2021



07971 125 180 24 hour Infrastructure Advice & Reporting

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

www.osborne.co.uk

ALCOHOL CAN CAUSE 7 TYPES OF CANCER

Drinking less alcohol could **prevent 12,800 cancer cases** per year in the UK.

4 WAYS ALCOHOL CAUSES CANCER

- Damages cells
- Increases damage from tobacco
- Affects hormones linked to breast cancer
- Breaks down into cancer-causing chemicals

Larger circles indicate cancers with more cases linked to alcohol in the UK

Let's beat cancer **sooner**
cruk.org

Infographic courtesy of Cancer Research UK

BEING SMOKE FREE CAN PREVENT 15 TYPES OF CANCER

Larger circles indicate more UK cancer cases

Circle size here is not relative to other infographics based on Brown et al 2018
Source: Brown et al, British Journal of Cancer, 2018

LET'S BEAT CANCER **SOONER**
cruk.org/prevention

National No Smoking Day – Wednesday 9th March 2022

Smoking

If you smoke, quitting is the single most important step you can take to protect your health.



Smoking is the single greatest preventable cause of death in the world today. There are more than one billion smokers worldwide and it kills up to half the people who smoke.

Over the last few decades, it has become very clear just how dangerous smoking is, due to the toxins that cause many different forms of cancer from the mouth to the lungs.



Look After Yourself & Each Other

March 2022 - STOP Think!



Within days of stopping smoking your health will begin to improve rapidly;

After 20 minutes

Pulse rate returns to normal.

After 8 hours

Nicotine and carbon monoxide levels in blood reduce by more than half and oxygen levels return to normal.

After 48 hours

Carbon monoxide will be eliminated from the body. Lungs start to clear out mucus and other smoking debris.

After 48 hours

There is no nicotine in the body. Ability to taste and smell is improved.

After 72 hours

Breathing becomes easier. Bronchial tubes begin to relax and energy levels increase.

Get the Right Help



Quitting smoking is not easy. It is important to have a group of friends or family to help through this process. Try the NHS Smokefree Quit Kit, which contains information on quitting aids, or visit the British Heart Foundation;

[NHS Smokefree Quit Kit](#)

[BHF - STOP Smoking!](#)

Why not join the [No Smoking Day Campaign](#) and see how quickly you are seeing results?

After a year of quitting, your risk of heart attack will have halved compared to a smoker's and in 15 years it will be the same as that of someone who has never smoked. Your teeth will be whiter and your breath will smell better. If you smoke 20 cigarettes a day, giving up could save you nearly **£4,000** a year!

Give to Others - Five Ways to Wellbeing



There is strong evidence that giving to others has many positive benefits on our mental health and sense of wellbeing. When we give to others it promotes a sense of trust and cooperation in our relationships. When we give to others, we don't only make them feel closer to us; we also feel closer to them. So why not;

- ♥ Do a chore for your family.
- ♥ Lend your ear for a struggling friend.
- ♥ Volunteer in your local community.

Often, it's the little things that can make all the difference. Try "giving" as part of your daily life. It can be a positive step towards living a happier and more fulfilling life.



07971 125 180 24 hour Infrastructure Advice & Reporting

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

www.osborne.co.uk

Ovarian Cancer Awareness Month



TARGET OVARIAN CANCER
For every woman, for life

Ovarian cancer symptoms

- Persistent bloating
- Feeling full quickly and/or loss of appetite
- Pelvic or abdominal pain (that's your tummy and below)
- Urinary symptoms (needing to wee more urgently or more often than usual)

Occasionally there can be other symptoms:

- Changes in bowel habit (eg diarrhoea or constipation)
- Extreme fatigue (feeling very tired)
- Unexplained weight loss

Any bleeding after the menopause should always be investigated by a GP.

Ovarian cancer symptoms are:

- frequent – they usually happen more than 12 times a month
- persistent – they don't go away
- new – they are not normal for you



Worried about your symptoms?

If you regularly experience any one or more of these symptoms, which are not normal for you, it is important that you see your GP. It is unlikely that your symptoms are caused by a serious problem, but it is important to be checked out.

