



OSBORNE
INFRASTRUCTURE



MAKE BETTER DECISIONS

December 2021

Contents

December 2021 - STOP Think!



Section	Page No.
Introduction	
John Dowsett Introduction	3
STOP Think! Moments	
High Potential Near Miss - Operative Struck by Moving Plant	4
High Potential Near Miss - Safety Lane Removed Without Authority	5
High Potential Near Miss - IPV Reversed in Live Lane	6
Learning Together	
Southern Shield Winter Step Up Briefing	7
RESPECT - Are you a Good Neighbour?	8
Plant Safety Learning from Overturn Events	9
Steps to using a GRP Tower	9-11
Door Closers Stop Hand Injuries	12
Change your Email Habits! Lower your Carbon Footprint	12
Festive Feast for All	13
Annual Celebration of Persons with Disabilities	14
Highways Safety Hub	15
Rail Wellbeing Live	15
Sharing our Successes	
Congestion Relief Scheme Surbiton Station	16
Ground-breaking at Flitwick Transport Interchange	16
Improving Engagement and Collaboration Supply Chain Digital Workspace	17
5S to Success	17
Supporting our Industry Talent	18
Gade Valley Positive Community Response	19
Working Better Together	20
Attracting our Future Talent	20

Section	Page No.
What Good Looks Like	
New Look Maidstone East Station Benefitting Passengers - Official Opening	21
Safe Road Closure Opened 3½ Hours Early A46 Binley Bridge Beam Installations	22-23
Collaborative Scaffolding Solution for Waterloo Station - Mock-up at Gade	24-25
White Hart Junction, Swindon - Gyrotory Works Open Three Weeks Early	26
What Good Feels Like	
Community Investment and Species Protection at Horsell Common	27
Supporting Homeless within our Communities Charity Sleep Out for DENS	28
Look After Yourself and Each Other	
Five Ways to Wellbeing – Connect - A Little Kindness, A Big Boost	29
Prostate Cancer Awareness	30-31
Diet and Lifestyle	31-32
It's Party Season! Drink responsibly and consider the Morning After	33
Toolbox Talks	
Correct PPE to keep you Warm	34
Winter Working Cold Stress	35
Safety Statistics	
SHE Performance Summary Poster	36
Improvement Opportunities	37
External Alerts	
Trolley Strike by Mainline Train	38
High Potential Incidents in Live Traffic Lane	39
Cable Running Activities Finger Injury	40
Metal Measuring Tape Finger Injury	41-43
OCC Obstruction fell onto Live Line	44
Bolt Tightening HAVS mitigation method	45



07971 125 180 24 hour Infrastructure Advice & Reporting

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

www.osborne.co.uk

Introduction

December 2021 - STOP Think!



Well, I cannot believe that this is the last STOP Think! of 2021! Where on earth has the year gone? After the challenges of 2020, I would like to be able to say that 2021 has been a much calmer year, with life and business returning to normal but that really is far from the case! After starting the year with a further lockdown, the Covid challenges have continued all year, with the new Omicron variant bringing us fresh concerns even now.

In parallel with this, we have been through the process of changing ownership, departing from the Geoffrey Osborne Ltd Group, and beginning the transition to becoming a standalone infrastructure business under the ownership of Sullivan Street Partners.

Throughout all of this, our people have remained incredibly resilient and supportive, taking any new challenges in their stride and continuing to win new work and safely deliver amazing projects for our customers. We have also continued to strengthen the deep, collaborative relationships that we hold both with our key customers and our suppliers.

A New Exciting Year Ahead...

Based on the unpredictability of the last two years, I am not brave enough to suggest what 2022 might look like, but we start the year in really good shape!

We are now three months into our new ownership, and I am sure that most people have seen very little difference. The change will become more visible in 2022, but in a positive way, as we launch our new brand, establish a new office, and complete the transition to becoming a fully standalone business.

We have strengthened our leadership team with key appointments to our supporting functions of SHEA, Sustainability, People, Finance, Marketing & Communications and IT. Having these talented leaders fully focused on supporting our business and our markets really enables us to ensure that every activity we focus on is helping to deliver improved outcomes for our customers, and ultimately their customers!

We have a healthy pipeline for next year and a number of key bids that we are working on to support this further. Our refreshed strategy continues to be based on providing infrastructure transport solutions through our own unique blend of collaboration with our customers, bringing people together who are aligned to our core values, to deliver amazing outcomes for road users and rail passengers.

The investments made in our business are fully focused on growing our market share in both the rail and highways arenas, further supporting our existing customers whilst developing some new ones, and providing greater opportunities for our people and our supply chain.

With a Continued Focus on Safe, Assured Delivery

Whilst this is all very exciting, we must ensure that we do not take our eye off our day-to-day operations and continue to provide a safe and assured delivery. Whilst we have seen a reduction in accidents across our projects over the last 6 months, we have seen a number of high potential events that could very easily have had very different outcomes. Please be sure to read those which are covered within this month's publication. If something doesn't feel quite right it probably isn't. Please feel confident to challenge unsafe behaviours or procedures. You will be supported.

We must ensure that we remain completely focussed on eliminating such occurrences from our works; being ever vigilant to the significant risks that we face, whilst ensuring that we manage the slips, trips and falls too. Please do encourage everyone working on or visiting our sites to identify and raise Improvement Opportunities to ensure that we are spotting the risks, capturing them and learning and sharing together. It will take a collective effort from all of us to make sure that every one of our people goes home safely after every working shift.

Thank you and Happy Christmas!

Thank you to everyone that is supporting our works over the Christmas period, I am very grateful for your commitment. I do hope that you manage to get some well-earned rest at some point over the festive period or in the New Year. I would like to wish you all a very Merry Christmas and a Happy New Year! Thank you for all of your support in 2021 and I look forward to even more success together in 2022!

John Dowsett
CEO – Osborne Infrastructure Ltd



07971 125 180 24 hour Infrastructure Advice & Reporting

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

www.osborne.co.uk

High Potential Near Miss

Operative Struck by Moving Plant – 7th December '21

What happened?

On the morning of the 6th November 2021 an operative working for an OIL supplier was struck and knocked to the ground by a 7 tonne 3CX JCB whilst walking across a works area within a car park.

The 3CX was moving sand from one location to another within the confines of the car park working area. There were no physical pedestrian walkways installed and there was no exclusion zone set up around the activity. The 3CX had a HALO system which was in use however there was no Banksman/Vehicle Marshall overseeing the reversing manoeuvre.

Works have been stood down to allow the investigation to take place. Further information will be shared upon the conclusion of the investigation.

Impacts

- ✓ Initially the operative did not have any signs of visible injury. Later that morning he began to feel lightheaded and subsequently decided to attend hospital for a check-up.
- ✓ Potential for serious injury or worse to have occurred.

Actions required

By close of business on Wednesday 8th December 2021 all sites must review traffic management arrangements on site to ensure that:

- ✓ Physical segregation between people and plant is in place.
- ✓ Where physical separation cannot be maintained, then the hierarchy of control for people and plant segregation is followed.
- ✓ Personnel are briefed that they must not enter the 'red zone' of a working machine without authority.
- ✓ All personnel must seek a 'thumbs-up' from the driver of a machine and the machine must be stationary with any loads lowered to the ground before they approach
- ✓ For guidance see [Mechanical plant toolbox talk](#) and [Vehicle & Plant Exclusion Zones](#)
- ✓ The project Traffic Management Plan reflects the arrangements in place on site
- ✓ 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.



High Potential Near Miss

Safety Lane Removed Without Authority – 25th November '21

What happened?

On Saturday the 20th of November, works were taking place on Denham viaduct. Our traffic management supplier had installed a lane 3 closure (a safety lane) on the A40 Western Avenue eastbound.

Following conversations about what time the works would be complete and when the TM could be removed, the TM crew began to remove the safety lane without receiving authority to commence the removal.

When it was observed that the TM was being removed, the TSCO attempted to stop the crew from removing the closure, however they continued to remove the lane closure. The decision was made to allow the work to continue as it was safer than stopping mid-removal.

Impacts

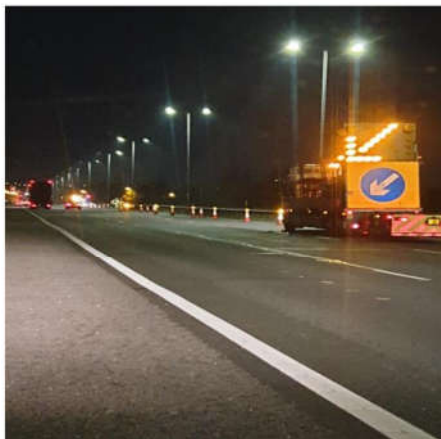
- Fortunately works requiring the safety lane had been completed so there was minimal risk to the working teams.
- The traffic management supplier's crew have been stood down pending the outcome of the investigation.
- Reputational damage to the business.

Please consider the following points when undertaking similar operations

- ✓ Installation, removal and alternations to traffic management must not be undertaken without authority from the TSCO.
- ✓ All incidents must be called in to the SHE hotline on 07971 125 180 as soon as possible after the event and within 2 hours.
- ✓ If unsure of how to proceed, stop, think and consult your supervisor or SHE Advisor for guidance.

Actions required:

- ✓ All traffic management teams should be briefed on this alert at the start of the next shift
- ✓ This alert should be displayed on noticeboards for 1 month



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



High Potential Near Miss

IPV Reversed in Live Lane – 25th November '21

What happened?

