





| Section   | Page No. |
|---|----------|
| Introduction  |          |
| John Dowsett Introduction                             | 3        |
| STOP Think! Moments                                   |          |
| Unsafe Work at Height                                 | 4        |
| Learning Together                                     |          |
| GO LEFT! If you break down on the Motorway            | 5        |
| Electrical Injury – Always have an AED Close By       | 6        |
| Unassisted Lookout Working Arrangements Ceased        | 7        |
| Rail Wellbeing Live Inspiring Healthy Lives           | 7        |
| Eave Headsets Preventing Ear Damage                   | 8        |
| The Shield March 2021                                 | 9        |
| Railway Family Week                                   | 10       |
| Sharing our Successes                                 |          |
| Increasing Railway Resilience at Ashmead              | 11       |
| Five Weeks, Brexit, One Bridge Deck Refurbishment     | 12       |
| Millbrook Footbridge Installed 9 Hours Early          | 13       |
| East Street Footbridge Connects Communities           | 14       |
| Footbridge Life Extended at Cracknore                 | 15       |
| Rail Services Keep Passengers Moving                  | 16       |
| What Good Looks Like                                  |          |
| Huntley and Palmer Underbridge Replacement            | 17       |
| New River Bridge Opened to Road Users Two Weeks Early | 18-19    |
| What Good Feels Like                                  |          |
| Biggest Ever DBFO Joint Replacement Package           | 20       |
| Lean Six Sigma Black Belt Congratulations             | 21       |
| A46 Easter Donations to Coventry Foodbank             | 21       |

| Section   | Page No. |
|---|----------|
| Look After Yourself and Each Other                      |          |
| Hand Arm Vibration Syndrome                             | 22-25    |
| Raynaud's Phenomenon                                    | 26       |
| Keep Learning   | 27       |
| Stress Awareness Month                                  | 27       |
| Health and Wellbeing Bulletin - In Ear Headphones       | 28       |
| Toolbox Talks   |          |
| Plastic   | 29       |
| Importance of a Secure Site                             | 30-31    |
| Safety Statistics                                       |          |
| SHE Performance Summary – March 2021                    | 32       |
| Improvement Opportunities                               | 33       |
| External Alerts   |          |
| Excavator use near trenches RIDDOR                      | 34       |
| Unhitching trailer finger injury                        | 35       |
| Finger injury whilst maintaining HW1000 points machine  | 36       |
| High Potential Near Miss – Gas Main Strike              | 37       |
| Unsafe access into on-track machine                     | 38       |
| Supply of incorrect safety gloves                       | 39       |
| Near Miss - CCTV track bracket                          | 40       |
| Camera mast winch failure                               | 41       |
| Vehicle recovery winch failure                          | 42-43    |
| Stray trailer wheel enters live traffic                 | 44       |
| Preventing water ingress to 25kV track sectioning cabin | 45       |
| Gantry sign fixings failure                             | 46       |
| Spider bite   | 47       |





Hello and welcome to our April STOP Think! Cascade Briefing. As I write this introduction, I am just working through our year-end review for what has been probably the most challenging year in our history!

## What a Year!

The financial year started with the national lockdown and the personal panic that we all felt as the pandemic took a grip of our country and presented business challenges like never before; leaving us wondering if we could continue to deliver our projects for our customers whilst keeping our people safe in the process. Despite the challenges faced, we have incredibly managed to end the year having delivered a record level of sales, breaking through the £200m barrier for the first time ever! A truly amazing achievement.

## The Strength of our Ecosystem

The incredible support that we have received from our customers and our suppliers over the last 12 months has really demonstrated the strength of the relationships that we have in our ecosystem. This year has shown that what we have together is a real co-operative, where our teams come together to overcome any challenges that are thrown at them to deliver fantastic infrastructure projects.

I genuinely feel that many longer-term positives will rise from the ashes of the last 12 months for our industry. Through the exposure of our sensitivities and vulnerabilities as individuals, as businesses, as a society and as an economy, the pandemic has actually helped to clarify our purpose and our role as a Business in Osborne.

It has helped to highlight the huge importance of the work that we deliver in keeping our road and rail arteries moving, the impact we have on the communities we serve, the small businesses that rely on our custom and support; as well as our own people who rely on our business to have fulfilling careers and to put food on their tables.

Whilst the sustainability of this network has never been more tested, our role in bringing it together in a truly collaborative way, has never been more clear or as important. Through our collective efforts to safely keep our sites running, we have maintained the transportation of key workers and vital supplies, sustained our supply chain, protected thousands of jobs and done all we can to reduce the economic impact of the pandemic.

The way we have adapted to the changing requirements has taken a great team effort, re-designing site layouts and changing our methods to keep our people safe from Covid as well as the traditional health and safety risks. Equally important has been the contribution from those people who have been supporting our sites from home, adapting to a totally new way of working, almost overnight!

## Supporting Community Recovery

Whilst we might not be out of the woods yet, the continued success of the vaccination programme is certainly helping us to look towards a return to some level of normality with a renewed optimism. As we recover from this pandemic, we must continue to nurture our ecosystem and just as importantly, we must continue to support the recovery of our local communities. This recovery is not only in the functions that our finished projects provide, but also from the legacy that we leave behind; from the way we deliver our projects, to the employment of local resources and engagement in community schemes.

Taking the positive learning from the past 12 months, I am really confident that we truly can "Build Back Better" in the widest possible sense.

Stay safe and well over the coming month.

John Dowsett  
Managing Director Infrastructure



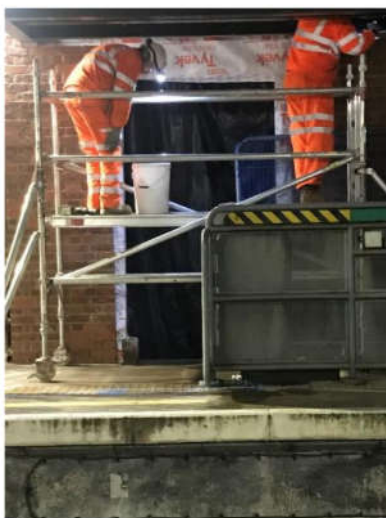


## Unsafe Work at Height – Sudbury Hill

(STOP Think! Moment No. 137 - 03 March 2021)



Osborne supervisor in the process of stopping the operation at the time the photo was taken



### What happened?

On 03/03/21 on one of our LUL projects, operatives working for an Osborne supplier were observed undertaking a task that involved work at height to install a reinforced steel joist to a newly constructed lift canopy on the station platform.

The operatives were seen working unsafely at height. The works were stopped and the ladders removed. The issue was raised as a close call. Following the intervention, the correct access equipment was obtained. It was subsequently noted and raised as another close call that the mobile tower in use had not been assembled correctly as it did not have toe boards installed.

### Impacts

- Thankfully no injury occurred, although there was potential for a serious injury to have occurred.
- All work at height activity was suspended at this site.
- There is potential for reputational damage to the business as a result of these issues.

### Please consider the following points when undertaking similar operations:

- ✓ **The use of ladders on an Osborne Infrastructure project as a work location requires Director approval.**
- ✓ Briefings should be sufficiently detailed and describe the exact methodologies to be used.
- ✓ Ensure that an adequate risk assessment is undertaken to determine the required control measures for work at height activities.
- ✓ Ensure that ladders are secured and controlled by Osborne site staff and not readily available for use by unauthorised persons, e.g. removal from an adjacent scaffold.
- ✓ Ensure that when setting up mobile towers, they are set up correctly by PASMA trained and certified personnel, in accordance with the manufacturer's instructions.
- ✓ If unsure of how to proceed, stop, think and consult your supervisor or SHE Advisor for guidance.



**STOP Think!**  
Have a conversation!  
Make the right choice the SAFE choice.





## GO LEFT! If you Break Down on the Motorway



Any death on our roads is one too many. While our roads are amongst the safest in the world, there is always an opportunity to make journeys safer, easier and more reliable for users.

### If you break down on the motorway:

1. Put your **LEFT** indicators on
2. Move into the **LEFT** lane
3. Exit **LEFT** at the next junction/services, or
4. Exit **LEFT** into an emergency area or hard shoulder
5. Put your hazards lights on
6. Get behind a safety barrier where there is one keep well away from moving traffic
7. Call Highways England on 0300 123 5000 then a breakdown provider for help

If you cannot do the above, or in an emergency, stay in your vehicle, keep seatbelts and hazard lights on. Call 999 immediately.

Highways England's 2021 Breakdowns Campaign aims to improve users' awareness and confidence around what to do in the event of a breakdown including on a motorway, with or without a hard shoulder.

**IF YOU CAN'T GO LEFT  
REMEMBER**

**SEATBELT,  
HAZARDS,  
999**

**CHECK YOUR  
FUEL, TYRES  
AND OIL**

To help **prevent** a breakdown on the motorway always plan your journey and check your vehicle before you leave.

- Make sure you have enough fuel for your trip.
- Check your oil.
- Check your tyre pressure.



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Feedback to: [julie.king@osborne.co.uk](mailto:julie.king@osborne.co.uk)

[www.osborne.co.uk](http://www.osborne.co.uk)

## Electrical Injury - Always have an AED Close By

Whilst electrical injury is thankfully relatively infrequent, it can cause potentially devastating multi-organ injuries and of course can be fatal. Most electrical injuries in adults occur in the workplace, as we experienced last month, and are associated generally with high voltage. Whereas children are at risk primarily at home, where the voltage is lower.

Electric shock injuries are caused by the direct effects of current on cell membranes and vascular smooth muscle. The thermal energy associated with high-voltage electrocution will also cause burns. Factors influencing the severity of electrical injury include;

- Whether the current is alternating (AC) or direct (DC).
- The voltage.
- The magnitude of energy delivered.
- Resistance to current flow.
- Pathway of current through the patient.
- The area and duration of contact.

Electric shock even from low voltage current can cause ventricular fibrillation in the heart. Ventricular fibrillation is the most serious form of abnormal heart rhythm that prevents the heart from pumping blood. This results in cardiac arrest.

**Electric shock can cause the heart to change into an abnormal rhythm, causing cardiac arrest.**

The chance of survival is increased significantly if immediate electrical defibrillation is applied.



Please ensure that you have an Automated External Defibrillator (AED) close by when undertaking electrical project work.

High-voltage (above domestic mains) electricity can arc and conduct through the ground for up to a few metres around the casualty. Ensure that any power source is switched off and do not approach the casualty until it is safe.