Prepare for your GP appointment

- Track your symptoms using our free ovarian cancer Symptoms Diary (available in print or as an app). Find it at targetovariancancer.org.uk/symptomsdiary
- Find out about your family history. Tell your GP if two or more relatives in your close family have had ovarian or breast cancer

What tests might your GP do?

- If your symptoms are frequent and persistent your GP should order a CA125 blood test
- They may also order ultrasound scans of your tummy and ovaries

What next?

- Ask your GP what the next steps are
- Be persistent! Return to the GP or seek a second opinion within a couple of weeks if your symptoms don't go away

© Target Ovarian Cancer
This edition: July 2017
Next planned review: June 2020
To access our list of references please contact us.
Target Ovarian Cancer is a company limited by guarantee, registered in England and Wales (No. 4499963). Registered office: 9 Angel Gate, London EC1V 3PF. Registered charity numbers 123098 (England and Wales) and SC044920 (Scotland).





"My tummy had become increasingly bloated over some months and I needed the toilet more. I finally visited my GP when I could only eat half a sandwich because I felt so full. I had honestly thought there was nothing wrong, I'd explained away each symptom as a minor problem. My message is to know what is normal for your body, be symptom aware and visit your GP to get checked. It could be nothing but that visit could save your life."

Sue

Remember

- Cervical screening tests – sometimes known as smear tests – will NOT detect ovarian cancer.
- Most cases of ovarian cancer are diagnosed in women who have gone through the menopause. But younger women can also get ovarian cancer.
- The sooner ovarian cancer is detected, the easier it is to treat. Survival can be up to 90 per cent for women in the UK diagnosed at the earliest stage.
- Other conditions such as irritable bowel syndrome (IBS) have symptoms similar to ovarian cancer but new cases of IBS are very unlikely in women over the age of 50.

Contact us

Target Ovarian Cancer is the UK's leading ovarian cancer charity. We work to improve early diagnosis, fund life-saving research and provide much-needed support to women with ovarian cancer.

Our nurse-led Support Line provides confidential information, support and signposting for anyone concerned about ovarian cancer.

Support Line
020 7923 5475

Just **20%** of women are able to name bloating as a potential symptom of ovarian cancer

Help us raise awareness by ordering and sharing copies of this leaflet.

- Support Line: 020 7923 5475
- info@targetovariancancer.org.uk
- targetovariancancer.org.uk
- TargetOvarianCancer
- @TargetOvarian





Prostate Cancer Awareness Month

What is the Prostate?

Only men have a prostate gland. The prostate is usually the size and shape of a walnut and grows bigger as you get older. It sits underneath the bladder and surrounds the urethra.

What is Prostate Cancer?



Prostate cancer can develop when cells in the prostate start to grow in an uncontrolled way. Prostate cancer often grows slowly to start with and may never cause any problems but some men have prostate cancer that is more likely to spread. This needs treatment to stop it spreading outside the prostate. Common signs and symptoms to look out for include:-

- Needing to urinate more often than usual.
- Difficulty starting to urinate.
- Straining or taking a long time to finish urinating.
- A feeling that you're not emptying your bladder fully.
- Needing to rush to the toilet.
- Dribbling urine after you finish.

Less common symptoms include:-

- Pain when urinating.
- Pain when ejaculating.
- Blood in your urine or semen.

Ways to prevent Prostate Cancer

No one knows how to prevent prostate cancer, but a healthy lifestyle may be important. The latest research suggests that being overweight or obese probably increases your risk of aggressive or advanced prostate cancer. A balanced diet and regular exercise can help you stay a healthy weight, so these may be important for lowering your risk.

If you are experiencing any of these symptoms or conditions or would like to talk to somebody about Prostate Cancer contact your GP.

Prostate Cancer UK is a National Charity focussing on this specific male cancer. Information is also available from the **NHS Website** and **Cancer Research Website**.

Facts...

Am I at risk?