In the early hours of Wednesday 24th November at one of our Highways schemes a high potential near miss occurred which could have resulted in a serious incident had it been at a busier time. Works were taking place on Denham Viaduct. A team from our traffic management supplier, had installed a lane 3 closure on the A40 Western Avenue eastbound, to act as a safety lane. To protect works were taking place on the westbound carriageway.

At approximately 03:30hrs the TSCO handed back the closure to the traffic management foreman (TMF). The TSCO proceeded to drive the turn around to watch the TM crew remove the lane 3 closure. Whilst he was enroute, he witnessed the IPV on the hard shoulder, reversing to the start of taper. Once at the start of the taper the IPV crossed 3 live lanes It then reverse in a live lane so the IPV was in the correct position for removal of the lead in taper.

Impacts

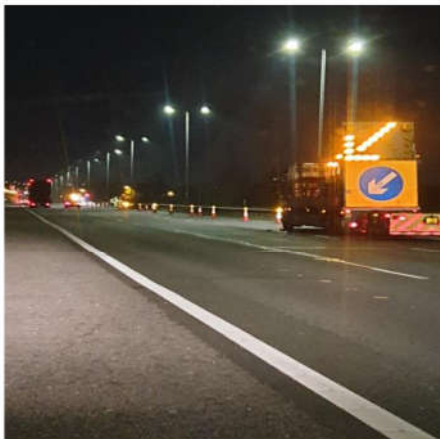
- Whilst there were no injuries or damage caused. There was potential for a far more serious outcome.
- The traffic management supplier's crew have been stood down pending the outcome of the investigation.
- Reputational damage to the business.

Please consider the following points when undertaking similar operations

- ✓ Vehicles must not be reversed in a live lane
- ✓ All personnel on site must have been briefed on the safe system of work, be familiar with the requirements.
- ✓ There must be no ambiguity in the requirements of the safe system of work requirements
- ✓ Suppliers to Osborne Infrastructure Limited are required to obtain authority to sub-contract elements of their works.
- ✓ If unsure of how to proceed, stop, think and consult your supervisor or SHE Advisor for guidance.

Actions required:

- ✓ All traffic management teams should be briefed on this alert at the start of the next shift
- ✓ This alert should be displayed on noticeboards for 1 month



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



Southern Shield Winter Step Up Briefing

Historic data tells us that we see an increase in accidents over the winter period. Hence Network Rail's Southern Shield have launched their Winter Step Up Briefing to try to help us all stop this trend.

This Briefing contains great information on how the winter conditions present different risks to us both in the work place and at home and suggests precautions to keep us safe and well such as;

- Winter driving, including looking after your vehicle and low winter sun.
- Avoiding slips, trips and falls.
- Drugs and alcohol – know the limits.
- Talking about mental wellbeing.

Stay Focused this Winter

- Mindset and behaviours – where's your head at?
- Alcohol consumption during the 'festive season'
- Adequate Cover
- Clear Handover Arrangements
- Reduced focus ('wind down')
- Changes whilst you are away
- Briefing on return and re-focus

So please remember...



The Winter Step Up Briefing and a pack with briefers notes can be downloaded from;
[Southern Shield - Winter Step Up Briefing](#)



RESPECT - Are you a Good Neighbour?

Period 8 saw the highest number of worker behaviour-related complaints to date in the Southern region. The main complaints were due to noisy engineering works, lack of advanced warning of the works and general worker behaviour such as shouting and vehicle issues.

Respect – Worker Behaviour

- R** Revving – keep engine noise to a minimum. No engines idling or make unnecessary revving, especially at night. Close vehicle doors quietly.
- E** Empathy – ensure our neighbours know how seriously we take our role among local communities. If you receive a complaint, deal with it with understanding and courtesy
- S** Shouting – loud conversations or shouting on site, especially at night is disturbing for neighbours, please keep to a minimum
- P** Parking – obstructing private driveways, or parking on grass verges is not permitted – please think before you park
- E** Eating – Eating and **smoking** should always be undertaken off site and during agreed meal breaks – not in public
- C** Clean up – Clean up after yourself, and leave no litter on site, or in car parks.
- T** Toilets – only use provided toilets or agreed welfare facilities, making use of neighbours trees, fences or hedges is not acceptable

Please ask yourself;

- Do you always consider how your activities are impacting local residents?
- Do you consider where you park and any inconvenience it may cause?
- Do you always take your litter home with you?
- Would you act differently if you were working near a family member's house?

Please download and display the "**RESPECT**" Poster as a great reminder of the seven key steps to being a considerate and respectful neighbour.



Plant Safety - Learning from Overturn Events



Following five plant overturn events in seven months, the East West Rail (EWR) Alliance undertook a collective "Deep Dive" investigation into all five incidents to further identify any trends in the cause of the incidents or further opportunities to learn from each individual investigation.

It was found that operator error was a causal factor in all five events. In all cases the operators stood to gain from the way they were operating as it made their task a little easier.

Based on these findings the EWR Alliance is investing in alternative means of training and communication, aiming to better understand

the behaviours and culture of the workforce, and the way they assess plant operator competence.

They learned that simply checking individual plant operators' competency cards before starting a new operator is not enough and have developed a three-tier approach to plant operator assessment.

Please do click below to learn more about plant safety good practice from the EWR Alliance Presentation;

[EWR Alliance Plant Safety Update](#)

Steps to using a GRP Tower

If you are considering the use of a GRP access tower, please remember to follow the important steps detailed in the previously issued STOP Think! Moment as repeated on Pages 10 - 11.

Aluminium will remain the **first choice** except where a risk assessment demonstrates other risks may be present such as 3rd rail or OLE.

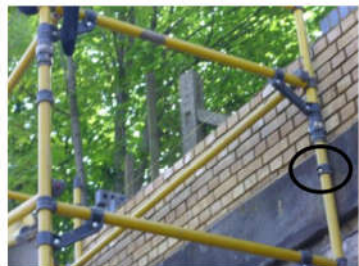
Those erecting GRP towers must be PASMA trained and **MUST** have attended a bespoke GRP tower inspection module.



STOP Think! – Lifting the GRP Tower Ban



Tower involved in the incident



Close up of failed joint (within circle)



Modified 1450 span frame with additional gusset supports to each rung

Why did Osborne ban GRP Towers?

On the 14th June 2012 two people working for one of our suppliers fell when a rung joint failed on a GRP tower on which they were working. This failure caused the working platform to give way and they dropped a height of about 4.5m. Both required hospital treatment.

In addition to the failure on our project, there was at around the same time a number of other similar failures across the wider rail industry. This led to concern in the industry about GRP towers and in particular that there was no robust way to inspect and identify a potential failure before it occurred.

As a result of this, Osborne Infrastructure took the decision to ban GRP towers being used on our projects, with aluminium towers the only permitted option. Whilst it was recognised that this introduced other risks where live 3rd rail was present, it was considered that these could be properly mitigated with a number of control measures, removing the need to manage the potential GRP material failure.

What were the causal factors of the Osborne failure?

Material failure was cited by the HSE as the direct cause with service life and environmental factors being likely underlying causes of such a failure.

The investigation at the time concluded that the tower components were inspected prior to assembly by the operatives but any defect present with this joint went unnoticed, or could not have been seen.

Why is Osborne lifting the ban?

With the increase of knowledge around the GRP materials, enhanced inspection and with additional modifications to the design and manufacture of the GRP towers, both described below, it is now considered that the risks associated with the use of aluminium when working near to conductor rails and overhead line equipment, are greater than the risk created by using GRP.

In addition there have been no further GRP failures in the industry, which we have been made aware of, which has increased confidence further.

The principal supplier of GRP towers to Speedy Hire has sourced their towers from a new manufacturer and has introduced modifications to their existing 1450 span frames. See image left. These modifications have meant that the load which is imposed on the horizontal rungs by the platforms, people and materials is transferred away from the joint with the vertical tube.

GRP Towers – Lifting the ban
Last Updated: 17/01/2019





STOP Think! – Lifting the GRP Tower Ban

OSBORNE

What steps must be taken to use a GRP tower?

A number of additional precautions will also be taken to mitigate further the potential risk of a similar occurrence. These are:

1. Where the risk assessment indicates the use of towers to complete a task, **aluminium will remain the first choice.**
2. Where the risk assessment demonstrates that other risks may be present e.g. 3rd rail or OLE etc. then a GRP tower would be suitable.
3. Where GRP towers are to be used they **MUST** be hired from one of Speedy Hire's super depots. This will automatically happen when you place an order with the Osborne Speedy Hire hire desk. This applies to towers supplied by Osborne AND our supply chain.
4. Those erecting GRP towers must be PASMA trained and have attended a bespoke GRP tower inspection module provided by Speedy Hire and Wernerco.
5. Attendance on this inspection module is **mandatory** and will be certificated upon completion.
6. This certificate must be retrievable for inspection at site.
7. The additional inspection module training can be arranged via the Osborne Learning and Development team for Osborne personnel and directly with Speedy Hire for the Osborne supply chain.

Do I need to do anything else?

Once delivered, the tower components should be inspected by the PASMA trained operative in accordance with the training received.

Where defective components are identified these should be quarantined to prevent use and Speedy Hire notified so that they can arrange collection.

Once erected, the completed tower should be inspected as detailed in Osborne guidance note SGN-SCF-002, which is available on iGo.

GRP Towers – Lifting the ban
Last Updated: 17/01/2019



Door Closers Stop Hand Injuries

2.9 Door Closers

All new welfare facilities to be fitted with door closers on all external doors. All current welfare facilities to have door closers fitted retrospectively.