### Performing CPR during Covid-19

The CPR Cycle Guidance from the UK Resuscitation Council Guidelines is that hands-only chest compressions must be used whilst the Covid-19 restrictions remain.

Thank you to **Richard Macdonald** for his invaluable knowledge in keeping us all safe during these challenging times. Richard works for Zoll Medical who provide Osborne with the Powerheart G5 AED.

For more information, please visit [www.zoll.com](http://www.zoll.com).



## Unassisted Lookout Working Arrangements Ceased



With their clear intention to improve safety and working conditions for their teams, the Southern Capital Delivery Executive Team have taken the decision to stop all further use of unassisted lookout working arrangements.

This applies immediately for all works carried out by Capital Delivery, Works Delivery and all associated delivery partners and supply chain partners.

Please ensure that these new arrangements are adopted and embedded as quickly as possible.

The Southern Shield Charter is being updated to reflect this policy change.

## Rail Wellbeing Live Inspiring Healthy Lives

Don't forget to visit the Rail Wellbeing Live website each month for new and FREE bespoke informative materials that focus on improving the physical and mental wellbeing of everyone who works in our industries;

[Rail Wellbeing Live](#)

Wellbeing Wednesdays now feature a monthly "Conversation Starter" as well as the usual livestream on the first Wednesday of each month.





## Rail Wellbeing Live 17<sup>th</sup> and 18<sup>th</sup> November 2021!

The second free, virtual Rail Wellbeing Live Event has now been announced and is being held on the 17<sup>th</sup> and 18<sup>th</sup> November 2021.

This promises to be even bigger and better than last year and whilst it is being delivered in partnership with Network Rail, the content applies to everyone, regardless of whether

they work in a different part of our industry, or even in another industry altogether! Please do take a look at the launch video for a flavour of what's to come;

### Rail Wellbeing Live 2021 Launch

Please put the date in your diary and watch out for more news!  
**Registration opens on 1<sup>st</sup> September 2021.**



## Eave Headsets Preventing Ear Damage



In a drive to ensure the health and wellbeing of their people, our team at Gade Valley are trialling innovative "Eave" headsets as new intelligent hearing protection.

The Eave FocusLite headset is an active ear defender that allows you to hear clearly while blocking out damaging noise and recording useful noise data.

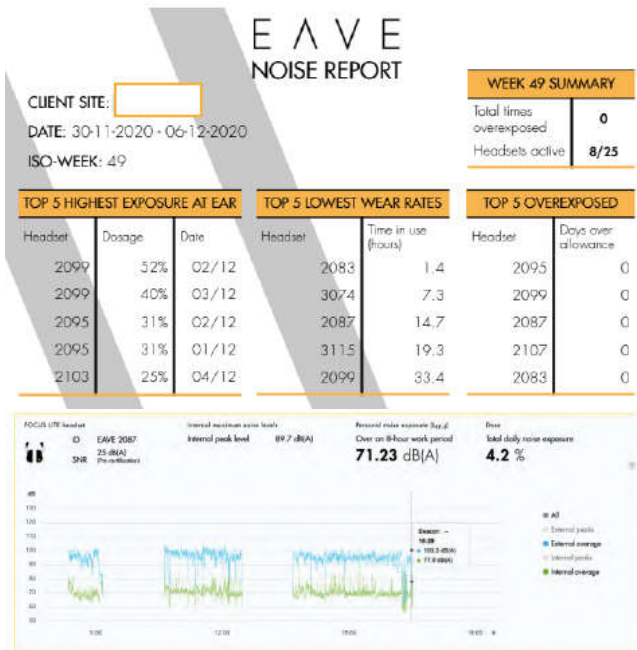






Beacons placed around the site are used to tag the location of the data from the headsets, allowing the team to view noise levels across the project as a noise map. The Beacons can be placed on the site perimeter, near plant or power work tools and at various heights; wherever exposure may be a particular issue to our people, the public or adjoining properties.

A "Smarthub" charges the headsets and uploads the data to software that then provides noise reports and data visualisation in the form of noise maps and individual exposure graphs.



The clever hear-through technology and provision of noise exposure data are providing great benefits to the team who can now easily check the daily exposure limits to individuals on site and understand what is making the most noise across the project.

**Congratulations and Thank You Team Gade**  
 We look forward to hearing more about this great trial as it progresses.

## The Shield March 2021

Network Rail Southern Capital Delivery recently published their March 2021 Edition of "The Shield", aimed at increasing our safety engagement and communication direct with our workforce.

This edition features a lovely article on our team at Laverstock who took the time to really make a difference at a local Care Home, along with great tips from Nick Freeman and the Ashmead Team on what makes an effective briefing.

The Shield can be downloaded from the Southern Shield website here;

[Southern Shield - The Shield](#)





New in 2021, Railway Family Week is a week-long fundraising event bringing together the whole Rail Industry. The event is organised and hosted by the Railway Benefit Fund (RBF)- the only UK charity solely dedicated to supporting current, former and retired railway people and their families.

Whether you work for a TOC or are part of the supply chain that keeps the industry going, you are an invaluable part of the Railway Family. We encourage everyone in the Rail Industry to come together and show their support for the Railway Family during this week.

**The aim of Railway Family Week is to raise £50,000.** This will ensure that even more current or former rail industry workers can be supported through difficult times. To reach this goal, we need you to help us by getting involved and fundraising on behalf of RBF.

### WHAT'S GOING ON IN RAILWAY FAMILY WEEK AND HOW CAN YOU GET INVOLVED?

#### THE 1858 CHALLENGE

The Railway Benefit Fund was founded in 1858- over 160 years ago! As part of Railway Family Week, we want you to fundraise for us using our founding number: 1858. Do it alone or get together virtually with your friends, family, colleagues and fundraise for us on the theme of 1858.

Can you raise £1,858 or £18.58? Can you or a team cycle, run or walk 1,858 miles, km or steps or do press-ups at 18.58 every night? Could you raise £18.58 by selling cakes you've baked at work or to your neighbours? We'd love to hear your ideas on how you could start a fundraising challenge using our founding number. Need more inspiration? Download a fundraising pack with plenty of ideas from our website. Don't forget to share your challenge with us on social media using #1858challenge

#### RAIL EXPERIENCES AUCTION

Keep an eye out for our fantastic online auction, which will go live at the start of Railway Family Week. We will have a host of great money-can't-buy rail experiences up for grabs, including station tours, cab rides and more. The experiences will be detailed on our social media and website in the lead up to Railway Family Week. If you can help with items, please get in touch.

Keep up to date with Railway Family Week by visiting our website, following our social media, and start fundraising on our JustGiving page:

[www.railwaybenefitfund.org.uk/railway-family-week](http://www.railwaybenefitfund.org.uk/railway-family-week)

[www.justgiving.com/campaign/RailwayFamilyWeek](http://www.justgiving.com/campaign/RailwayFamilyWeek)

## #RailwayFamilyWeek



[www.railwaybenefitfund.org.uk](http://www.railwaybenefitfund.org.uk) - 0345 241 2885 - [fundraising@railwaybenefitfund.org.uk](mailto:fundraising@railwaybenefitfund.org.uk)

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[www.osborne.co.uk](http://www.osborne.co.uk)



## Increasing Railway Resilience at Ashmead



Having initially completed emergency embankment stabilisation works at Ashmead in the winter of 2019, our team have since returned to develop a full scheme to increase the resilience of the railway track at this vulnerable location in the heart of the Hampshire countryside.

The previous emergency works included the installation of sheet piles to the toe of the embankment, with the failed material being replaced with compacted granular fill. Several months later a similar failure occurred further along the embankment and this time our customer instructed us to complete further ground investigations and develop a stabilisation scheme to cover approximately 600m of the vulnerable embankment.

Works commenced in the winter of 2020 installing sheet piles at the toe in 3 separate work areas that required switch outs of the high voltage overhead power lines due to their close proximity to the scheme. To date approximately 26,000 tonnes of granular fill has been delivered to site, placed and compacted.

A landscaping scheme is being developed to ensure that the environment is returned to its former beauty and the biodiversity of the area retained. This second phase of the works is due to be completed this summer.

**Enormous Congratulations to ALL**  
For the safe delivery of this important scheme that will ensure a reliable service for passengers on this mainline to Waterloo.



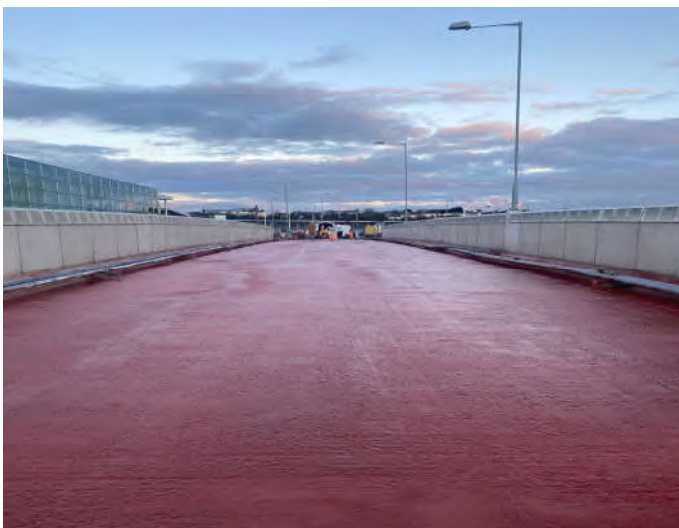


## Five Weeks, Brexit, One Bridge Deck Refurbishment

At Ebbsfleet International Station, Overbridge 629 was suffering from expansion joint, waterproofing and resurfacing defects. Within a 5 week programme, and whilst adapting to Brexit Border changes and high volumes of heavy goods vehicles, our Rail Services team have successfully completed a full bridge deck refurbishment much to the delight of our customer;

*"...this project was managed excellently by Dudley and the rest of the Osborne Project Team. Very professionally run from start to finish."*

*"The works executed well, stakeholders well managed, and efforts made to ensure 'Everyone gets Home Safe Everyday'. The public and users of the bridge well managed. A promise kept."*







## Supporting our Local Communities

The Ebbsfleet International Complex is a very popular area for dog walkers and joggers. Due to the closure of the overbridge, pedestrians were being diverted through the main station building.

Pedestrians who were not expecting to be diverted were often without face masks and therefore at risk of being handed large fines.