In the UK, about 1 in 8 men will get prostate cancer at some point in their lives. Older men, men with a family history of prostate cancer and black men are more at risk.

Age

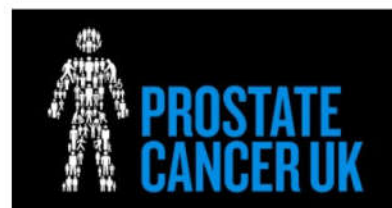
Prostate cancer mainly affects men over 50, and your risk increases with age.

Family History

You are two and a half times more likely to get prostate cancer if your father or brother has had it.

Black Men

We don't know why black men are more likely to get prostate cancer, but it might be linked to genes. In the UK, about 1 in 4 black men will get prostate cancer at some point in their lives.



SAFETY ALERT



Paediatric Multisystem Inflammatory Syndrome (PIMS)

What is PIMS-TS

Paediatric multisystem inflammatory syndrome (called PIMS-TS or PIMS for short) is a new condition that can happen in some children and young people sometime after they have had COVID-19.

The condition is a delayed reaction to the body trying to overcome the virus, and this causes swelling throughout the body.

The symptoms of PIMS-TS are different to COVID-19, and many children who experience PIMS-TS may not have previously been unwell or had COVID-19 symptoms.

What are the symptoms?

Symptoms of PIMS-TS can include:

- a prolonged fever (higher than 38C)
- tummy ache
- diarrhoea and/or vomiting
- widespread red rash
- red bloodshot eyes, strawberry red tongue, or red cracked lips
- swelling of fingers and toes
- not feeling or acting like themselves.

If your child has any of the following symptoms you should call your GP or call NHS 111 for advice. If your child develops chest pain, please call 999 immediately.

How is it treated?

The very small number of children who get PIMS-TS usually require hospital treatment as it is a serious condition. The children and young people we've seen with PIMS-TS have responded very well to the hospital treatment. We continue to monitor them through regular check-ups afterwards.

A combination of medicine is used to calm down your immune system that is causing the swelling in the body and making you unwell. This medicine includes:

- an intravenous (given through a drip) immunoglobulin (IVIG). This is a blood product that helps to fight the infection and reduce inflammation and the risk of swelling in the blood vessels of the heart.
- aspirin, taken by mouth, helps reduce the risk of blood clots. The aspirin needs to be continued for at least six weeks after discharge from hospital. Please ask your GP for a repeat prescription. If there are no problems with your child's coronary arteries or heart function when they are seen six weeks after being in hospital, the aspirin can usually be stopped. This medication should be taken with food.
- steroids, such as IV methylprednisolone, which are given through a drip, and oral prednisolone are also available, if needed. This helps reduce the inflammation in the body. This medication should be taken with food.
- once you are well enough to go home, you will need to keep taking some medication at home, and come back to the hospital for some tests and check ups.

www.evelinalondon.nhs.uk

ZERO HARM
MAKE SAFETY
PERSONAL

wsp



Toolbox Talk – Working with Wet Concrete



Infrastructure Projects Southern Toolbox Talk

WORKING WITH CONCRETE

12 January 2016

Wet concrete is dangerous!

In IP Southern, an individual was kneeling on a concrete slab whilst carrying out concrete finishing works. Due to heavy rainfall, concrete run-off was washed onto the area where he was working. As the operative was not wearing waterproof trousers, his clothes became contaminated with the concrete slurry.

Some hours after leaving site, the operative began to suffer significant discomfort to both knees. Upon attending hospital it was confirmed he has suffered concrete alkali burns.

Assess the risk...

Those tasks where concrete will be used must be identified and a risk assessment carried out. If possible do not use concrete or reduce the amount to be used. Plans for contact with concrete should be minimised. Individuals should also be checked for any existing skin or allergy problems.

So...what can you do to stop concrete burns?