Why was this introduced? A number of hand and finger injuries are caused by external doors slamming shut in high winds. For example: An operative was standing in the site office doorway with a broom in his hand. A gust of wind closed the door and the Operative instinctively attempted to hold the door open while holding the broom in his hand. The main impact was taken by the broom which saved the operative from suffering a more serious injury.



Please remember that the Southern Shield Charter mandates that all welfare facilities should be fitted with door closers on all external doors. With frequent high winds during the winter period, please check your welfare facilities are fitted with door closures to prevent you or your team from getting injured. The Southern Shield Charter can be found on the Southern Shield website as linked below;

[Southern Shield Charter - Door Closers](#)

Change your Email Habits! Lower your Carbon Footprint

- ? Have you ever contemplated the carbon footprint of sending and keeping of emails?
- ? Have you ever considered the implications of the internet and data centres, with energy hungry servers and the power used to keep the data centres cool?

Pretty much everything we do influences the environment and emails are no exception. All emails are generally stored on the cloud and cloud storage requires power!

Please do read the interesting article linked below - apparently sending 65 emails is equivalent to driving a mile in your car in terms of energy!

Do Emails Leave a Carbon Footprint?



We can all contribute to reducing the energy used to store emails. Please stop and think;

- Do you really need to copy in everyone to your response?
- Do you really need to say thank you?
- Have you emptied your deleted emails recently?



Festive Feast for All

Knowledge of the lifestyles of people in different religions is essential, particularly when organising any kind of catering; on-site, in offices or just for one-off events.

So, at this time of year where we all enjoy meeting up with friends and family, why not make that extra special effort to understand a little more about any possible food restrictions or allergies that your guests may have.

Gone are the days when we could assume that everyone would eat meat and potatoes. In today's multicultural world, food choices that were once considered obscure are now part of the mainstream.

The reasons why people choose special diets range from religious practices, ideological beliefs to allergies, special diets and food sensitivities.

The Butlers Guild website gives a little information into some of the areas of food restrictions and is a really interesting read. Please do take a look here;

[Festive Feast for ALL](#)



Annual Celebration of Persons with Disabilities



December 3rd is the International Day of Persons with Disabilities (IDPD). About 1 billion people around the world live with a disability, roughly 15% of our global population.

Since March 2020, every person on earth has been impacted by drastic political, social and economic change as a result of domestic and international responses to COVID-19.

The International Day of Persons with Disabilities recognised that people who live with disabilities are among the most affected populations amid the pandemic. The increased risk of poor outcomes have been magnified with reduced access to routine health care and rehabilitation services, and more pronounced social isolation.

We must collectively make a concerted effort to learn from the experiences of people living with disabilities during this pandemic. Please think about what we can all do to help create an environment where people with disabilities can fully participate in all spheres of society.

Sometimes even the simple things make a huge difference to somebody.



Highways Safety Hub

Please visit the library of briefings on the Highways Safety Hub which also includes much useful information for working on the road network along with all the National Highways Safety Alerts;

[Highways Safety Hub](#)

As Passport continues to embed across the National Highways network, there is a large amount of information to share with you on the scheme. Please visit the Highways Safety Hub or the Passport Portal;

[Highways Passport Portal](#)

Highways Accident Reporting Tool Launching January 2022

The new Highways Accident Reporting Tool (HART) which will shortly be replacing Airswab is now in the final stages of system configuration and will launch across National Highways and the supply chain in January next year.

In preparation for the launch, if you are currently using Airswab and will be using the new Highways Accident Reporting Tool, please do familiarise yourself with the support resources available via;

[National Highways Site](#)

[Highways Safety Hub](#)

Guidance documents, short video tutorials and FAQs are being added on a regular basis.

Rail Wellbeing Live



Rail Wellbeing Live has again blown us all away with its amazing sessions from many enormously talented presenters.

Thank you to all who took part, and hopefully you took away some hints and tips to help you feel just a little bit healthier and happier!

Hopefully you tuned in to the excellent session on "Improving dust controls in the Highways sector" by Matt Wright and Steve Perkins. They described their approach to the challenge of improving dust control across a large and diverse supply chain.

In case you missed it, please do take a look via the link below. Well worth a watch;

[Dealing with the Hidden Killer - Improving Dust Controls](#)

Wellbeing Wednesdays Will Continue!

Wellbeing Wednesdays will be continuing on a monthly basis. To revisit the December Session that discussed how to enjoy a stress-free festive season when it comes to family matters just head to;

[December 2021 Wellbeing Wednesday](#)



Congestion Relief Scheme Surbiton Station

Our team at the Grade II Listed Surbiton Station recently completed a very successful weekend possession, as they continue the scheme to install additional staircases, construct a podium deck, and double the number of ticket gates to increase the capacity for passengers.



The work included removal of a significant concrete staircase, along with large sections of the existing platform canopy that sat within the footprint of the new structure.

Surbiton is one of the busiest stations in Wessex and during the evening commuter rush, passenger volumes overwhelm the single stairway, causing overcrowding and delaying the dispatch of trains. The innovative and sensitive solution is designed to fit tightly into the art-deco style landmark station and will relieve the congestion issues while also protecting the heritage of the existing buildings.

This complex congestion relief project will improve passenger safety and journey times. Congratulations to all involved in the safe, professional and efficient delivery, including our specialist demolition supplier Econ.

Ground-breaking at Flitwick Transport Interchange

Key partners and stakeholders recently attended a ground-breaking ceremony for the comprehensive project to construct a new transport interchange at Flitwick.



Attendees included the Mayor of Flitwick Town Council, Local Councillors, and representatives from South East Midlands Local Enterprise Partnership, Centre Parcs, Central Bedfordshire Council and Tesco.

The interchange will connect bus and rail services for the community and will feature a number of improvements, including;

- A new station forecourt with pedestrian, cycle and vehicle access.
- A new passenger drop-off and dedicated taxi areas.
- Three bus stops and passenger waiting areas that include real-time departure information.
- Improvements to vehicular access to both the station and the Tesco store opposite the station.
- Dedicated facilities for Woburn Centre Parcs passenger collection and drop-off.

We are excited to learn more as this interesting project takes shape. Please do keep us up to date!





Improving Engagement and Collaboration Supply Chain Digital Workspace

To improve engagement with our suppliers our Supply Chain Team has recently launched the "Supply Chain Digital Workspace" as linked below;

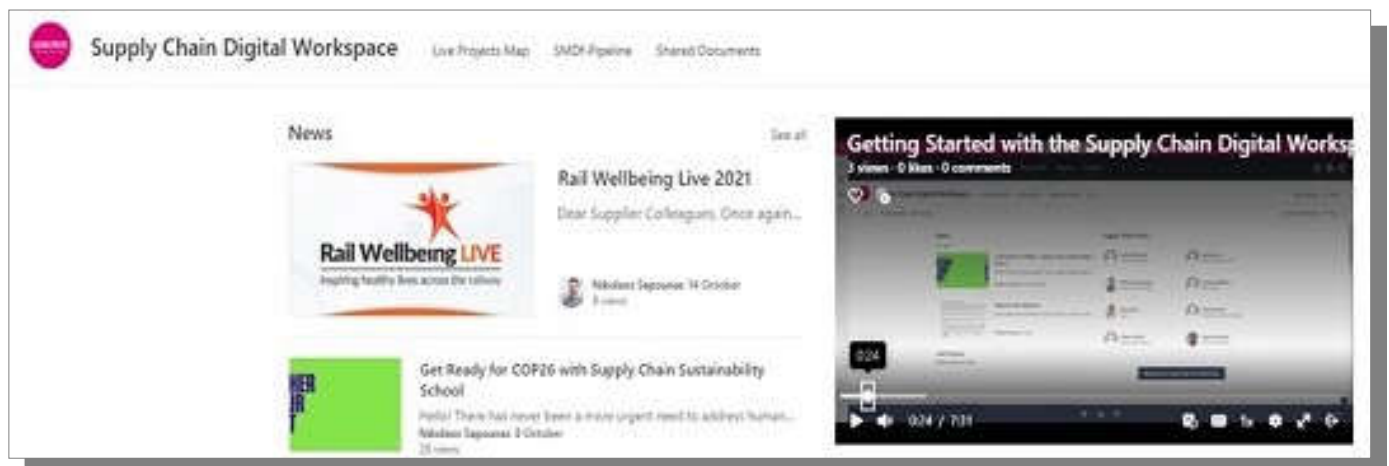
Supply Chain Digital Workspace

This page gives our supply chain direct access to our latest news, upcoming events, webinar recordings, and learning content such as our policies, strategy documents and STOP Think! Moments. Importantly, the shared documents library also provides our supply chain with our current projects, tenders and

pipeline, allowing them to see a continuity of work, express interest, and plan their resources.

More than 35 suppliers have already been given access to this informative workspace with many more planned in the coming weeks.

Thank you to our Supply Chain Team for this great tool that will help us to build stronger teams and achieve better outcomes for our customers.



5S to Success

As we fast approach the Christmas break, why not consider using 5S to get your sites in great shape.

Using 5S can help to create a clean and tidy site, know exactly what you have where, and ensure that your



important plant and equipment is protected from the elements by storing it in the correct way.

Create a system to ensure that it is easy for the whole project team to keep everything in order.



Sharing our Successes

December 2021 - STOP Think!



What better way to return from a break, with everything safe and sorted!