To avoid this situation our team provided the station with sufficient face masks for their unexpected station users at both entrances.

## Collaboration, Efficiency and Savings

With the newly opened HMRC Inland Border Facility, collaboration was a key factor in continually adapting the Traffic Management Plan to cope with the high volume of HGV traffic flows travelling to various countries in Europe.

Future savings in traffic management, bus replacements and contractor remobilisation were also made by identifying defective areas of carriageway outside of the original scheme and including these for completion within the project programme.

**Thank you to the WHOLE Team for your safe and successful completion to tight timescales within particularly extreme weather conditions.**

Special thanks also to our Customer (Network Rail High Speed One) Project Team and our stakeholders for their collaborative working approach, and to our supply chain for their professionalism, expertise and their ability to adapt to changes at very short notice including Avery Traffic Consultants Ltd, BPN Contractors Ltd and Metrail Construction Ltd.

## Millbrook Footbridge Installed 9 Hours Early



Congratulations to our team at Millbrook Station who have safely installed the new steel footbridge in a 52 hour abnormal possession, finishing a significant 9 hours early.

The life-expired Exmouth type footbridge was removed over the Christmas period and the new footbridge will now eliminate the risk to the line at this critical junction on the national freight network at Southampton Port.

Thank you to the WHOLE team including suppliers Nusteel, B Keogh, MASA, and Deploy.





## East Street Footbridge Connects Communities

Since their successful installation of the main bridge spans over a weekend closure of the M20 motorway, our team at East Street, near Addington in Kent have now opened the new footbridge for public use.

The previous footbridge was removed some four years ago following a vehicle strike and since then the communities either side of the motorway have had no direct connection.

The long-awaited opening means that the communities either side of the motorway are once again able to safely walk and cycle to each other, much to the delight of our customer's representatives who have commented;



*"Superb work. This has certainly been a challenging scheme but what a wonderful outcome. My thanks to you and the team at Osborne for all your hard work, one to be very proud of."*

*"This is great news. It's felt like a long time in the making, but a big congratulations to you and everyone involved in making the final phase of this project a great success."*

*"It's great news for the people in Addington and surrounding area that this footbridge is now open for use. It will enhance the lives of cyclists and pedestrians in the area for many years to come. I'm very grateful to everyone who has worked so hard to get this bridge open again."*





The 53 tonnes deck was designed to be transported and installed in two parts, coming all the way from Scunthorpe to be lifted into position using a precision tandem crane operation to support the two halves of the deck while they were connected.

## Enormous Congratulations to ALL

For the safe delivery of this important piece of infrastructure!

## Footbridge Life Extended at Cracknore



Our Rail Services Team at Cracknore Footbridge have successfully handed back the refurbished and strengthened structure, completing over 6000 hours of work without incident or accident.

The scaffolding and trackside work was planned around four 52 hours possessions over a period of four months. An extensive encapsulated scaffold system was designed to surround the bridge, to allow the team to break out the existing concrete deck and replace it with a lighter GRP solution,

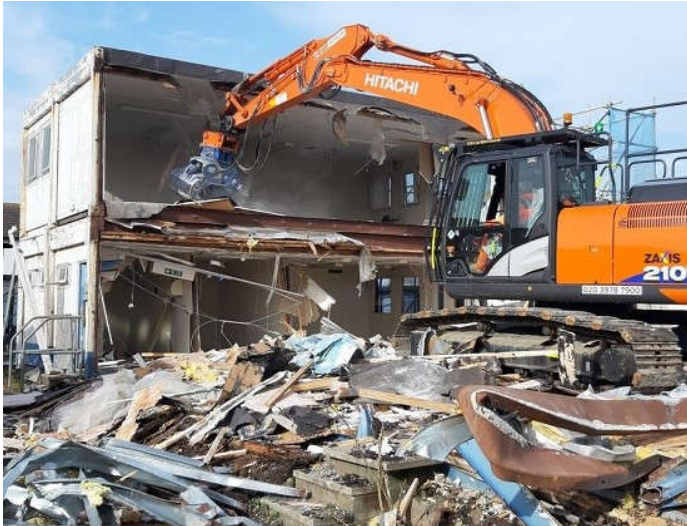
strengthen and paint the corroded steelwork. Works also included repairs to the brickwork and stair treads to extend the life of the whole structure whilst minimising disruption to the rail network.

### **Congratulations to the WHOLE Team**

For your meticulous planning to ensure the refurbishment could progress in the required possessions, minimising disruption to this important stretch of railway into Southampton.



## Rail Services **Keep Passengers Moving**



Always beavering away in the background; focussed, unassuming, and ever diligent, our Rail Services Teams are safely completing a vast array of projects to make our customers successful.

When Frawley House was no longer required, our team embarked on a 7 working day programme to demolish the old building at Hither Green Depot, completing the work within 3 days without incident or accident.

The refurbishment of Kings Ferry Bridge Accommodation included comprehensive works to two mess rooms and a break-out room that had been left in a perilous state, working within the tight confines of the road / rail lifting bridge at Kings Ferry.

They also recently completed a turnkey project to install new modular offices at Swanley Maintenance Delivery Unit.



### **Congratulations to All**

For helping to keep rail passengers flowing, through maintaining and upgrading such important assets across the network.





## Innovative Methodology ensures Successful Possession Huntley and Palmer Underbridge Replacement

Congratulations to our team at Huntley and Palmer Underbridge who have safely and successfully replaced the existing structure within a 55 hour possession of the railway above. To de-risk the tight programme from overrunning and unforeseen complications in the highly built-up location, the team developed a safe and efficient methodology to pre-assemble the structure and drive it into place using a self-propelled modular transporter.

To cater for the 10 axled, 80 wheeled transporter, the compound required significant ground protection works, including to gas and water mains. A 100 tonnes crane was then used to assemble the 8 precast concrete units and steel walkways, and the bridge was loaded with ballast to save yet more time during the exceptionally tight possession period.



Close liaison with all stakeholders, including the local residents, Council representatives and Environmental Health Officer, was essential for the smooth progression of this scheme which required the underpass to be shut for several weeks and all works to be carried out in strict compliance with Section 61 noise restrictions.

### **Congratulations to ALL involved for this Great Achievement!**

Interestingly, the underpass was once used by the biscuit makers Huntley and Palmers to transport goods to and from the Railway Station. Thank you for ensuring that this route can continue to operate safely for many years to come, joining communities to the rail network.



## Connecting Businesses and Improving Safety New River Bridge Opened to Road Users Two Weeks Early

Having worked tirelessly over many weekends our team at New River Bridge have now opened the bridge to road users two weeks ahead of programme. This significant milestone now provides much needed improved access to Hoddesdon Business Park that is safer for vehicles, cyclists and pedestrians, supporting the local community and businesses with a better connection to the strategic highway network.



Artist Impression



Road Open to Road Users

Hoddesdon Business Park plays a significant role in providing local jobs and supporting the local economy and is one of the largest employment areas in the county. This key local infrastructure project will make it much easier to get to and from the Business Park, making it a much more attractive place for business to grow and thrive, creating more jobs and better prospects for the Borough. Improving conditions for sustainable modes of travel such as walking and cycling is a key objective within Hertfordshire County Council and Broxbourne District Council's Transport Plans and the scheme has very much achieved this.

Much praise has been received for our team;

*"We're delighted that the project has completed on time and is now open to all road users. This is a true example of collaboration and strong partnership working, as we pulled together in the face of adversity and continued to deliver a vital scheme for the county."*

*"The New River Bridge is vital to the continued success of Hoddesdon Business Park and to unlocking the town's economic potential, providing new opportunities for businesses and local people. We are delighted that construction has progressed at pace despite the significant challenges posed by COVID-19 and are confident its opening will coincide with a new chapter of growth for the area post-pandemic."*

A comprehensive landscaping and biodiversity plan also sits alongside this key infrastructure project. During the next month over 130 new trees will be planted along with hundreds of square metres of woodland mix planting and wildflower seeding to support and enhance wildlife around the New River Bridge.





# What Good Looks Like

April 2021 - STOP Think!



**Enormous Congratulations and Thank You!**  
**To the WHOLE team, including our Suppliers and our Customer.**

Supporting the local community to thrive and prosper has been at the heart of the New River Bridge Project throughout, with the team consistently receiving great stakeholder feedback and receiving the Certificate of Excellence as a Considerate Constructor. You are truly great ambassadors for Osborne and you should feel very proud.



**07971 125 180** 24 hour Infrastructure Advice & Reporting  
Feedback to: [julie.king@osborne.co.uk](mailto:julie.king@osborne.co.uk)  
[www.osborne.co.uk](http://www.osborne.co.uk)

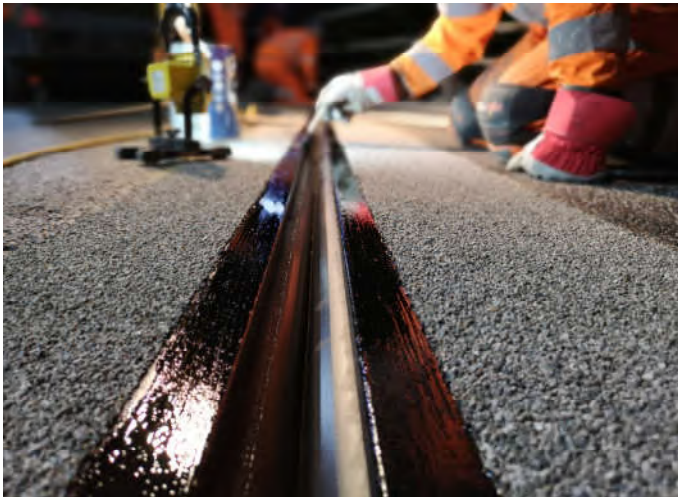


## Tight Collaboration and Supply Chain Expertise Biggest Ever DBFO Joint Replacement Package



Congratulations to our Connect Plus Joint Replacement Team who have been allocated and are delivering a staggering 1183m of joints against an average yearly replacement of 281m.

This is the biggest ever bridge joint replacement package taken on by the DBFO to date and includes a total of 48 joints to 28 structure locations, 72% of which are planned to be complete by the end of this fiscal year.



The challenges involved in delivering this volume of work were many, such as developing the many final designs, supply chain availability and road space limitations; and to successfully achieve this highly challenging programme has required tight collaboration with our established design and delivery supply chain specialists from the outset.