Always wear the right PPE for any task involving wet concrete:

- **Gloves** should be waterproof and suitable for use with high alkaline substances (they should be marked with EN374:2003). They should be long and/or tight fitting at the end to prevent concrete being trapped between the glove and the skin
- **Footwear** such as wellington boots should be used. If they leak or get split change them immediately
- **Waterproof trousers** must be worn over the top of boots and not tucked in. This stops the concrete getting into them
- Use **knee pads** or a **waterproof mat** if you have to kneel for finishing
- Ensure there is access to **good washing facilities** and any concrete on the skin is washed off as soon as possible.

Wet concrete is extremely corrosive and quickly destroys skin surfaces. Typically it causes areas of skin to become red and itchy with some acute attacks causing crusty scales or blisters that ooze fluid.

Wet concrete can cause serious burns



Wet concrete is highly alkaline in nature. A serious burn or ulcer can rapidly develop if it is trapped against the skin. In extreme cases, these burns may need a skin graft or can even cause a limb to be amputated. Wet concrete can also cause chemical burns to the eyes.

What you need to do if get concrete on your skin or in your eyes...

- If it is on your skin – wash it off at once with warm soapy water
- In your eyes – report to a first aider and wash your eyes out with clean water
- If you suffer any symptoms of inflammation or burns then seek further medical advice and assistance

Contact us: shield@networkrail.co.uk



SHE Performance Summary – February 2022

Improvement Opportunities Frequency Rate (IOFR) the Current Rolling IOFR is: 2.00 (Target of 2.5 per 1000 hours worked)			
Accident Frequency Rate (AFR) Days since the Last RIDDOR Accident: 168 The Current Rolling AFR Is: 0.04 against a threshold of 0.01			
Service Strike (SSFR) Days since the last Service Strike: 13 The Current Rolling SSFR is: 0.42			
February Total Number IOs 338		February No. Safety, Health & Environmental IOs 307	
February No. Business IOs 31			
Reference Number	Date	Project	Description
Injury			
19362022-08-02	07/02/22	A46 Binley	Operative fell backwards whilst carrying an item of equipment.
19582022-16-02	16/02/22	EK HS2 PRA to Oxford Road	Excavator door blew shut, door glazing shattered, and glass cut driver's ear.
Service Strike			
19562022-16-02	15/02/22	OTW Farncombe to Petersfield	BT cable damaged during excavating.
Traffic Management Incursion			
19262022-04-02	03/02/22	M25 Morants Court	Two vehicles entered closure.
19722022-24-02	23/02/22	23SP38 Swanley I-C Surveys & Monitoring	Member of public struck cone and dragged it along carriageway.
Property Damage			
19552022-16-02	16/02/22	OTW BML2 bridges	Lorry trailer slipped off timber sleeper and sank into ground
19592022-17-02	17/02/22	OTW E&P Package 1 Lymington	Two vehicles collided in car park – minor damage.
19762022-27-02	26/02/22	OTW HV Switchgear	Overhead BT cable snagged during delivery damaging holding clips.
19772022-28-02	27/02/22	Sussex PPM Selhurst Depot	Vehicle damaged during strimming operations.
Environment – Spillage			
19732022-24-02	22/02/22	OTW GEO Years 4 & 5 Geotech	Hydraulic hose snagged on drilling rig causing minor spill.





Improvement Opportunities

February 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 February fencing and security was a growing issue. Please ensure that processes are in place for securing sites including the locking of gates. Be mindful of changing weather conditions and ensure that welfare and walking routes are suitably prepared, maintained and kept free of materials and cables.

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 in February

- OTW E&P NSCD's 46
- OTW E&P Pkg 3 Ashurst 35
- Surbiton Congestion Relief 25
- OTW BML2 Overbridge 21
- OTW E&P F2P 20

Top IO Originators in February

- Genero Henderson-Park 37
- Paul Burtoo 19
- Henry Barkas 16
- Adam Miller 15
- Jon Blackman 15

Top Suppliers in February

- UKES Rail 5
- Mott MacDonald 1

Top SHE Categories in February

- Access / Egress / Site Security 57
- Site Housekeeping 34
- Personal Health 19
- Site Welfare 19
- Process / Documentation 14

Infrastructure Improvement Opportunities

Month	Total No. IOs	Total No. People Raising IOs
December 2021	185	47
January 2022	288	66
February 2022	338	83
How many did your site submit last month?	?	?