Eliminate waste by implementing 5S and start the new year with your best foot forward.

5S can be used ANYWHERE so please do watch the video on our Lean Launch Pad to find out more and discover the steps to take to apply the 5S principles.

[Lean Launch Pad](#)

The Lean Launch Pad is a great place to explore our Lean Toolkit and information to find templates and Lean Learning options.

[Please do take a look!](#)



Supporting our Industry Talent



Thank you to Charlie White for organising the recent Graduate Day that was held at our A46 Binley site. More than 20 Graduates from across the Infrastructure Business attended the educational day that included a site tour and presentation. A great "Plant Experience" demonstrated the dangers of blind spots and the importance of exclusion zones in a fun and visual way.



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

Sharing our Successes

December 2021 - STOP Think!



They also participated in a lively discussion on Improvement Opportunities within the business and the wider industry.

This was the first chance for our Graduates to get together since Covid began. Thank you to all who took part in this thoroughly educational and enjoyable day!

Graduate recruitment for next year is now in full swing and we have been conducting virtual interviews at the University of Southampton as part of our ongoing commitment to their SUCCESS scheme.



We are also in the process of recruiting next year's placement students and our team were pleased to attend a "Meet the Companies' Day" at the University of Birmingham. It was great to see plenty of interest at our stand as we encourage future talent into the industry and into our business.

Many thanks to all involved!

Gade Valley Positive Community Response

When residents of "The Retreat" were experiencing noise disruption due to the works being carried out at Gade Valley, Senior Project Manager, Martin Parsons, and Senior Site Manager, Mark Averill, took time out to meet with them and discuss ways to minimise the inconvenience.



Martin and Mark clearly explained the reason for the works, what was being undertaken, and the timeframe for completion.

They discussed ways to try to reduce the level of noise, including the possible installation of sound blankets.

Thank you Martin and Mark, for your efforts to ensure that the communities in which we work are well informed and that all possible measures are taken to minimise disruption and inconvenience.



07971 125 180 24 hour Infrastructure Advice & Reporting

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

www.osborne.co.uk



Working Better Together

With the construction of Britain's new high-speed, low-carbon railway well underway, the Osborne Infrastructure Team proudly took part in the "Meet the Contractor 2021 - Main Works" event that was recently hosted by EKFB.

With three days of webinars, panel discussions, 1-2-1 meetings, bitesize presentations and breakout rooms, the event was a great opportunity to find out about the broad range of works packages available on the HS2 project. Participants heard the latest on the project, EKFB procurement pipelines and how they too can become part of the HS2 supply chain.



With special thanks to Chris Hudson and Sarah Askey for your enormous efforts and great presentation!

Attracting our Future Talent



Thank you to members of our team who have been helping to attract and support our future talent and the wider communities in which we work. From offering CV support, to giving talks at a Sixth Form college, and taking part in a Podcast to raise awareness of the job roles within the industry, they really have been busy!

Along with 6 other employers, they also joined Hertfordshire County Council in Partnership with The Sele School at a Careers Carousel.

Students spent 15 minutes with each employer, using the opportunity to ask questions about their job roles and the world of work generally as well as the pathway to employment. The Employment and Skills Co-ordinator for Hertfordshire County Council commented;

"Osborne Infrastructure provided an opportunity for young people to gain an insight and understanding into various careers, including those that they had previously discarded, can only be a positive thing. I look forward to continuing our work with Osborne Infrastructure in the future."



New Look Maidstone East Station Benefitting Passengers Official Opening of Welcoming Gateway

Along with representatives from Network Rail, Southeastern, Maidstone Borough Council and Kent County Council, our team at Maidstone East Station were very proud to attend the official opening of their recently completed station upgrade that now provides a welcoming gateway to Maidstone town centre.

Kent County Council Cabinet Member for Highways and Transport, David Brazier, spoke of the benefits to the town and the county, as the Mayor of Maidstone, Councillor Fay Gooch cut the ribbon.



A more spacious entrance and concourse with a brand-new waiting room, café and ticket office are just some of the benefits for passengers, along with the newly landscaped forecourt.

An impressive sculpture of "Iggly" the dinosaur was also unveiled at the opening event that stands 3.5 metres tall. The dinosaur has special links to the town after 125-million-year-old dinosaur fossils were unearthed in a town centre quarry in 1834. The dinosaur also forms part of Maidstone's official coat of arms.



Maidstone East is the main station in the town with regular services to London. The new glass fronted station is the latest part of a comprehensive project to allow the station to accommodate thousands more passengers and is part of the regeneration of the town centre that is being led by Kent County Council



Congratulations to all involved, with particular thanks to Dennis Dunk.

For the safe completion of this particularly challenging station improvement scheme that has had a great impact on the surrounding area.



Safe and Successful Road Closure Opened 3½ Hours Early A46 Binley Bridge Beam Installations

Enormous congratulations to our team working to construct the new flyover at Binley for an incredibly successful 3-day road closure that saw the safe and efficient installation of the first bridge deck beams.



This full closure of the A46 and roundabout was the first of two closures that will see the steel elements of the four span, continuous road bridge deck lifted into position.

This was the outcome of many months of hard work to develop the installation sequence and design the complex temporary works requirements that included transverse and longitudinal restraints and vertical supports, not to mention three different crane positions!

The temporary works were designed to use as much of the permanent structure as possible to provide time, cost and environmental efficiencies. The majority of the temporary propping is re-useable and the working platform for the crane was designed using Tensar geogrid stabilisation to significantly reduce the import of engineering fill.

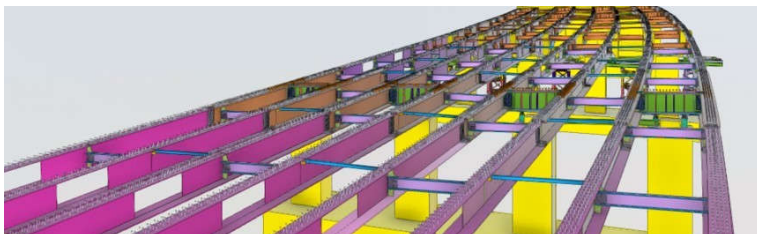


What Good Looks Like

December 2021 - STOP Think!



A comprehensive 3-dimensional model of the structure was developed and used at weekly design reviews to discuss any possible issues and to eliminate the possibility of any of the temporary elements clashing.



An 800 tonne capacity telescopic mobile crane was utilised to install the braced beam pair sections, the largest available crane that is capable of self-rigging in under 4 hours. The 8 lifts of braced pair sections comprised of more than 460 tonnes of steel.

And Great Community Consideration and Engagement!

The team established a pedestrian viewing area which proved to be a great success

with the local residents with many people observing the operation over the course of the weekend. A group of civil engineering students from nearby Warwick University also visited the site to get first-hand experience of a major bridge installation operation. Regular progress update emails were sent to all stakeholders including the Local Council and all emergency services.

Once completed the 135 metre long structure will carry four lanes of traffic of the A46 over the A428 and will help to alleviate a key bottleneck in this strategic road network in the West Midlands.

Enormous thanks to the Site Team, National Highways, COWI / MLM design JV, Severfield, Carneys and all our suppliers for your incredible resilience, commitment and determination in the safe and efficient completion of this phase of the works. A great achievement!



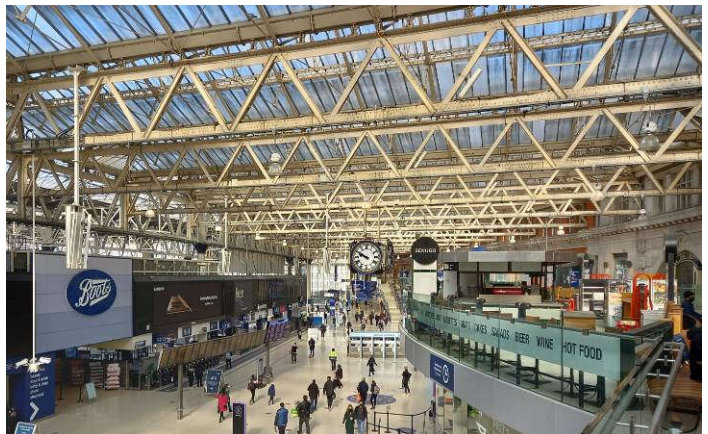
07971 125 180 24 hour Infrastructure Advice & Reporting
Feedback to: julie.king@osborne.co.uk
www.osborne.co.uk

Collaborative Scaffolding Solution for Waterloo Station Alltask Mock-up at Gade Valley Viaduct

Congratulations to the OTW Buildings Package Development team, including our specialist supplier Alltask and temporary works designers Prime Scaffold and Structural Designs Ltd, for thinking differently in the early development of a scheme to replace aging Georgian roof glazing at Waterloo Station.

Working with our Connect Plus team at Gade Valley Viaduct, a mock-up of the scaffolding for the station roof has been constructed at their site, to help develop the complex solution that will be supported from the existing structure.

The OTW Buildings Package Development team consisting of temporary works teams, scaffolding specialist Alltask, and designers Arcadis and Arups, have been working together to define the required access arrangement, whilst reviewing the complex site constraints including the load capacity of the existing roof, the maze of existing services, and the security requirements of the fully operational Network Rail Managed Station.



Aging roof glazing at London Waterloo Station.



Alltask are the incumbent scaffolding access provider at Gade Valley Viaduct, and the mock-up of the solution for the glazing replacement has been erected beneath one of the spans. Our team at Gade have also accommodated several site visits to the mock-up by Network Rail's Project Management Team, glazing suppliers, security specialists and our designers, to walk and feel the scaffolding and to obtain their feedback to further enhance the access solution.