The team are really pushing the boundary of what can be achieved by compressing a two-year cycle into one, concurrently carrying out site investigations, design works and joint installation whilst dealing with the inclement weather of the winter months. And if that wasn't challenging enough, the Covid 19 pandemic materialised, stretching the management of comprehensive logistics even further on an already ambitious target. Remarkably, only eight structures will remain that need joints replacing beyond 20/21.

**Congratulations to ALL involved - You should be very proud of this achievement!**

To safely and successfully deliver three times more than in previous years, has certainly set the bar to a new level, demonstrating the value of a highly collaborative combined delivery team.





## Lean Six Sigma "Black Belt" Congratulations Kimberley

Enormous congratulations to Kimberley Wild for being awarded the highly coveted "Black Belt" in Lean Six Sigma.

Kimberley is the first ever person within Osborne to take and pass this comprehensive course – and she did so with flying colours! For over a year, whilst also working full time and home schooling, Kimberley completed 46 modules and sat an exam, achieving a pass rate of a very impressive 97%.

Kimberley can now analyse many different types of data, can calculate defect percentages and process variants, and put measures in place to eliminate waste!

As a Lean Six Sigma Black Belt, Kimberley's leadership, coaching and process control improvement skills bring many benefits to the business from people development to competitive advantage and customer satisfaction.

Kimberley has been delivering training at White and Yellow Belt level and can now take this a step further and train at Green Belt Level. A very exciting opportunity!



Thank You Kimberley for your dedication to business improvement!

## Supporting our Local Communities A46 Easter Donations to Coventry Foodbank



Thank you to our A46 Team at Coventry who have been supporting their local foodbank with monthly donations. This month the Charity asked for Easter Eggs that they will distribute to local children in need and our team responded by donating a very impressive 50 chocolate eggs.

Community Manager, Bob Pettipher delivered them to the local Distribution Centre, adding to the 2000 eggs that they have received from generous businesses and individuals. Great work Team A46!





## Hand Arm Vibration Syndrome – HAVS

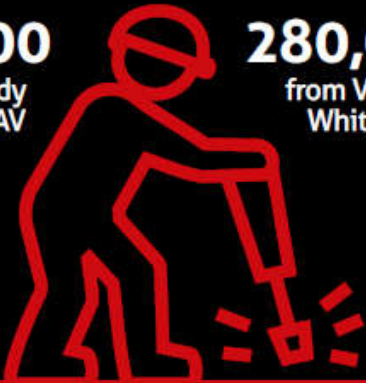
### The facts\*

**5 million**  
workers are exposed  
to risk from HAV

**1.7 million**  
workers exposed to  
risk above potentially  
dangerous level

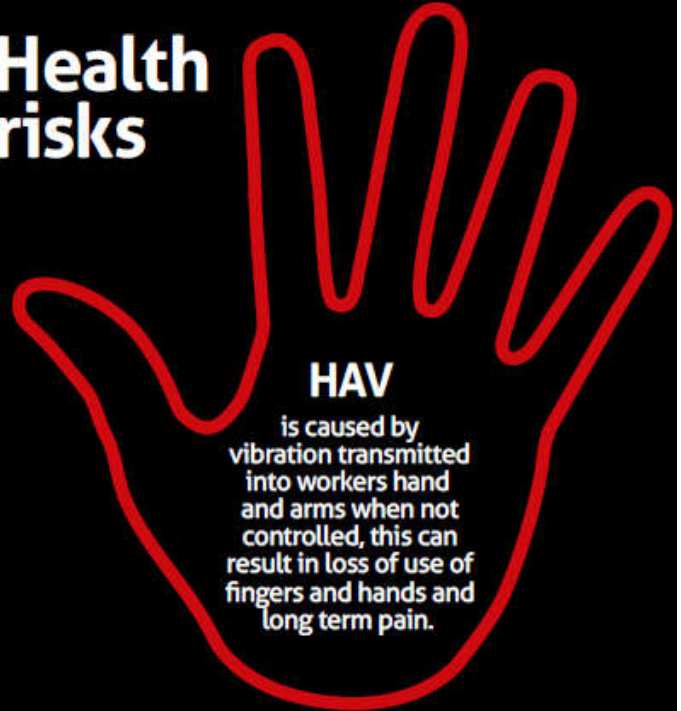
**300,000**  
workers already  
suffer from HAV

**280,000**  
from Vibration  
White Finger



\* Source HSE

### Health risks



April's Health and Wellbeing topic is vibration and understanding the effects of vibration from using certain tools.

Hand Arm Vibration is vibration transmitted into your hands and arms when you use hand-held powered work equipment.

Hand Arm Vibration Syndrome is caused by **REPEATED USE** of vibrating tools over a period of time.

It can cause **IRREVERSIBLE DAMAGE** to a person's hands and can be severely disabling.

There are many different types of hand-held power tools and equipment which can cause ill health from vibration such as;

- Chainsaws
- Concrete Breakers
- Cut-off Saws
- Hammer Drills
- Hand-held Grinders
- Impact Wrenches
- Jigsaws
- Power hammers and chisels
- Powered Sanders
- Scabblers
- Strimmers and Brush Cutters





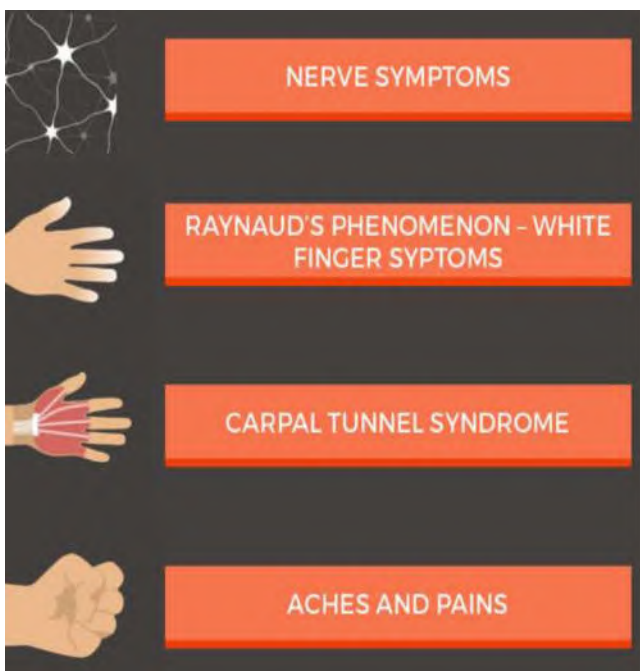
# Look After Yourself & Each Other



April 2021 - STOP Think!

Workers who are regularly exposed to high levels of uncontrolled vibration may suffer from a variety of work-related injuries such as;

- Impaired blood flow and nerve damage to the hands and arms.
- Swelling in the joints and muscle damage.
- Loss of use of fingers and hands.
- Long term pain.



The symptoms of Hand Arm Vibration Syndrome include;

- Tingling and numbness of the fingers.
- In the cold and wet, fingers go white, then red, and then get painful.
- You can't feel things with your fingers.
- Loss of strength in the hands.

If the use of hand-held vibrating tools really is the only option, you must carry out a HAVs Site Risk Assessment (**FRM/VBS/001**) and reduce the risks as far as possible;

- Can the job be carried out a different way?
- Use low vibrating tools.
- Use the right tool for the job.
- Ensure tools are maintained to avoid vibration.
- Keep cutting edges sharp.
- Wear well-fitting gloves.
- Keep warm and dry.
- Massage and exercise your fingers.
- Learn to recognise the signs.



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# Look After Yourself & Each Other



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**Am I at risk?**  
Vibration can be transmitted to hands from:

|                      |                     |
|----------------------|---------------------|
| <br>HAMMER DRILLS    | <br>ELECTRIC SAWS   |
| <br>COMPACTOR PLATES | <br>CHAIN SAW       |
| <br>GRINDING MACHINE | <br>CHIPPING HAMMER |
| <br>ANGLE GRINDER    | <br>STEERING WHEEL  |

**How can I control HAV?**

- Select low vibration tools
- Use alternative to hand held tools
- Ensure tools kept sharp
- Reduce operating time of vibrating tools
- Regular training on HAV issues
- Low hand or body temperature increases risk of finger blanching from reduced blood circulation – in cold weather ensure outdoor workers have adequate protection

**Personal HAV meter measures the daily vibration exposure and alerts when high.**

To find out more about Speedy's range of HAV equipment and prevention solutions please visit: [speedyservices.com/intelligentsafety](https://speedyservices.com/intelligentsafety)

The HAVS Site Risk Assessment and Vibrating Tools Exposure Log must be completed to monitor and record your exposure to vibration.

Please do visit the HSE website for further information, and advice on controlling the risks.

[HSE Hand Arm Vibration Guidance](#)

What are you doing to reduce or eliminate the risk of **HAVS** on your site?

**Remember!**  
HAVS is preventable, but once the damage is done it is permanent...

For more information on "Vibration" don't forget to visit our interactive Health & Wellbeing Calendar;

[Health and Wellbeing Calendar 2021](#)

It provides a wealth of information on specific health and wellbeing topics and includes Toolbox Talks, useful websites, videos and posters.



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## Stop. Make a Change.

Promoting health & wellbeing in infrastructure

### STOP HAVS BEFORE...



Loss of grip is one of the symptoms as well as discomfort and pain from excessive exposure to vibration from power tool usage and a symptom of Hand Arm Vibration Syndrome (HAVS). There is no cure for HAVS so prevention is essential. For more information contact your manager.

[www.stopmakeachange.co.uk/](http://www.stopmakeachange.co.uk/)



Images of Hand Arm Vibration victims

[www.reactec.com](http://www.reactec.com) 0131 221 0920 [info@reactec.com](mailto:info@reactec.com)



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## Raynaud's Phenomenon

Raynaud's phenomenon is a common condition that affects the blood supply to certain parts of the body – usually the fingers and toes.



Raynaud's is a common condition thought to affect up to ten million people in the UK. The small blood vessels in the extremities are over sensitive to changes in temperature and the blood vessels spasm and stop the flow of blood. This causes a Raynaud's attack where the fingers may change colour from white to blue to red. Generally Raynaud's affects the fingers and toes but all extremities can be involved including the ears, nose and nipples.

Symptoms of Raynaud's can last from a few minutes to several hours and whilst it is not a serious threat to your health, it can be very uncomfortable and make everyday tasks like buttoning a jacket very difficult.