IMPORTANT SAFETY NOTICE

USERS OF THE BELOW CROSBY PRODUCT:

**1018534 1" 8.50t G-209 Shackle
1018543 1" 8.50t S-209 Shackle**

With Production Identification Codes (PIC) TXJ as located on the shackle bow

PLEASE CAREFULLY REVIEW AND ACT UPON THE FOLLOWING INSTRUCTIONS.

February 4, 2022

Dear Valued End User of Crosby Products:

THE CROSBY GROUP has determined the above listed screw pin anchor shackles may have a condition that can reduce the ultimate load capacity from the published catalog values. The shackle bow may have a previously undetected indication, and continued use may result in loss of load, property damage, severe injury, or death.

By use of the Production Identification Code (PIC) symbols appearing on the product, we have determined the 1" 8.5t screw pin anchor shackles with PIC TXJ shown on the bow may have this condition. See below image showing the position of the PIC on the bow. No other sizes or PICs are part of this Important Safety Notice. The potentially impacted products were shipped from Crosby between November 23, 2021, and January 28, 2022.

In the event you do have any 1" 8.5t shackles with PIC TXJ, we request you to remove them from service, and arrange for return and replacement. To return these products, please contact your Crosby Distributor. For more information concerning this Important Safety Notice, contact Technical Support at 1-800-220-8509 or crosbytechsupport@thecrosbygroup.com.

Please inform your customer(s) of this Important Safety Notice, or if you know of other users of the 1" 8.5t screw pin anchor shackles, please pass this notice on to that user, company, or firm.

We regret the inconvenience this may cause you and your organization and thank you for your cooperation. We are committed to providing you with the absolute best in Crosby quality.

Sincerely,
THE CROSBY GROUP



Crosby[®]



Production Information Code (PIC) Location





Safety Alert

15/02/2022

An operative in the Twyford to Greatworth (T2G) section sustained minor chemical burns to both legs (lower calf area) due to cement exposure. The burns later became infected and resulted with the incident becoming reportable under RIDDOR (>7days).

The operative was issued with PPE not suitable for concreting and was unaware concrete had seeped through the coveralls.

What we know

- KeepClean disposable hooded coveralls were provided as task specific PPE
- The coveralls do not conform with the controls specified in the COSHH assessment or EN standard class/specification for impervious disposable clothing
- KeepClean coveralls had been taken out of use by the central PPE stores, but some remained in local PPE stores

Actions taken

- The coveralls non-conformance was found early 2021 and changed for a new compliant product in central stores
- Recall communications of the non-conforming coveralls that may still be found in local PPE stores. Project Directors, SHW and Stores/Logistics Teams informed



What you must do

- Identify any existing or remaining stock of KeepClean coveralls on site
- Remove all KeepClean coveralls from use
- Check remaining stock of coveralls and ensure their compliance with EN13034 & EN ISO 13982
- Arrange for non-compliant coveralls to be sent back to the EKFB central stores for disposal

Coveralls worn for concreting activities must conform with:

- EN13034
- EN ISO 13982

These type of overalls are now supplied by EKFB central stores as a minimum.



Non-conforming blue disposable hooded coveralls



Correct white disposable hooded coveralls



Safety Bulletin



everyone
home safe
every day

Excavator put on an open line

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

Ref: NRB22-02

Date of issue: 10/02/2022

Location: Smugglers Lane Access Point, Dawlish, W&W Region

Contact: Amanda Horton - Head of S&SD, Capital Delivery, W&W



Overview

On 26th January 2022 at 00:32, an Engineering Supervisor (ES) for a worksite within the East Midlands Route (B) was granted permission to commence work.

The ES called the Machine Controller (MC) identified on his paperwork to confirm that the machine could be on-tracked.

The MC who was contacted was actually on site at Parsons Tunnel, Western Region (A), following a change to the original plan (where he was designated as the East Midlands MC).