What Good Looks Like

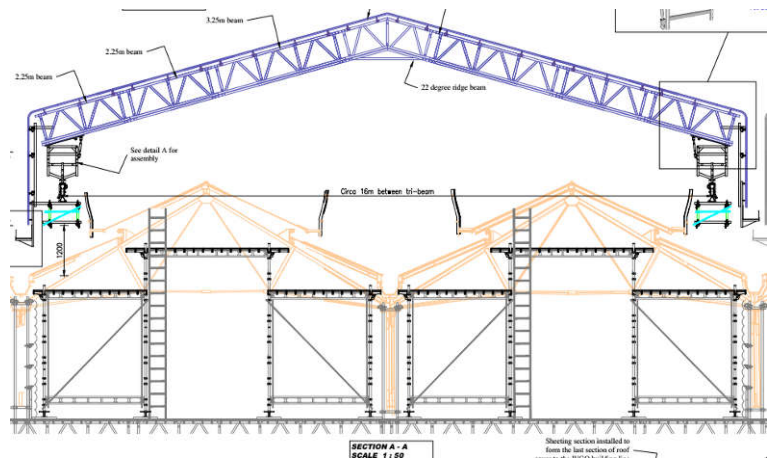
December 2021 - STOP Think!



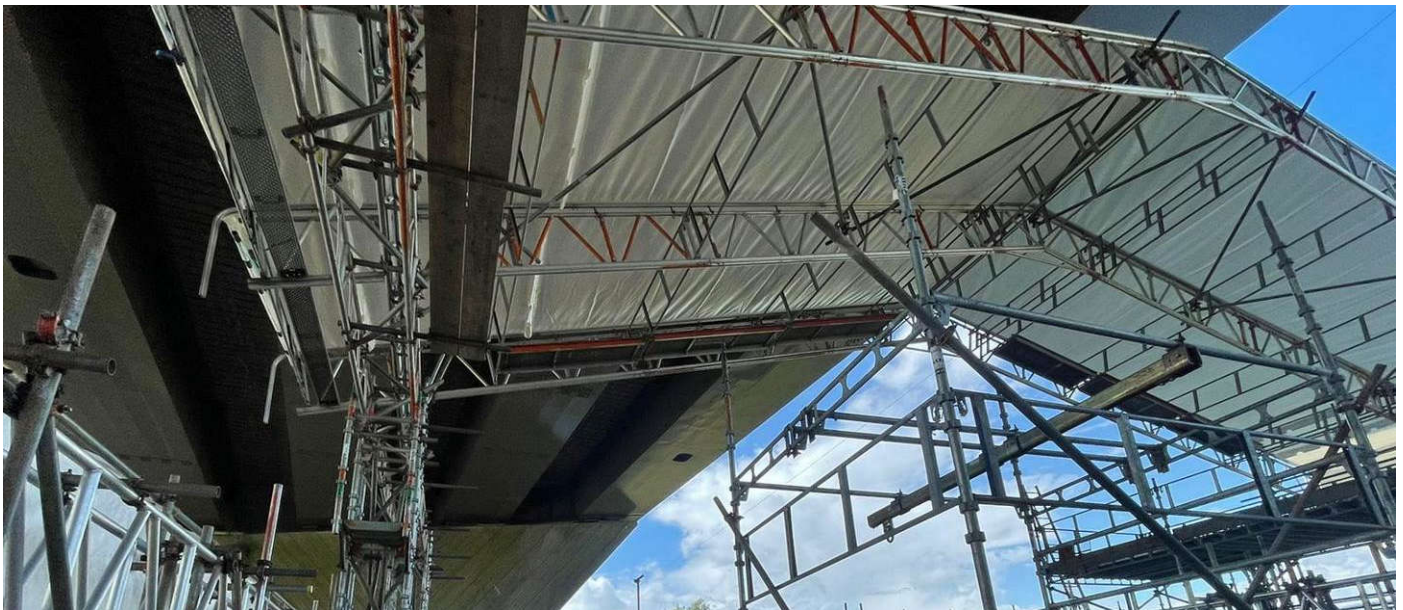
Alltask have worked tirelessly to eliminate teething problems, to optimise the design, and gain approval for the temporary works design and perfect the erection methodology.

This comprehensive process included carrying out time and motion studies that have aided the GRIP4 design phase of their works and the development of a constructable solution.

Please do take a look at their time lapse video that demonstrates the safe erection of the scaffold deck utilising a Haki scaffold system;



Waterloo Roof Scaffolding Mock-up at Gade Valley Viaduct



It is also planned for the time lapse to be used in addition to the Work Package Plan and Task Briefing to clearly demonstrate the complex erection sequence that is quite a challenge to translate into words!

This real-life example has proved invaluable in the development of the final design and proves what can be achieved when we fully engage with our customer, our suppliers and our teams.

With many thanks to Connect Plus and National Highways for allowing the trial scaffold erection at Gade Valley, to our team at Gade for making this possible, to Alltask and temporary works designers Prime Scaffold and Structural Designs Ltd for their dedication and commitment in developing the safe access solution for this challenging project and to our One Team Wessex Buildings Development Team for collaborating with all parties involved.



07971 125 180 24 hour Infrastructure Advice & Reporting

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

www.osborne.co.uk

Minimising Disruption to the Travelling Public

White Hart Junction, Swindon - Gyrotory Works Open Three Weeks Early

Our team at White Hart Junction have now reopened the strategically important gyrotory three weeks earlier than planned, much to the delight of our customer and the travelling public.



As part of the major junction upgrade, White Hart Roundabout required a short-term closure to allow necessary repairs to be carried out safely and efficiently. However, during these works, serious defects were uncovered that required the degree of the repairs to be reconsidered. The design was modified to include full depth reconstruction of the road structure and threatened to extend the roundabout closure and disruption to the local area for even longer.

Our team pulled out all the stops to complete the additional reconstruction and surfacing works as quickly as possible to minimise the inconvenience to local residents and businesses at one of Swindon's busiest junctions. Leaders and Councillors from Swindon Borough Council commented;

"Thank you and the wider Osborne team for the gyrotory works that have been successfully completed this morning ahead of schedule... Keep up the good work we are getting there!!!"

"As you know, we are receiving a lot of criticism about 'road works' in Swindon at the moment and the prompt completion of this essential maintenance scheme really is a significant achievement of which we can be proud. Thank you."

"...This has been (probably) the most controversial closure... and officers have dealt with the criticism from public and Councillors in an exemplary way and the contractors have done a great job. The decision to do this has saved the Borough and residents from an inevitable future closure and the substantially increased cost of later re-building of the pavement."

Whilst there are still works to be completed immediately adjacent to the road which will require lane closures, the team have programmed the works to ensure that two circulating lanes will be maintained at all times. Again, putting the travelling public first in their thinking!

Congratulations to all involved!

For your safe and efficient completion of this important milestone that will increase the life expectancy of this busy road junction and minimise future disruption.



Community Investment and Species Protection One Team Wessex Volunteering Day at Horsell Common

We are committed to supporting the development of all our people along with the sustainability and success of the communities in which we work, hence each year all our people can take a day to carry out worthwhile work within the community that also allows them to develop a new skill or knowledge.

Following on from the success of last year, Catherine Whitehead recently organised a volunteering day on behalf of One Team Wessex to work with the Horsell Common Preservation Society (HCPS) in Woking. A mixed team from Osborne and Network Rail, from project managers to graduates, were tasked with clearing areas of scrub land on the beautiful Horsell Common.



After a briefing, the team set about this vital activity that allows the protected bird species to nest and prevents overgrowth by dominant tree species. Thanks to the hard work of the team, they managed to fill a large trailer with saplings and cuttings, helping to improve the condition of the precious heathland habitat. The beautiful autumnal day was a great success, helping to protect the local habitat and create biodiversity improvements!

Enormous Thanks

To Catherine Whitehead, Thanikasalam Selvakumaran, Chris Bates, Joseph Parkins, William Allen, and Benjamin Longman of Network Rail. The help of volunteers like yourselves is essential in the preservation of Horsell Common.

Would you like to undertake a similar event? HCPS are always looking for more volunteers, so please contact Catherine Whitehead if you would like to know more. Thank you.



Supporting Homeless within our Communities Charity Sleep Out for DENS

At the end of last month, a brave Infrastructure team took part in a great sponsored "sleepout", sleeping rough to raise awareness and money for DENS, a homeless charity based in Dacorum.

Jon Millar and his son Lewis, Joseph Boucher, Dean Donnelly and Barry Goss joined many other local people and swapped their dry warm beds for a sleeping bag, putting themselves in the place of those sleeping outside in the cold winter months and throughout the year.



Back in November 2019 the team faced possibly the wettest night of the year during the sleepout, yet they chose to do it all again to loyally support DENS! And the weather didn't disappoint! This year they were faced with Storm Arwen and freezing temperatures as they tried to keep warm in their cardboard boxes, really enforcing what it is like to live without a home!

DENS aim is to be the first port of call for people in Dacorum who are facing homelessness, poverty and social exclusion. They ensure individuals and families have access to accommodation, food and provisions and support people to develop their skills, build confidence and to take the next positive step in their lives.

The team have so far raised more than £600 for this great charity, and the whole group has raised over £30,000 for the night – an incredible amount to raise from one event!

Enormous Thanks and Congratulations!