There are two types of Raynaud's;

- **Primary** – When the condition develops by itself. This is the most common type.
- **Secondary** – When it is caused by another health condition.

Primary Raynaud's usually begins in your 20's or 30's although the causes of primary Raynaud's are unclear.

Secondary Raynaud's can develop at any age depending on the cause and is typically associated with conditions that cause the immune system to attack healthy tissue, such as rheumatoid arthritis and lupus.

Secondary Raynaud's can severely restrict the blood supply, so it carries a higher risk of complications, such as ulcers, scarring and even tissue death (gangrene) in the most serious cases. However, severe complications are rare.

Raynaud's is slightly more common in women than men.

### Treating Raynaud's

In many cases, it is possible to control the symptoms of Raynaud's yourself by avoiding the cold, wearing gloves and using relaxation techniques when feeling stressed. Stopping smoking can also improve symptoms, as smoking can affect your circulation.

If you're unable to control your symptoms yourself, then medication may be recommended by your GP. For more information, please visit the National Health or Scleroderma and Raynaud's UK websites;

[NHS - Raynaud's Phenomenon](#)

[Scleroderma and Raynaud's UK](#)





# Look After Yourself & Each Other



April 2021 - STOP Think!



## Keep Learning - 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. April's way to wellbeing is to **"Keep Learning"**.

Learning new skills can give you a sense of achievement and a new confidence, as well as encouraging social interaction and a more active lifestyle.

**So why not try something new today?**  
Rediscover an old interest or sign up for that course you've been thinking about.



## April is Stress Awareness Month

Stress is a normal part of day-to-day life and can affect every single one of us. It can even be a positive thing, pushing us to be productive and providing a source of motivation. But too much stress can start to have negative effects on our mental and physical wellbeing, even leading to burnout if not addressed.

For more information on the causes and signs of stress, dealing with pressure, developing resilience, help and treatment, visit the Mind and NHS websites;

- Mind - How to Manage Stress
- NHS - One You, Stress



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## Wellbeing Bulletin 0002

### Health and Wellbeing Bulletin In Ear Headphones



Since the beginning of the COVID-19 pandemic people throughout industry have made more use of 'In Ear Headphones' whilst attending meetings via Teams, Zoom, etc. to maintain privacy and or to prevent the conversations disturbing others (especially whilst working from home).

Unfortunately, the NHS have identified that the increased use of this equipment is leading to more people having inner ear infections as a direct result of:

- The equipment being pushed too far into the user's ears
- Users failing to maintain good hygiene e.g. due to the earpieces not being kept clean

If you use 'in ear' headphones keep them clean by wiping them with an antibacterial wipe after use to keep the earpiece clean and help prevent ear infections.





## Protect our Environment - Plastic

The construction industry is the second largest consumer of plastic in the UK. According to the United Nations Environment Programme, more than **8 billion tonnes** of plastic has been produced since the early 1950s, and around 60% of that plastic has ended up in either landfill or the natural environment.

### PROTECT OUR ENVIRONMENT - We must Prevent Plastic going to Landfill!



Plastic pollution **kills fish, marine mammals and seabirds** every year.

By 2050, there will be **more waste plastic (by weight) than fish** in the ocean.

The production of plastic is **reliant on fossil fuels**.

More than 99% of plastics are produced from **non-renewable resources**.

### Please Do...

- ✓ Reuse off-cuts, do not discard them as waste.
- ✓ Tidy up at the end of each shift so reusable off-cuts don't get damaged.
- ✓ Segregate different waste types.
- ✓ Store plastic waste in the appropriately identified skip or area.
- ✓ Ask a manager if you are unsure what to do with plastic waste or off-cuts.
- ✓ Try to use sustainable alternatives such as reusable water bottles or glasses rather than single use plastic.

### Please Don't...

- ✗ Mix different types of waste - it prevents recycling.
- ✗ Burn or bury plastic - it's illegal.
- ✗ Leave others to recycle for you.
- ✗ Leave materials at risk from site traffic movement.

As a considerate constructor we work to protect the environment where possible. Reducing the amount of plastic going to landfill also reduces costs and increases efficiency. So please ask yourself;

- ? Are you familiar with the site waste controls?
- ? Do you know where to place waste plastic for recycling?
- ? What do you think happens to the plastic waste when it leaves site?



## The Importance of a **Secure Site** (Page 1 of 2)

# Toolbox Talk

**Safety Leadership Team – why a secure site is important**

*Everyone Home Safe Every Day*

**1. Open the discussion by briefing your team on the two recent tragic incidents involving children, one at a construction site and the other in a railway siding.**

Conley Thompson, a seven-year-old boy was found dead on a construction site in Barnsley. Detective Chief Inspector Dave Stopford, the Senior Investigating officer, said: “The results of the post mortem suggest that Conley had, by some means, entered a vertical pipe on a nearby construction site and was unable to get out. Conley’s weight caused him to fall further into the pipe and pushed his clothing up around his body restricting his breathing.”

In a second incident, three teenagers gained access to the railway by climbing over the parapet of a railway underbridge and then under two fences. There was a well-trodden path the teenagers appeared to have taken with a route under the fences having been dug out. When lineside it is believed that one of the group climbed onto an empty coal wagon and came into contact with the live overhead line. He was pronounced dead at the scene.


It’s the school holidays and two recent tragic incidents involving children have highlighted the need to keep our sites secure. Use this briefing note to have a discussion with your team about reducing the chances of this kind of incident happening on your site.



The fence where three teenagers gained access to a railway siding and one was killed

---

Insecure sites also encourage theft and vandalism



**2. Discuss with your team**

- *Why do children find our work sites so fascinating?*
- *When are the most likely times for children to try and gain access to our sites?*
- *What can we do to stop children getting onto our sites and help to prevent incidents like these?*

Contact us: [shield@networkrail.co.uk](mailto:shield@networkrail.co.uk)

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Page 30



## The Importance of a Secure Site (Page 2 of 2)

### Toolbox Talk

#### 3. Were all these points considered in your discussions?

- All access points on to site should be locked and secure at the end of the working day
- There should be no gaps beneath gates or fences that individuals can crawl through
- All fences should be secured in accordance with the manufacturer's instructions
- Any signs of trespass, such as damaged fencing or well-worn paths should be reported and areas made secure
- Any open excavations should be fenced off
- All keys should be removed and plant and equipment left secure
- All flammable materials, potentially hazardous substances and gases should be removed or made secure
- If possible, any access to height should be removed or blocked

#### 4. What should you do if you find any of these issues on site?

Please take the time to look around your site and if you see something:

- Report it
- If possible, fix it
- And Close Call it in

*A final word from HSE's Chief Inspector of Construction:*  
*"Without proper precautions, construction sites are dangerous places for those who work on them day in day out, never mind the risks to children who simply see them as exciting playgrounds and don't understand the dangers..."*

*...Construction managers should check their sites are secure, and in areas where children live and play they should ensure that risks to children are properly controlled."*

Contact us: [shield@networkrail.co.uk](mailto:shield@networkrail.co.uk)

The photographs illustrate common site security failures: a gate with a gap, a scissor lift, a damaged fence, and a site with a red and white barrier.



## SHE Performance Summary – March 2021

| <b>Improvement Opportunities Frequency Rate (IOFR)</b> the Current Rolling IOFR is: <b>3.24</b><br>(Target of 2.5 per 1000 hours worked)                   |               |   |  |
|--|---------------|---|--|
| <b>Accident Frequency Rate (AFR)</b> Days since the Last RIDDOR Accident: <b>53</b><br>The Current Rolling AFR is: <b>0.13</b> against a threshold of 0.01 |               |   |  |
| <b>Service Strike (SSFR)</b> Days since the last Service Strike: <b>28</b><br>The Current Rolling SSFR is: <b>0.31</b>                                     |               |   |  |
| <b>March Total Number IOs</b><br><b>754</b>  |               | <b>March No. Safety, Health &amp; Environmental IOs</b><br><b>656</b> |  |
| <b>March No. Business IOs</b><br><b>98</b>   |               |   |  |
| Incident Ref No.   | Incident Date | Project   | Description  |
| <b>Injury</b>  |               |   |  |
| 10492021-08-03   | 07/03/2021    | Farncombe to Petersfield Resignalling                                 | Operative bent down to adjust the foot of the Widow Sample Rig. As he screwed the foot down to level the rig he twisted and felt pain and discomfort in his back.  |
| 10502021-08-03   | 08/03/2021    | A46 Binley  | Operative injured right shoulder when his left foot slipped on the ground while walking to pick up some plastic barriers for use around a trial hole.  |
| 10892021-25-03   | 25/03/2021    | Landport Viaduct  | Whilst working on scaffolding, operative's hard hat got caught on scaffolding and fell off. As he was picking his hard hat up, he caught the top of his head on a scaffold clip. Small cut to top of head. |
| <b>Near Miss / Close Call</b>  |               |   |  |
| 10482021-03-03   | 03/03/2021    | Sudbury   | Unsafe work on ladder and tower highlighted by LUL's Construction Manager.   |
| 10572021-09-03   | 06/03/2021    | Kent Planner  | Operative drove a pin into ground without following buried services procedure.   |
| 10602021-10-03   | 08/03/2021    | A46 Binley  | Van entered TM in vehicle without any vehicle markings. Driver had no PPE. Was due to notify of pending arrival so could be escorted onto site but did not follow protocol.                                |
| 10672021-12-03   | 12/03/2021    | A46 Binley  | Tool bag spotted adjacent to an electrical cabinet, which was then found to be left open and unattended since works were undertaken on it the night before.  |
| 10902021-26-03   | 26/03/2021    | Swindon NEV   | Piling rig was found to have the dead-man switch on the joystick controls taped closed.  |
| <b>Property Damage</b>   |               |   |  |
| 10742021-17-03   | 17/03/2021    | Bentley   | ECO welfare unit was serviced due to a small diesel leak. Spray degreaser was used. The unit was restarted before all the degreaser had evaporated and it caught fire. Extinguished with no injuries.      |
| <b>Service Strike – Other</b>  |               |   |  |
| 10622021-10-03   | 10/03/2021    | A46 Binley  | A stranded vehicle detection system cable that was laid on ground was tracked over by a dozer.   |
| <b>Theft</b>   |               |   |  |
| 10582021-10-03   | 09/03/2021    | Hendon  | Fencing forced into and jet washer stolen.   |
| <b>TM incursions</b>   |               |   |  |
| 10612021-10-03   | 09/03/2021    | A46 Binley  | Vehicle pulled into works access on the A46 due to a punctured tyre.   |
| 10852021-22-03   | 22/03/2021    | A46 Binley  | Van pulled into works access after its brakes failed.  |
| 10922021-30-03   | 30/03/2021    | A46 Binley  | Pedestrian entered site and walked through.  |
| <b>Verbal Abuse</b>  |               |   |  |
| 10822021-18-03   | 18/03/2021    | Wimbledon Park  | MOP attempted to access site compound, but when this was denied by the site team he became very abusive and threatening to them.   |







## Improvement Opportunities

### March IO Statistics

Whilst the level of engagement with the IO System reduced when compared to last month, the number of IO's submitted was still noticeably more than over the last year which is great to see. Our suppliers submitted 41 IO's - thank you for helping us to share important learning across the wider industry.