The Parsons Tunnel MC on-tracked his machine at 00:32 at Smugglers Lane Access Point before being challenged at 00:37 by the Principal Contractor Supervisor and told to remove the machine as the possession had not yet been granted.

The Parsons Tunnel machine had been placed on an open line. This led to the discovery of the mis-communication. Whilst there was no train in the immediate vicinity, the risk identified following this incident was deemed significant.

Discussion Points

- Where possible, the ES and COSS should meet in person before any machines are on-tracked.
- Are Spoken Safety Critical Communications (SSCC) routinely checked to ensure compliance?
- All Safety Critical roles MUST use SSCC protocols as per training and competency, both parties have a responsibility to undertake SSCC to come to a clear understanding. Do you feel confident communications are clear and effective?
- How are late changes of personnel managed, documented and communicated?
- How do you challenge instances where SSCC is not followed? Remember, Take 5 for safety and invoke the Worksafe Procedure if there is any doubt.
- How do you ensure you are in the right location and have the right safety protection arrangements before starting work?

Part of our group
of Safety Bulletins

Safety
Alert

Safety
Bulletin

Safety
Advice

Shared
Learning



07971 125 180 24 hour Infrastructure Advice & Reporting

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

www.osborne.co.uk

Shared Learning



everyone
home safe
every day

Collision between a train and lorry stabiliser leg

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

Ref: NRL22-01

Date of issue: 15/02/2022

Location: Penistone, South Yorkshire

Contact: [Investigations and Assurance inbox](#)



Overview

At 08.32 on 27 August 2021 in Penistone, South Yorkshire, a lorry arrived to remove portable toilet units that had been onsite throughout a track renewal project. The driver, who did not have track safety competence, was let into site and parked close to the open line.

The stabiliser legs were positioned to enable the driver to use the crane. As the removal of the toilet units was underway, an approaching train struck the lorry's nearside stabiliser leg. This leg had been positioned within half a metre of the open line.

Underlying causes

- The welfare unit subcontractor was working within the 'on or near the line' area with no COSS present on site.
- No risk assessment for working near to open lines was carried out by the principal contractor.
- The method statement made no mention of working near railways and did not specify what levels of supervision, experience or competence would be required.
- The principal contractor's procedure for managing site visitors was not followed. This stated that all visitors to its sites must sign in, wear appropriate PPE, be given a visitor's induction and always be accompanied by a fully inducted person. Visitors entering the 'on or near the line' area must hold the PTS competency or complete a medical self-assessment and obtain a track visitor permit. None of these procedures were undertaken.

Key message

- Companies which work within the railway boundary must manage and supervise lineside visitors.
- This is just as important when sites are being set up or shut down, or on other occasions when supervisory staff are less likely to be present
- Companies must clearly understand the requirements for when road vehicles are to be brought within the railway boundary.
- There must be an appropriate safe system of work, and staff with the required competencies.

Part of our group
of Safety Bulletins

Safety
Alert

Safety
Bulletin

Safety
Advice

Shared
Learning




07971 125 180 24 hour Infrastructure Advice & Reporting

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

www.osborne.co.uk

Shared Learning



Crossing open lines at Hendon


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

Ref: NRL22-02

Date of issue: 18/02/2022

Location: Hendon Lines, East Midlands, Eastern region

Contact: [John Partington, Safety, Health and Environment Manager, Route Services](#)



Overview

On 21 September 2021 at 23:20, four members of staff working on behalf of Route Services crossed the Up and Down Hendon Lines to egress the operational railway at Hendon Station without a Safe System of Work in place despite being aware that the lines were open to traffic.

The Level 2 investigation found that the Person in Charge (PIC) and the Controller of Site Safety (COSS) deliberately broke the Rule Book, Standard NR/L2/OHS/019 ('Safety of people at work on or near the line') and the 'Plans and Permits' Life Saving Rule.

They chose to rely on personal judgement rather than contacting the Signaller, the Responsible Manager (RM), Route Control, SCO 24/7 or waiting for an imminent possession to be granted and contacting the Person in Charge of the Possession to arrange a method of safe and compliant egress. The COSS & PIC have each had their COSS competence suspended for a two years.