For sleeping out to raise awareness and to help those facing homelessness. You should all feel very proud of this achievement!

If you would like to support the team and this great cause, please do contact Jon Millar directly for details of their Just Giving page.





Five Ways to Wellbeing - Connect A Little Kindness, A Big Boost

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.






December's way to wellbeing is very appropriately "to **CONNECT**".

There is strong evidence that feeling close to other people is a fundamental need that contributes to overall wellbeing. So why not;

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


Investing time in developing relationships will support and enrich you every day. For other ways to bring happiness, laughter and smiles during the month take a look at the December Kindness Calendar.

December Kindness 2021

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
 5 Give a gift to someone who is homeless or feeling lonely	 6 Leave a positive message for someone else to find	 7 Give kind comments to as many people as possible today	1 Spread kindness and share the December calendar with others	2 Contact someone you can't be with to see how they are	3 Offer to help someone who is facing difficulties at the moment	4 Support a charity, cause or campaign you really care about
12 Be generous. Feed someone with food, love or kindness today	13 See how many different people you can smile at today	14 Share a happy memory or inspiring thought with a loved one	8 Do something helpful for a friend or family member	9 Notice when you're hard on yourself or others and be kind instead	10 Listen wholeheartedly to others without judging them	11 Buy an extra item and donate it to a local food bank
19 Contact someone who may be alone or feeling isolated	20 Help others by giving away something that you don't need	21 Appreciate kindness and thank people who do things for you	15 Contact an older neighbour and brighten up their day	16 Look for something positive to say to everyone you speak to	17 Give thanks. List the kind things others have done for you	18 Ask for help and let someone else discover the joy of giving
26 Get outside. Pick up litter or do something kind for nature	27 Call a relative who is far away to say hello and have a chat	28 Be kind to the planet. Eat less meat and use less energy	22 Congratulate someone for an achievement that may go unnoticed	23 Choose to give or receive the gift of forgiveness	24 Bring joy to others. Share something which made you laugh	25 Treat everyone with kindness today, including yourself!
 29 Turn off digital devices and really listen to people	30 Let someone know how much you appreciate them and why	31 Plan some new acts of kindness to do in 2022				

ACTION FOR HAPPINESS

Happier · Kinder · Together







Prostate Cancer Awareness

By Carl Dolan – His Personal Story

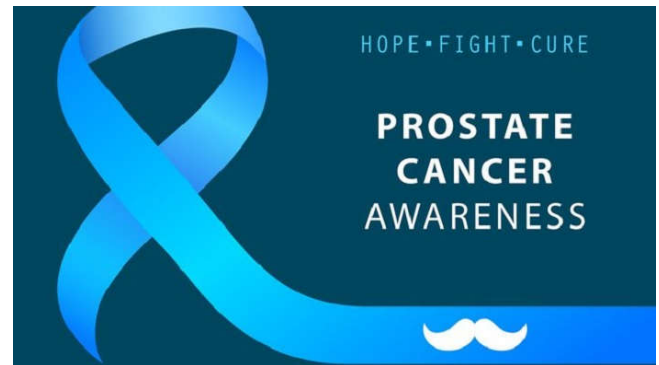
Before I share my story a few myth busters for you:

- × **Prostate Cancer is an old man's cancer.**
NO!
10-15% of people with prostate cancer are between the ages of 50 and 55.
- × **Prostate Cancer is a man's cancer.**
NO!
Mothers, daughters, sisters and friends are all affected. It affects everyone!
- × **Prostate Cancer will kill you.**
NO!
It can of course **but** if caught early, the five year survival rate is 100%, the ten year survival rate is 98% and the fifteen year survival rate is 95%.

This means that the average prostate cancer patient is 5 percent less likely to survive than a man without prostate cancer. So, I might be around for a while yet!

I have been relatively lucky. I was diagnosed in February 2020 and operated on in April 2020. My cancer was at a relatively early Stage T2C and had not escaped the Prostate Gland, although was pushing against the edges.

I am now on 6 monthly check-ups, and it looks likely that I will need a follow-up blast of radiotherapy (1 daily for 20 days) which has a 60% cure rate. So, fingers crossed.



My lovely wife Antonella and my beautiful children Alana and Callum are all worried, but we are all determined not to let it shape our lives (too much). In fact, it has inspired us to do things that we were putting off. Happy days!

Why am I writing this?

Easy, to prevent as many people having to experience this as possible.

I have a few simple requests.

Number 1:

All you men over 50 years of age, go get a simple 60 second PSA blood test and do it regularly thereafter.

Number 2:

Pay attention to your body. Early symptoms include frequent urination during the night and reduce urinary flow.

If you really care about your loved ones just do it, please!



Be Prostate Aware

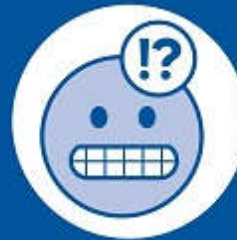
Are you showing any of these common symptoms of suspected prostate cancer?



Needing to rush to the toilet to pass urine



Passing urine more often than usual, especially at night



Difficulty in passing urine



Feeling that your bladder has not emptied fully



Blood in urine or blood in semen

CHECK4CANCER

It could save your life

0800 085 6663 www.check4cancer.com



Diet and Lifestyle

With shorter days, gloomy weather and the festive season upon us, finding the motivation to be healthier can be hard and the very thought of eating well and exercising can be overwhelming.

So why not visit December's Health and Wellbeing calendar to help you to kickstart a healthier lifestyle?



07971 125 180 24 hour Infrastructure Advice & Reporting

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

www.osborne.co.uk

Look After Yourself & Each Other

December 2021 - STOP Think!



The Facts...

We eat **600 more calories** each day than we did in 1970.

In 2019 there were **876,000 hospital admissions** where obesity was recorded as a primary or secondary diagnosis.

High blood pressure accounts for **12%** of all GP appointments in the UK.

31% of men and **26%** of women have high blood pressure.

Only **28-34%** of adults aged between 65 and 74 are physically active.

To help you make the best choices about your health and wellbeing, the NHS has some great advice, tips and tools on;

- Healthy Weight
- Exercise
- Sleep and Tiredness
- Sexual Health
- Alcohol Support
- Quit Smoking
- Healthy Body
- Moodzone

Please do visit their website;

[NHS Live-well Tips and Tools](#)



Eat well and move more



For healthy recipes and fun activities search [Change4Life](#)

[change4life](#)

Visit our Health and Wellbeing Calendar for supporting Toolbox Talks, videos and posters;

[Health and Wellbeing Calendar 2021](#)



07971 125 180 24 hour Infrastructure Advice & Reporting

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

www.osborne.co.uk



It's Party Season!

Drink responsibly and consider the Morning After

If you are considering attending a festive celebration, please party responsibly. Alcohol related accidents and incidents increase markedly during this time of the year.

- Plan a safe way home before you head out for the night.
- Don't let anyone drive under the influence of either drink or drugs, take their keys and help them get home safely.

There is a real risk that people who would not normally dream of driving after drinking may still be unwittingly over the drink drive limit the morning after. This includes people going about everyday activities such as driving to

work, doing the school run, popping to the shops or going to see friends.

Please take a minute to look at the "Morning After" website as linked below;

Morning After Website - Alcohol Calculator

This includes a simple calculator on when you are likely to be safe to drive, based on the length of time it takes for the alcohol to pass through your body. It allows one hour for each unit of alcohol, plus an additional hour for the first drink to allow for the alcohol to enter the bloodstream;

Examples of units in common drinks



REMEMBER! On average it takes around one hour to process one unit of alcohol. NEVER put yourself or others at risk by driving impaired. The wrong decision can change lives forever.



Toolbox Talk – Correct PPE to keep you Warm



The cold weather can exacerbate certain medical conditions. These include high blood pressure, circulatory conditions including hand arm vibration syndrome, and respiratory problems.

Using the correct PPE for the job:

- Use of thermal liners essential when using vibrating equipment
- Only specific liners for hard hats (NO BEANIES!)
- Use of drying facilities to keep clothes dry before wearing
- Keeping the lower back covered when working to prevent lower back problems
- Warming up before work, having hot drinks to keep the core temperature high enough
- Using a wind proof layer and building layers of clothing rather than one thick one



Toolbox Talk – Winter Working Cold Stress

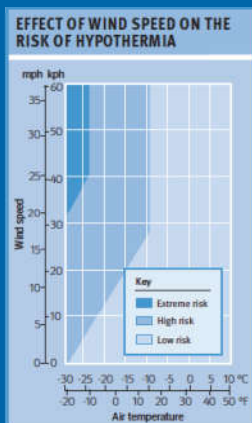
Workers who are exposed to extreme cold may be at risk of cold stress

HOW COLD IS TOO COLD?

Wind chill numbers are lower than air temperature; the air 'feels' colder than it is because of the chilling effect of the wind on the skin

- Wind chill is the temperature your body feels when air temperature and wind speed are combined
- A cold environment forces the body to work harder to maintain its temperature.
- When temperatures drop below normal and wind speed increases, heat can leave your body more rapidly

Cold stress occurs by driving down the skin temperature and eventually the internal body temperature (core temperature).



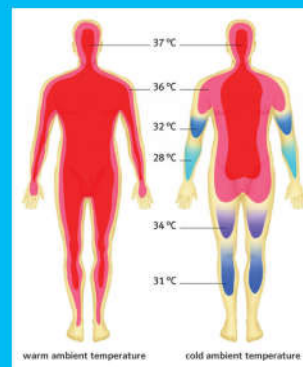
HOW DOES THE BODY REACT TO COLD CONDITIONS?