The IO panel noted secure access points and fencing around sites to be trending as an issue, along with moving plant. The interface between people and plant remains one of the biggest risks that we face on our projects. Please be vigilant of people / plant interface hazards.

#### Top Projects in March

- Crewkerne West Embankment 108
- A46 Binley Construction 66
- New Malden Embankment 55
- Woking Cutting Refurb 45
- Ashmead Embankment 2 40

#### Top IO Originators in March

- Jon Blackman 45
- Derek Rapson 43
- Nigel Howell 31
- John Bowers 30
- Ross Kendell 30

#### Top Suppliers in March

- NW Rail 30
- Deploy (UK) Rail Ltd 3
- Keyman Personnel 3
- Zonegreen Ltd 2
- Randstad CPE Ltd 1

#### Top SHE Categories in March

- Access / Egress / Site Security 84
- Site Housekeeping 81
- Moving Plant and Machinery 48
- Site Welfare 47
- Personal Health 39

### Infrastructure Improvement Opportunities

| Month                                     | Total No. IOs | Total No. People Raising IOs |
|---|---------------|------------------------------|
| January                                   | 541           | 106                          |
| February                                  | 823           | 136                          |
| March                                     | 754           | 119                          |
| How many did your site submit last month? | ?             | ?                            |





## Cumbria County Council

### Highways Transport and Fleet Operations

#### SAFETY ALERT – 039

##### Excavator use near trenches

###### Overview

A recent RIDDOR incident involving an excavator collapsing into an unsecured trench could have resulted in fatal or life changing injuries, as well as damage to property and vehicles. While this incident is still under investigation, the Corporate H&S team want to issue the following guidance to prevent similar occurrences. Further communications will be issued following the completed investigation.

###### Risks working near to trenches

There is a real and present danger from working near to or alongside trenches, which includes:

- People or objects falling into excavations
- Loose/dislodged material falling onto operative's present within trenches
- Collapsing excavations

Ensure all trenches and excavations are inspected at the start of each shift and following any adverse event (near miss/incident) that may have impacted upon their stability.

###### Required pre-work checks for All Excavator works near Trenches:

For all current and upcoming work highways project, construction or maintenance work involving excavators or similar heavy pieces of machinery, please stop works and address the following safety behaviors prior to continuing with the job:

- Ensure all survey information is known and communicated regarding ground conditions of the site, any underground structures/water courses and existing services
- Ensure all trenches are appropriately barriered off to prevent pedestrian (operative or public) and vehicle access
- Is appropriate temporary support in place for all trenches on site? Ensure all trenches are shored/battered appropriately
- Review RAMS for the activity taking place, and ensure all operatives are appropriately inducted, trained and in possession of certs. /tickets/ etc. for the work they will be doing on site
- Review Traffic Management Plans, including parking arrangements, to ensure no vehicles are parked or left near to trenches/ground at risk of collapse
- Ensure the project/site manager in charge of the site and operations is present and aware of all traffic movements.
- If any damage/accident or near miss occurs to an excavator/heavy plant/equipment, ensure it is checked again to be in good working order
  - o Refer to checklist: HSE Construction Information Sheet No 47(rev1), see below.

###### KEY POINTS ARE:

| NEVER   | ALWAYS   |
|---|--|
|   |  |
| <b>Vehicle parking</b> – Never park / leave excavators or heavy machinery next to trenches.             | <b>Traffic &amp; pedestrian management</b> – Always ensure TMP and pedestrian segregation is in place for working near trenches and heavy machinery. |
|   |  |
| <b>Trenches</b> – Never allow a trench to be unsecured (not secured/segregated and not battered/shored) | <b>Trenches</b> – Always ensure all trenches are appropriately secured: battered and shored.   |
|   |  |
| <b>Competency</b> – Never use a piece of plant/equipment if you are not fully trained and competent     | <b>Vehicle management</b> – Always ensure competent banksmen are in place for heavy plant and vehicle movements on site                              |





### Safety Alert

#### Finger injury – 3 Day Lost Time Accident

On Monday 1st February 2021 an operative sustained a significant finger injury whilst unhitching a trailer from a Ford transit van.

A Ganger and Operative had experienced issues inserting the towing pin when hitching the trailer. The holes on the towing hitch and mount were slightly misaligned, so a claw hammer had been used to tap the pin into place.

The force used to insert the pin meant that it couldn't be removed by hand, so the claw hammer was again used when unhitching the trailer. The operative used the hammer in an upwards motion driving a 150mm bolt through the bottom hitch hole to push the pin out, after a few strikes the pin started to move slowly upwards. As the pin released the operative felt a sudden pain in his left index finger (the hand holding the bolt).



When the operative removed his glove he realized that the flesh had been stripped from the tip of his index finger exposing the bone (distal phalanx). His finger had either been struck by the claw hammer directly or crushed between the bolt head and towing hitch (the Injured party was unable to determine exact cause of the injury)

#### Findings:

- The misalignment was not considered by the team to be significant so a claw hammer and bolt were used to insert/ remove the towing pin (the pin should not have needed additional force to be applied)
- The misalignment (possibly caused by the hitch being previously knocked) should have been logged and the vehicle quarantined from towing activities.

Applying Golden Rule number 4 'Stop if anything changes' would have prevented this injury. The ganger and injured party should have stopped and re-assessed the operation when they identified that the pin didn't fit correctly.

Also remember that correctly inspecting vehicles (including its accessories), reporting defects immediately and restricting vehicle use are all fundamental controls essential in preventing towing related incidents.

For further information please contact the A63 safety team.



## Safety Advice

Action required following a serious incident



### Staff accident maintaining HW 1000 points machine

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

Ref: NRA21-04

Date of issue: 23/02/2021

Location: Eastleigh Station, Wessex Route

Contact: [Stephen Franklin](#), Network Technical Head (S&C) - Interim



4 adjustment nuts

### Overview

At 02:30hrs on Saturday 20th February a S&T member of staff was conducting fault maintenance on a HW 1000 points machine (E465B) on the BML1 at Eastleigh Railway Station when he sustained a deep laceration to his right index finger.

The incident occurred whilst the team member was making adjustments to the clutch. The dry plate clutch is adjusted mechanically by increasing or decreasing the clutch spring pressure by means of the four nuts on the clutch gear. The points had been switched to manual to prevent the points motor energising.

Although the cut-out switch had been operated, a multi-meter set to measure current had been connected across the cut-out switch in preparation for taking a clutch slip current reading.

As the clutch was being rotated manually, movement of the clutch mechanism caused the operating contacts to make contact and caused the points machine to power up and run.

As the clutch rotated the right index finger of the staff member brushed the adjustment pressure springs which caused a deep laceration.

The injured member of staff has had an operation to repair the damaged tendon in his finger. This incident investigation is ongoing.

### Immediate action required

- Always follow Risk Controls Manual [NR/L3/MTC/RCS0216/MANUAL](#) [Issue: 18] Risk Control Manual - GA15 part SIG002 - Points.
- Always isolate the points machine prior to any inspections and adjustments and where any protective covers are removed for inspection and adjustment, these shall be refitted prior to operating the points on 'power'.
- Always confirm you have been suitably briefed for the work you are to undertake and reach a clear understanding with the person responsible for the task.
- Only carry out tasks you are trained and competent to do.





## Safety Alert

### High Pressure Gas Main Strike

#### Failure to Manage Data led to High Potential Near Miss



#### Incident Overview

On the morning of the 2<sup>nd</sup> November a mechanically excavated trial pit was programmed to commence at TP01302.

Following the issue of the design to Perfect Circle (AECOM JV), it was identified within AECOM's GIS system as directly over a high-pressure gas main, which was a clear failure of the CDM 2015 design process.

Managing the risks passed on to AECOM by the design, the trial pit was relocated 9m away from the high-pressure gas main and surveys of the area were instructed on the 1<sup>st</sup> May 2020. These surveys returned additional risks and a second and final relocation was selected 29m away from the gas main and surveyed. Survey was completed on the 20<sup>th</sup> October 2020, this time demonstrating a risk free area of works.

On the morning of the 2<sup>nd</sup> November a permit to dig and work authorisation pack was prepared for TP01302 with the co-ordinates detailing the position of the third and final location.

The sub-contractor was issued with the works authorisation pack and the trial pitting team travelled to the area to set up the works location.

The sub-contractor set out the location of TP01302 using a digital GPS device, however the data within this device had not been updated since May 2020 and as a result TP01302 was set out in its original location, directly over the high-pressure gas main. The engineer also failed to check the information within

**AECOM** Imagine it. Delivered.

the work authorisation pack which stated the location had been moved twice and contained a single set of co-ordinates to the correct location.

Following procedure, the area around the works area is required to be checked for signs of furniture which could suggest the presence of services and a CAT & Genny scan of the works area undertaken. Both requirements were not completed to a suitable standard, missing the opportunity to identify a high-pressure gas marker board 10m away or the 500mm cast iron service below the position.

The engineer then completed a Point of Work Risk Assessment (POWRA) and the Permit detailing that the area had been checked, scanned and set out in line with the permit requirements and works were authorised to proceed based on this declaration.

At 3m the excavator operator felt unusual resistance as a 50mm scrape of the excavation was being undertaken. On inspection, the high-pressure gas pipe was identified. All works were immediately stopped and the emergency plan followed calling to site the service provider.

#### Accident Underlying Cause

While the root cause of this incident is a failure of the non-AECOM design team to eliminate the risk through design. The poor management of data within digital devices was a significant underlying cause.