The underlying causes were identified which placed the team in a position where they had to make unplanned decisions, these are shown below.

Underlying causes

- Egress was planned through an official access point across third-party land without arrangements being made for the PIC to get the key which would have released the team through a locked car park gate.
- Responsibilities were not clear at the planning stage. A separate COSS was appointed on the night of the shift who completed the PIC's fields in the SWP, while the actual PIC briefed the team on the work and supervised its activities. It was not appropriate to split the PIC role.
- The workload of the Planner and the Responsible Manager led to overreliance on the PIC to plan and manage the delivery of the work.
- Earlier in the shift, at 21:00, there had been a failure by the COSS and the Signaller to reach a clear understanding, vital information was not provided to the Signaller when a line blockage was requested and a line (the Hendon Chord) remained open when the team first crossed the Up and Down Hendon Lines.

Key message

- Standard 019 clearly defines how work must be planned by the RM, Planner, PIC and others who can provide additional technical expertise working together.
- Senior leaders should make sure the RM, Planner and PIC have the right time, training and equipment to comply with Standard 019.





INFORMATION



Safety Alert Pavement Coring using CAT and GENNY

21 February 2022

Background information

During a Pavement Coring and Dynamic Cone Penetrometer survey, three traffic light feeder cables cased within ducting, were severed whilst extracting the 150mm diameter pavement core.

The traffic lights had been de-energised and temporary lights were in use during the operation. The area was CAT and GENNY scanned for services prior to undertaking the core sampling and no cables were detected.

After completion of the shift the permanent traffic signals could not be energised. Further investigation confirmed the core location was placed directly above the signal feeder cable and the cable was damaged during the coring operation.

The CAT and GENNY were removed from site to check their functionality and to download the data stored on the device.



Significant Findings

- The data downloaded from the CAT4 Plus and GENNY showed the equipment had only been used in Power and Radio modes, both of which would not have detected the presence of the cables, as they had been de-energised.
- A thorough inspection of the area had not been carried out to identify potential service indicators, such as the service cover on the footpath.

Lessons Learnt

- Ensure a GENNY is always used with the CAT and that scanning is undertaken in all modes.
- Ensure a thorough inspection of the area is undertaken to identify any potential services, such as scarring, service covers, street lighting etc. when undertaking the buried services assessment.

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

NHa285

**home safe
and well**



07971 125 180 24 hour Infrastructure Advice & Reporting

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

www.osborne.co.uk



INFORMATION

Safety Alert Vehicle Restraint Installation Requirements

2 March 2022

Background information

This alert is to highlight the importance of installing Vehicle Restraint Systems in accordance with manufacturers' specification and installation requirements.

Vehicle Restraint Systems are developed by manufacturers and are crash tested in accordance with **BS EN 1317 Road Restraint Systems** to demonstrate that they meet specified performance requirements. Changes to the manufacturers' installation requirements could lead to the Vehicle Restraint System not performing as required.



Vehicle Restraint Systems

Lessons Learnt

- Installers should ensure that the installation instructions, or installation manual (as required by BS EN 1317-5), includes all the information necessary to install the Vehicle Restraint System in the required location such that the system will meet its declared performance.
- All Vehicle Restraint Systems shall be installed, refurbished, repaired and maintained by operatives that have been trained under the relevant National Highway Sector Schemes.
- The installer shall provide evidence to demonstrate that the operatives' accreditation to the relevant scheme(s) is current and valid as required by Series 400 sub-Clause 104.10 of the Specification for Highway Works.
- Manufacturers' advice should be sought where there are ambiguities or where the installation cannot be installed to the required specification. Non-conformances should be reported to the Overseeing Organisation.

If you have any queries about this safety alert information announcement then please contact Stephen.Dennis@highwaysengland.co.uk

NHa287

home safe
and well



07971 125 180 24 hour Infrastructure Advice & Reporting

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

www.osborne.co.uk



“Thinking **differently**...

Making **better** decisions...

Changing **lives**”