In a cold environment, most of the body's energy is used to keep the internal core temperature warm.

Over time the body will begin to shift blood flow from the hands, feet, arms and legs and outer skin to the core [chest and abdomen].

This shift allows exposed skin and extremities to cool rapidly, increasing the risk of **frostbite and hypothermia**. Symptoms of frostbite include:

- Reduced blood flow to hands and feet (fingers or toes can freeze)
- Numbness
- Tingling or stinging
- Aching
- Bluish or pale, waxy skin



SYMPTOMS OF HYPOTHERMIA

! When the balance between the body's heat production and heat loss tips toward heat loss for a prolonged period, hypothermia can occur.

Symptoms can vary depending on:

- How long you have been exposed to the cold temperatures;
- Cold temperature exposure without enough warm, dry clothing for protection, resulting in accidental hypothermia;
- Other factors include: a person's age, body mass, body fat, overall health, and length of time exposed to cold temperatures.



CONTRIBUTING RISK FACTORS

- Wetness / dampness
- Exhaustion
- Improper clothing
- Health problems :
 - » Heart disease;
 - » Thyroid conditions;
 - » Diabetes;
 - » Peripheral circulatory disorders;
 - » Pregnancy.

It is important to be aware of workers who may need adjustment or support.

OTHER HEALTH PROBLEMS

- **Chilblains**, ulcers formed by damaged small blood vessels in the skin, they affect extremities such as toes, fingers, heels and nose
- **Frostbite** caused by freezing, which most often affects the nose, ears, cheeks, chin, fingers, or toes.
- **Trench foot** prolonged exposure to wet and cold conditions
- **Colds & flu**, consider the flu jab, the vaccine is free on the NHS for people with existing health problems, ask your GP.



SIGNS OF HYPOTHERMIA

Hypothermia can be classified as mild, moderate or severe:

- **Mild:** lethargy, confusion, shivering, loss of fine motor co-ordination.
- **Moderate:** delirium, slowed reflexes.
- **Severe:** very cold skin, difficulty breathing, unresponsive, coma, abnormal heart rhythms.



Mild hypothermia core temperature **32°C - 35°C**
 Moderate Hypothermia core temperature **28°C - 32°C**
 Severe hypothermia core temperature **Less than 28°C**

People with a temperature of 32°C or lower will usually stop shivering completely and may pass out.

Administer first aid, emergency medical help is required, call 999



07971 125 180 24 hour Infrastructure Advice & Reporting

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

www.osborne.co.uk

SHE Performance Summary – October 2021

Improvement Opportunities Frequency Rate (IOFR) the Current Rolling IOFR is: 2.86 (Target of 2.5 per 1000 hours worked)			
Accident Frequency Rate (AFR) Days since the Last RIDDOR Accident: 47 The Current Rolling AFR Is: 0.17 against a threshold of 0.01			
Service Strike (SSFR) Days since the last Service Strike: 114 The Current Rolling SSFR is: 0.38			
October Total Number IOs 304		October No. Safety, Health & Environmental IOs 242	
October No. Business IOs 62			
Reference Number	Date	Project	Description
Injury			
15622021-11-10	11/10/21	OTW Upper Haliford	Electrician slipped and fell against trunking sustaining cut to forearm. Taken to hospital for stitches.
15772021-17-10	17/10/21	Sussex P&R	Operative sustained cut to finger when hitting it with hammer.
Enforcement Authority Contact			
16012021-05-11	29/10/21	HSF – Turnford Link	Proactive phone call from HSE asking about COVID controls on site. No issues raised.
Environment			
15542021-05-10	05/10/21	OTW Liphook	Flooding from excessive rain collected in lift shaft pit – pumped out not in line with EA regulatory position statement.
15902021-29-10	28/10/21	HS2 A418	Minor fuel spill from delivery lorry – material dug out and quarantined for treatment.
15962021-03-11	31/10/21	Gade Valley Viaduct	Noise complaint from resident following night works.
Property Damage			
15722021-14-10	14/10/21	Gade Valley Viaduct	Industrial heater overheated due to a fault with an internal conductor.
Near Miss/Close Call			
15752021-15-10	14/10/21	HS2 A418	Vehicle reversed into car park barriers, no injuries.



Improvement Opportunities

November IO Statistics

During the month of November, it was great to see the level of engagement with the IO System increase compared to the last few months.

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

So please do continue to submit your IO's and thank you for recognising the importance of your continued engagement.

Don't Forget...

You can now raise your IO's through the Infrastructure Processes Home Page of Atlas – just click the button “Raise an IO”.

Whilst it is still raised in iGO, you can now get there more quickly through Atlas.

Top Projects in November

• OTW E&P NSCD's	76
• Gade Strengthening Works	57
• A46 Binley	41
• Surbiton Congestion Relief	22
• Wallers Ash Cutting	19

Top IO Originators in November

• Henry Barkas	54
• Joe Parkins	24
• Adam Miller	21
• David Stevenson	20
• Robert Armstrong	20

Top Supplier in November

• Network Rail	6
----------------	---

Top SHE Categories in November

• Access / Egress / Site Security	72
• Site Housekeeping	44
• Site Welfare	33
• Road Space / TM	21
• Personal Health	18

Infrastructure Improvement Opportunities

Month	Total No. IOs	Total No. People Raising IOs
September	313	73
October	304	73
November	453	91
How many did your site submit last month?	?	?



Safety Advice



everyone
home safe
every day

Trolley strike at Challow

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

Ref: NRA21-16

Date of issue: 28/10/2021

Location: National

Contact: [Louise Evatt](#)



Overview

At 06:10 on 21st October, a GWR Intercity Express train service struck a half link trolley on the Down Main at Challow (83m MLN) between Didcot and Swindon at around 100mph. No injuries were reported.

The train was damaged with the trolley wedged underneath, stranding 135 passengers. It could have been derailed. The Down Main only re-opened at line speed 3.5 hours after the incident causing significant delays and disruption to our passengers.

The trolley had been left on the access point following rail defect weld repairs, and was the only one in use by the team that night.

The Controller of Site Safety (COSS) signed out with the Engineering Supervisor (ES) by telephone. The worksite was then handed back to the PICOP as being 'safe for the passage of trains'.

This is the second occasion in recent weeks that a trolley has been left behind after work and missed by 'clear line verification' arrangements.

Immediate action required

The investigation is ongoing with learning to be shared later. In the meantime please remember:

- The COSS must request permission to place trolleys on the line from the ES and advise when they are removed.
- The PIC/COSS must tell the ES when their site of work is complete and safe for the passage of trains.
- The ES must check and confirm to the Person in Charge of the Possession (PICOP) that all of their worksite is safe for the passage of trains.

In axle counter areas:

- Process NR/L3/OPS/084 'Line Clear Arrangements following Engineering Works in Axle Counter Area - Line Clear Verification Process' must be followed.
- The ES and COSS must independently record when anything with two or more wheels (such as On Track Plant, trolleys or skates) is put on the line and when it is removed, and confirm this as part of handback.
- The relevant forms must be cross referenced when signing out from the worksite.
- The PICOP must verify with the ES that the relevant forms have been completed and the line is clear.



The Costain Way		SAFETY ALERT		
Sector	Transportation	Framework / Contract	Area 4 CWF	
Location of Incident	A27 Hangleton Interchange & A2-M2 Chatham Bypass	Report Completed by	Area 4 CWF SHE Team	
1. Outline of Incidents				
Detail – Two x High Potential Incidents occurred on the CWF contract resulting in operatives stopping in live lanes and removing cones to access the work location.				
17.11.2021 Incident 27 Hangleton Interchange, East Bound				
A low loader was late arriving to site. The vehicle had travelled from South Wales; it is reported that the delivery was late leaving the depot and driver had approximately 20 minutes of driving allowance on the tachograph and had missed the works access. On missing the works access, the driver slowed the traffic down behind the low loader, in lane 2 moved cones to enter the TM in lane 1 and waited for an escort.				
27.10.2021 – Incident A2/M2 Chatham Bypass slip.				
A tipper wagon driver vehicle missing the entrance into the works twice stopped in live traffic in lane 2 and proceeded to move TM cones beyond the signed entrance to allow his tipper wagon access to site also not replacing the cones.				
2. Photographs				
	Hangleton Interchange, driver moved the cones just beyond the sign,		A2-M2 Chatham Bypass slip. CCTV showing the driver out of the cab moving cones	
3. Key Messages and Actions to Consider				
<ol style="list-style-type: none"> 1. Communicate High Potential Incident to all hauliers & drivers re-iterating HSN rules and to never to stop in a live lane or move cones. Only access via the approved signed access point. 2. Line Managers to brief their teams on the importance and their responsibilities within the "map process" and communicated to all new drivers who may not be familiar with network} 3. All relevant staff to follow this procedure and to check that the map & ticket details align, the direction of approach and access point is clearly marked on the map and that they are issued to drivers before leaving site. 4. New drivers to check these details and understand the direction of approach and where the access point is before leaving the loading site 5. Contractors arranging deliveries should ensure the haulier and driver is familiar with driving into a TM arrangement. 6. All delivery information should have a designated stop point near off network or a layby or local to works entrance so that the driver can make contact and have communication that they can come in and check they have the correct location information to drive into the works access. 7. Subcontracted hauliers should ensure that there is enough drive time to get to their destination and to have a time allowance on the tachograph for their delivery. <p>Contractors and sub-contractor Hauliers who cannot make the pre-start meet point prior to the TM going out should have the correct information of the works access. (If a post code cannot be found then a consideration for What 3 Words could be used on the instruction.</p> <p>All deliveries to site are to be met at the entrance to the works area are escorted to the works area and a briefing given. (All deliveries are planned and vehicles to be Chapter 8 compliant)</p>				



SIEMENS

Audience: Siemens Mobility Limited, Rail Infrastructure

Fast Facts Alert

Subject: Operative Finger Injury – Vic 3 Project

Operative Finger Injury

This Fast Facts Alert has been issued following an accident on site on Saturday 27th November 2021 where an operative / Injured Party (IP) sustained a finger injury while undertaking cable running activities. The operative was taken to A&E for medical attention due to the injury on his left hand index finger.