#### Lessons Learnt

When using digitally stored setting out data within GPS devices;

1. Ensure that the change management system seeks conformation of changes and updates to digital data sources and storage.
2. Storage of setting out data within digital devices should be kept to an absolute minimum, with data being inputted to the device within 24hrs of its use.
3. Prior to any setting out being undertaken from stored data within a GPS device, the coordinates within the device are to be checked against those within the permit to work / work authorisation pack.
4. A photo should be taken of the GPS device screen displaying the location coordinates, matching those on the permit and attached to the permit prior to final permit approval to instruct breaking ground.
5. The numbering convention for relocated trial pits and boreholes should ensure that when any proposed or commenced location is moved, it is issued with a new trial pit / borehole number.

### Safe Behaviour = Safe Performance

Contact your SHE Manager with questions or comments on this Safety Alert / Bulletin

EC-SHE-FO-119 Safety Bulletin / Alert / 10th January 2020

Revision 2020.01

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## Safety Alert

A serious incident has taken place



### Unsafe access into machinery

Scope: **Network Rail line managers, safety professionals and accredited contractors**

Ref: NRX21-04

Date: 02/03/2021

Location: Crewe Operating Base

Contact: [Leevan Finney](#), Director of Fleet & Engineering, Route Services



Image shows the operative working inside the BCS system.

### Overview

A potential fatality could have occurred on 22nd February 2021 when an operative was observed inside a Ballast Cleaning System on track machine (OTM) at Crewe Operating Base.

Initial reports suggest that there was a signed permit to work in place for the activity; this may be found to be inadequate as the operative did not have the suitable competence to work on the equipment and the permit did not provide the level of protection for the activity.

Following the event, all work in Crewe Operating Base was stood down and an investigation started. All staff in management and supervisory grades participated in stand down briefings within 24 hours of the event and 1-2-1 discussions were held with all Maintenance Managers/Supervisors to determine risks at other sites. A level 3 investigation is now underway.

**With immediate effect, no staff are permitted to undertake maintenance activities on or near Network Rail maintained OTMs unless they have a base level of competence around machinery isolations (RVM/01) or direct supervision in place.**

### Discussion Points

- Permits should specify the activity being undertaken, the people involved and be for a defined time frame. Do your permits reflect all the activities being undertaken, and has anything changed since these have been issued? Have you been permitted to access machinery by a responsible person in charge?
- Are all staff/contractors that require supervision being adequately supervised? Do you know where they are and what they are doing?
- How do you know whether activities have the correct protection and isolations in place? Is the method of work suitable for the activity?
- Can your activity impact or be affected by others working around you? If so, how are risks managed?

### Immediate Actions Required

- Brief the content of this safety alert to all relevant staff and contractors so that everyone understands the actions required.
- Walk through your safe systems of work and permits used with a 'buddy' to take a fresh look at your controls. Do they reflect the activity and control the risk? Are they suitable and what risks can be eliminated or reduced?
- Confirm with everyone that they understand and are satisfied with the controls, including who is the responsible person before work starts.





## Safety Alert

A serious incident has taken place



### Supply of incorrect safety gloves

Scope: **Network Rail line managers, safety professionals and accredited contractors**

Ref: NRX21-03

Date: 19/02/2021

Location: National

Contact: [Caroline Meek](#), Head of Health & Safety, Route Services



### Overview

POLYCO 'SuperGlove' electricians' gloves (shown above right) have been used by Network Rail in various sizes for many years, rated for both 500V AC and 1000V AC resistance.

During a recent assurance activity by Network Rail it was identified that orders **for the size 9 (only) rubber gauntlet glove** have been supplied incorrectly for some time. The orders have been for gloves rated 1000V AC but have been incorrectly fulfilled with gloves offering only 500V AC resistance.

The error is not in the manufacture of the gloves - the rating shown on the glove is correct. The error lies in the incorrect supply of 500V AC rated gloves against orders for 1000V AC rating. Orders **for size 9**, 1000V AC rated gloves could potentially have been placed through iStore (ref. 0044/021913). The error in supply has now been resolved and any orders placed from now will be correct.

### Action Required

As it is not currently known for how long this supplying error has occurred, you are asked to:

- Make an urgent inspection of all pairs of **size 9 POLYCO 'SuperGlove'** electricians' gloves held by your team.
- The 500V AC graded gloves can be identified by the printed reference '00/AZC' on the reverse ('500V AC' may also be printed).
- The correct 1000V AC graded gloves will show reference '0/AZC'.
- If the printing is illegible, then treat the gloves as non-compliant and dispose of the gloves.
- If your team requires gloves rated to 1000V AC resistance, please withdraw and dispose of all 500V AC rated gloves.

The images show the correct (right) and incorrect (left) references for 1000V AC graded gloves.



## SHE ALERT

Ref: SHE H185 A 2021  
Issued by: Kier Highways SHE  
Department  
Date: 16/03/2021



### CCTV Track bracket near miss

#### Incident:

During a night shift installation of a CCTV track-bracket mounted on top of a MS4 gantry, testing was being undertaken on the winch system. During the test, the winch chain failed causing the camera mount (10kg approx.) to fall 4m to the base of the CCTV mast. No injuries occurred but there was significant potential for harm to the installation team. Track brackets and chains of this design are widely used on the UK motorway network, yet no other incidents of this type have occurred.



Photo: Failed chain

#### Cause:

Human-error during the off-site assembly process by the manufacturer. Specifically, the spring-clip of one of the split links on the chain was not installed correctly.

#### Mitigation to prevent re-occurrence:

All related works were stood-down pending conclusion of the investigation and agreement of mitigation measures.

Off-site assembly process and procedures revised to include additional checks and sign-offs of the split-links and spring clips. Mechanical safety clip developed to provide a fail-safe.

The clip is installed above head height and would stop the track bracket from passing below that height.

#### Key Learning:

- All existing CCTV Materials / equipment should be fully checked for compliance.
- Use the POWRA to check that all the hazards have been identified.
- Consider 'Poka-Yoke' to avoid errors / i.e. mistake-proofing/build in safety measures.

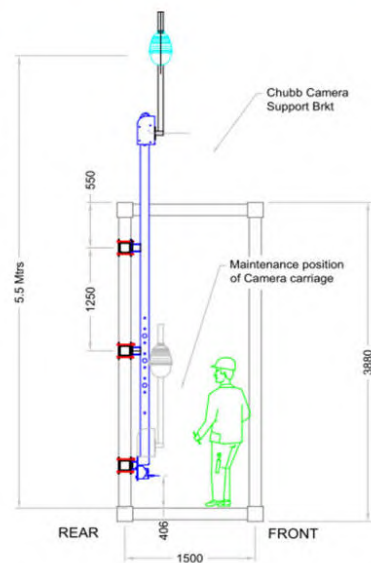


Photo: CCTV mast and track bracket



Photo: Correctly installed spring-clip on split-link





## Safety Advice

Action required following a serious incident



### Camera mast winch failure

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

Ref: NRA21-03

Date of issue: 19/02/2021

Location: Rigton CCTV level crossing

Contact: [Cliff Moody](#), Route Health & Safety Manager (North & East)



### Overview

On 15th January 2021, a CCTV camera platform fell down a mast, narrowly avoiding injury to a signalling technician at Rigton CCTV level crossing.

The initial findings are that a component failure within the winch mechanism failed, resulting in the camera platform rapidly descending the mast. It struck the signalling technician's helmet with a glancing blow.

Although no injuries were sustained, this had the potential to be far more serious had the technician not reacted quickly.

The CCTV platform winch has an emergency brake mechanism intended to prevent this type of incident. However it is believed ice and snow led to the failure. A full review of the equipment is underway.

### Immediate action required

- Never lower CCTV cameras without the presence of plant technicians.
- If a single camera should fail, the second camera shall be used and a fault raised with the relevant plant team.
- If both cameras fail, escalate the fault level. Plant staff must be present before either camera is lowered.
- Maintenance staff operating the winch to lower the camera shall ensure they are in a safe position and there are no other people in the work area below the camera platform.
- These are interim measures until a full review of this type of winch gear is concluded.





## Safety Alert

Significant Near Miss

Mobile VMS Wheel incident 24/02/2021



### DESCRIPTION

A recent Significant Near Miss incident occurred on the A30 Chiverton to Carland Cross project in February. The nearside wheel of a Variable Message Sign (VMS) fell off and travelled across the carriageway into oncoming live traffic whilst the unit was being towed.

The unit had previously been installed in the location for one day with its wheels removed to prevent theft. Traffic management operatives replaced the wheels to tow the unit with the incorrect tools ultimately causing the wheel of the trailer to come loose.







|                        |               |                    |            |
|------------------------|---------------|--------------------|------------|
| <b>TYPE OF ALERT</b>   | Safety Alert  | <b>REF NO.</b>     | LWCTM101   |
| <b>TARGET AUDIENCE</b> | Network users | <b>DATE ISSUED</b> | 22/03/2021 |
| <b>AUTHORISED BY</b>   | Chevron TM    |                    |            |

## Investigation Findings:

- The manufacturer installed the VMS signs but did not leave the correct impact gun and torque wrench to meet the 85Nm torque for re-installing the wheels on the VMS signs on site. When the VMS sign was identified as being in the wrong location, the traffic management crew did not have the correct equipment despite requesting it from their line managers and the site team.
- The move of the VMS was not planned for in the daily briefings.
- There were no method statements or risk assessments provided to cover the activity.
- The traffic management crew felt pressured to move the VMS unit – receiving several phone calls from the TSCO to move the VMS sign as soon as possible.
- The traffic management crew did not speak up.

## Lessons Learnt and Key Points:

- No matter how much pressure you are being put under, if you do not think an activity or works situation is safe, **STOP WORK** and seek advice.
- Always ensure you have the correct equipment to carry out your task safely. If not, **STOP WORK** and seek advice.
- Always ensure you have the correct and appropriate Risk Assessments, Method Statements and Safe Systems of Work in place before you start a task. If you do not, **STOP WORK** and seek advice.
- **YOU ARE EXPECTED AND ENCOURAGED TO CHECK EVERYTHING IS SAFE AND IN PLACE FOR YOU TO CARRY OUT A TASK. IF IN DOUBT EVERYBODY HAS A RIGHT TO STOP WORK.**

## Further Recommendations:

There are hundreds of VMS signs in use across the network. Some have been sitting unused for long periods. Ensure that when moving VMS signs, especially ones that have been in-situ for extended periods, a full inspection of the trailer is carried out before moving it.