The planned activity involved running quad cables off cable drums on an A-frame stopped to an RRV trailer.

Once the RRV arrived at the works location, a decision was made to manually slide the A-frame to an angle to help the running of the cable. The IP unfastened the strops and in the process of sliding the A-frame trapped his finger between the A-frame and deck of the RRV trailer resulting in the finger injury.

Initial findings:

The A-frame and cable drums were loaded and secured to the RRV trailer. Once the RRV arrived at the location to commence cable running the team adjusted the position of the A-frame to assist a smoother running of the cable.

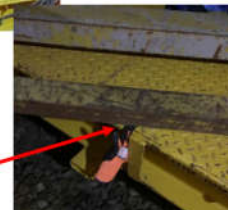
The area was made safe and the site team were stood down immediately.

This incident is now under investigation.

#reflecthonestly – Do we have an open conversation and reflect honestly over the various risks on site and identify safe work practices to mitigate such risks?



RRV loaded prior to the incident



Position of where the operative trapped finger after the A-frame was moved

Discussion Points

1. Does the safe system of work for cable running activities consider all associated risks and are associated risk assessments suitable and sufficient?
2. Have the manual handling risk assessments been undertaken?
3. Have all parties received an adequate briefing for the activities?
4. Do site operatives understand the Four steps to Zero Harm and aware of their limitations ?

Region: Croydon
Project: Victoria - Phase 3



Produced By EHS Department
Siemens Mobility Limited, Rail Infrastructure
Any queries please contact your local EHS Specialist

Restricted © Siemens Mobility Limited 2021. All Rights Reserved.
Document is UNCONTROLLED when downloaded or printed.

UKI-RI-HS-TM-006
Issue5



Safety Information Bulletin

RIDDOR REPORTABLE INCIDENT

This safety bulletin has been created to raise awareness of this accident & hopefully stop an incident of this kind happening again, not to apportion blame.

All,

On 29th January 2021, scaffolding operatives had been detailed to erect a tower scaffold at a site in Sittingbourne, Kent.

The I.P, a Part 1 scaffolder was attempting to measure a ladder on the rear of the lorry. The hook on his tape measure became caught on something & the tape wouldn't retract. The I.P. pulled on the blade/tape with his left hand, the hook remained snagged & the blade slid through his hand cutting through his glove & into his index & little finger.



Pictures denote parts of a tape measure & the tape measure being used at the time of the accident.

He was immediately taken to the site office where First Aid was administered & then he was taken to Hospital.

Medical staff at the Hospital cleaned & checked the I.P's wounds & were concerned about the limited movement in his fingers. X-rays were taken but no further damage was identified. The medical staff were still concerned & referred the I.P to the Queen Victoria Hospital, East Grinstead.

On the 31-01-21 the I.P. attended the East Grinstead Hospital was given a local anaesthetic. His wounds were re-opened by surgeons who identified cut tendons in his left ring & little fingers. The tendons were re-attached & the I.P. was sent home with his hand in a cast to restrict movement & antibiotics to prevent potential infection.



Safety Information Bulletin



He attended Hospital again on 05-01-21. His wounds were re-dressed & a different cast was fitted which enables him to carry out the necessary physio exercises.



Medical staff informed him that he is likely to be absent from work for around 3 months.

Tips to safely use your tape measure

1. Control the blade

It is never a smart idea to let the tape measure blade whip back into the case. This can cause damage to the inner workings, the end hook and the blade markings. It's also dangerous: you can injure your fingers, eyes and the people around you.



Safety Information Bulletin

Your tape measure isn't designed to withstand a short, sharp shock over and over. Superfast rewinding can cause the blade to twist, crease and tear. Control the speed of the blade return, and you'll get a lot more use out of your tape measure.

2. Keep your tape measure clean and cool

Any tool made from metal needs to stay dry. Water that gets on the blade of a tape measure can work its way into the mechanism and cause rust. Wipe down the tape periodically with a clean, lint-free cloth.

Tape measures should also be kept away from direct sunlight and extreme heat to prevent the blades from expanding or stretching.

3. Perform routine maintenance

Carry out these regular checks to make sure your tape measure remains accurate: Look at the numbers and other markings to make sure they aren't worn away. If these markings are no longer legible, the tape measure should be replaced if being used for anything other than estimations.

Check the hook. It should have some amount of play, but not too much. If the hook moves too much, it won't be accurate. Likewise, a hook that doesn't move at all is also unreliable.

Inspect the blade for bends, tears and kinks. These defects will cause an inaccuracy, and can't really be fixed. If you see that the blade is torn or bent, it's time for a new tape measure.

Check the edge of the blade to make sure it is straight and undamaged. Any deviation in straightness can lead to an inaccurate measurement, along with the potential for cuts. Once again, if you discover that the edge is damaged, you'll need to replace your tape measure.



OFFICIAL

Eynesford Tunnel Cutting Operational Close Call



The scheme involved installing rock bolts for a draped netting system using an A-frame suspended drill rig supported on steel wires adjusted by tirsors from the slope crest.

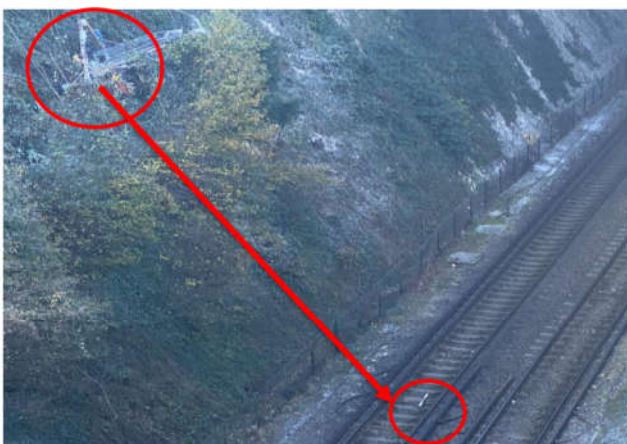
On the 25th Nov 2021 at 10:35 the contractors were in the process of moving the A-frame rig sideways along the face of the cutting to access the next drilling location. During the move one of the supporting tirsor winch cables become snagged on a tree stump causing the rig to jolt. One of the 1m long 90mm diam drill sections stored on the rig dislodged and rolled down the cutting towards the track. A catch fence had been installed in the cess but the casing struck an object on the slope caused it to flip over the catch fence resulting in it landing in the 4ft of the Up line.

The site engineer made an emergency call to the signaller to warn of the obstruction and temporarily stop any train movements if required. It was quickly confirmed the casing had landed within the 4ft and would not cause a risk to the running of the trains. The signaller allowed trains to continue to operate.

The Network Rail Mobile Operations Manager (MOM) attended the site and advised there did not appear to be any damage to the track and he was satisfied that the casing section can be left in the 4ft as it does not present a risk to the safe running of trains. It would be removed in a coming possession.

Immediate actions and review:

- The storage of casings not in use to be reviewed by the site team and secured
- The catch fence is to be reviewed to assess it is effective
- The emergency call to signaller and recovery process all worked well and to plan.





Shared learning

Control of Hand and Arm Vibrations (HAVS)

A41 Batching Plant

November 21

Background

While constructing the Batching Plant at the A41 in the Aylesbury Area, the need for thousands of bolts to be manually inserted was identified. These bolts are tightened with a metal spanner and a battery-operated torque wrench which produces vibration. Each silo needs 500+ bolts. We have 4 silos therefore over 2000 bolts are needed. The activity of inserting these bolts would expose workers to be regularly exposed to vibration.

Action Taken

Hand Arm Vibration Syndrome (HAVS) is a health condition caused by vibration emitted by tools and machinery. This can damage muscles, nerves, joints, bones and blood vessels, and can lead to a combination of neurological (sensation), vascular (circulation) and musculoskeletal health conditions. Regular or frequent exposure to hand-arm vibration, likely to occur when the use of vibrating tools is a regular part of someone's job, can lead to permanent long-term ill health. HAVS is a preventable disease but once the damage is done it is permanent. We were concerned that our contractor's operatives were potentially being exposed to HAVS while carrying out this task and sought further support from our Occupational Health provider PAM to measure the exposure levels and investigate mitigations to eliminate or reduce the exposure. Tests were conducted on the operatives to determine the current vibration exposure levels without additional mitigations.

Key findings

The vibration levels showed that the hand holding the spanner had an increase in vibration exposure rather than the hand holding the vibrating torque wrench. A simple and cost-effective solution in the form of a rubberised/insulated sleeve was added to the spanner handle costing approximately £1.50 per spanner to see if this would reduce vibration exposure since there was no design solution available.

Further exposure monitoring was conducted and showed that with the additional protection, the vibrations are now only a 20th or 5% of those prior to the additional protection.

Images



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**”