- Make sure RAMS have been provided for the task.
- Ensure the correct tools and equipment have been provided to install the wheels on the trailer to the manufacturer's specified requirements.
- Investigate whether your operatives require training to install or move VMS signs.

**Remember, TRAINING, RAMS, THE PROPER TOOLS and if in doubt, STOP and SPEAK UP!**



## RDPN WHSE Incident Alert Information



|                                    |                           |                             |  |
|------------------------------------|---------------------------|-----------------------------|--|
| <b>Sector</b>                      | Highways - Transportation | <b>Framework / Contract</b> | RDP North – Scotswood to North Brunton |
| <b>Date &amp; Time of Incident</b> | 06 January 2021 / 10:51   | <b>Incident Type</b>        | HPE                                    |
| <b>Location of Incident</b>        | A1 Southbound Jct 80-79   | <b>Alert Completed by</b>   | RDPN SHE Team                          |

### 1. Outline of Incident

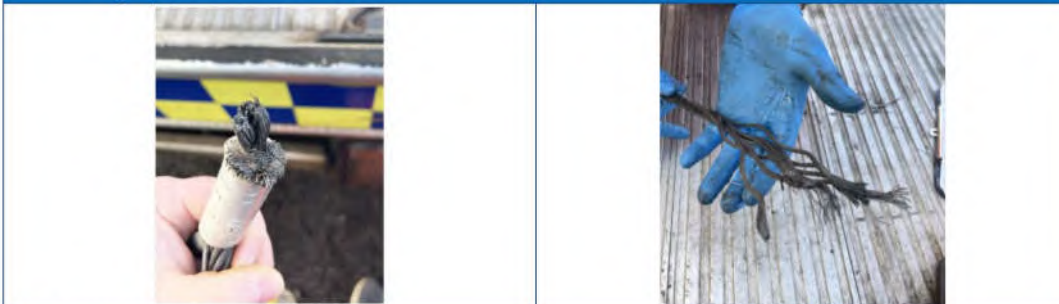
On the 06 January 2021 at 10:51 a winch cable failed during a vehicle recovery operation. During the recovery, the vehicle was being winched onto the back of the recovery vehicle when the winch cable snapped, circa 1" from the ferrule, causing the vehicle to roll backwards off the recovery vehicle, towards the verge. There was no injury sustained, however the broken-down vehicle incurred minor damage.

Following the incident, the wire cable was sent off for an independent inspection by a third-party specialist. The inspection reported the following:

*'The winch has snapped close to the spliced ferrule termination at the hook end, this is a sure sign of a wire rope overload. Under close observation it was noticed that the 'dead end' of the wire rope again at the ferrule termination was damaged/pressed into the ferrule – this could be a sign the winch wire has been taken into the winch itself underload'.*

With the information available the investigation was unable to identify when this damage may have occurred. The recovery operator had conducted the daily/weekly checks and reported no defects to the winch cable prior to the incident. However, the recovery operator when questioned, states that the winch cable and ferrule did not enter the winch at the time of the incident.

### 2. Photographs



### 3. Lessons Learnt

- It was likely that the cause of the wire rope failure is due to the winch cable and ferrule being taken into the winch during a winching operation. However, the investigation could not identify when this occurred.
- Additional assurance checks to be conducted on the recovery contractors.
- Design solution required to prevent the ferrule being taken into the winch.
- Secondary safety strap to be minimum requirement for all Costain recovery contractors.



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## Safety Advice



### Preventing water ingress to 25kV Track Sectioning Cabin

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

Ref: NRA21-05

Date of issue: 23/03/2021

Location: Carstairs TSC, Scotland Region

Contact: [Felix Langley](#) / [Colin Lamb](#)



### Overview

In a recent incident in Scotland Region, significant flooding was discovered in and around a 25kV Track Sectioning Cabin (TSC) at Carstairs. Pools of water inside and outside the cabin are also believed to extend underneath the building's false floor creating damp conditions and potential corrosion of the traction power equipment within. The site dehumidifier was out of service and several defective heaters were found.

Investigation found the site was particularly vulnerable to flooding from an adjacent haulier's yard on higher ground. A previous flashover of traction power equipment is now thought to be due to unusually high levels of moisture in and around the building.

Heating and dehumidification equipment have been rectified to bring moisture levels within the building under control. Work is in progress to improve drainage at the site.

High moisture levels in a traction power supply location at [Godinton](#) in Southern Region in 2018 led to a colleague being seriously burned by a flashover.

### Immediate action required

The following measures must be taken across all Regions:

- Apply extra vigilance when accessing or inspecting lineside buildings, particularly those that contain electrical equipment.
- Assess the area around the site to identify factors that may increase the risk of flooding. For example, sites situated on low ground, vulnerable to run-off from adjacent premises or with poor drainage.
- Report any fabric damage, flooding or water ingress at a lineside building to the Operational Property Helpdesk [OPHD@networkrail.co.uk](mailto:OPHD@networkrail.co.uk)
- Report any concerns with the building environmental controls.

### Discussion Points:

- What assets could be similarly affected in your region?
- How effectively are defects and vulnerabilities at lineside buildings being escalated via OPHD when defects are found?
- What would you do if you found significant fabric damage, flooding or water ingress at a lineside building?
- How does your assurance check the effectiveness of asset inspection and resolving defects?





INFORMATION



## Safety Alert Gantry sign fixings

19 March 2021

### Background information

A motorway junction sign plate recently fell from one of our portal gantries, due to the failure of its riveted fixings.

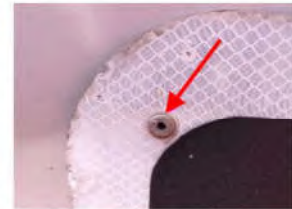
At the time of the incident the lane below the sign was closed to traffic and no harm was caused to the road user.

Records indicate the sign was installed approximately 25 years ago and was attached directly to the face of the steel box gantry by four, 4mm diameter, aluminium hollow rivets.

The failure appears to have been caused by bimetallic corrosion (accelerated corrosion due to contact between two dissimilar metals – in this case the aluminium rivets and steel gantry), exacerbated by the limited number of rivets and by not being able to inspect the part of the rivet where corrosion was taking place.

Today, these issues can be avoided in new designs by complying with Highways England's current design and specification requirements for fixing signs to gantries, which are set-out in CD 365 and Series 1200 of the Specification for Highway Works.

A reminder of the importance of inspecting such fixings was also given in CHE 361/15.



### Recommendations

- Designers and Inspectors should be reminded of the risk of bimetallic corrosion and that corrosion of such fixings may not be immediately visible.
- Inspectors are urged to remain vigilant for similar details, particularly where there are a small number of fixings provided. Principal Inspections, which are undertaken within touching distance, give inspectors an opportunity to physically check for looseness.

If you have any queries about this safety alert information announcement or any other safety announcement then please contact [Andrew.Mills@highwaysengland.co.uk](mailto:Andrew.Mills@highwaysengland.co.uk)

HEi215

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and well






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|                              |   |
|------------------------------|---|
|                              | <h2>Spider Bite</h2>  |
| <h1>SAFETY ALERT</h1>        | <p><b>Background.</b><br/>CHC were undertaking Culvert works (vegetation clearance) on 18<sup>th</sup> March which involved using a polesaw to clear vegetation, whilst doing so - the IP reportedly felt a sting on their hand, the IP dismissed the potential sting as a thorn and the injury wasn't treated/reported as the wound appeared minor. In the following days, the wound became infected and the IP was admitted to hospital for treatment where it was suggested that the bite was from a spider.</p> <p>Bites from spiders in the UK are uncommon, but some native spiders – such as the false widow spider, the cellar spider and the woodlouse spider are able to bite, these leave small puncture marks on the skin, can be painful and cause redness and swelling.</p> <p>Bites can also become infected or cause a severe allergic reaction in rare cases. Get medical help immediately if you have any severe or worrying symptoms after a spider bite.</p> <div style="display: flex; justify-content: center; align-items: center;">    </div> <p style="text-align: center; font-size: small;">False Widow    Woodlouse Spider    Cellar Spider</p> <p><b>Prevention</b><br/>Some ways to reduce the chance of spider/insect bites are:</p> <ul style="list-style-type: none"> <li>• Apply insect repellent to exposed skin – repellents that contain DEET (diethyltoluamide) are most effective.</li> <li>• Keep your skin covered when working outdoors, ensure PPE is in good condition and provides adequate protection/coverage for works.</li> <li>• Try not to panic if you encounter spiders, wasps or bees, and back away slowly. Don't wave your arms around or swat at them.</li> <li>• Avoid using products with strong perfumes, as these can attract insects.</li> </ul> <p><b>Treatment</b><br/>Most bites and stings can be treated by:</p> <ul style="list-style-type: none"> <li>• Washing the affected area with soap and water.</li> <li>• Placing a cold compress (a flannel or cloth soaked in cold water) over the area to reduce swelling.</li> <li>• Raise or elevate the affected area if possible, as this can help reduce swelling.</li> <li>• Try not to scratch the affected area to avoid infection.</li> </ul> <p><b>When to get medical advice</b><br/>Contact your GP or call NHS 111 for advice if:</p> <ul style="list-style-type: none"> <li>• You're worried about a bite or sting.</li> <li>• Your symptoms don't start to improve within a few days or are getting worse.</li> <li>• A large area (around 10cm or more patch of skin) around the bite becomes red and swollen.</li> <li>• You have symptoms of a wound infection, such as pus or increasing pain, swelling or redness – you may need antibiotics</li> <li>• You have symptoms of a more widespread infection, such as a fever, swollen glands and other flu-like symptoms.</li> </ul> <p>Further information: <a href="#">Insect bites &amp; stings - Injuries &amp; first aid   NHS inform</a></p> |
| <p><b>SHE Advice:</b></p>    | <p>If you require any advice or guidance on any health and safety aspect associated with your work please do not hesitate to contact:<br/>Adam Robinson, SHE Advisor, Area 14, 07778145472.</p>   |
| <p><b>Circulation:</b></p>   | <p>IBMS, Highways England, etc</p>  |
| <p><b>Action:</b></p>        | <p>Deliver and record Briefing:<br/>For information:</p>  |
| <p><b>Date of Issue:</b></p> | <p>24 March 2021</p>  |





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