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February 2021 - STOP Think!



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Hello and welcome to our February 2021 STOP Think! Cascade Briefing where I am delighted that we are able to share lots of learning across our business and the rail and highways markets within which we work.

This week's news headlines has brought a mixture of positive and not so positive news. With 20% of the adult population having now received a Covid-19 vaccination, we are starting to see the positive outcome of being the first country in the world to deploy and develop the new Covid vaccines. We therefore have very good reason to feel we are approaching a better place in terms of our health. However, the economic impacts are certainly front and centre of our thinking right now, with the daunting reality that it is going to take many years for our country to recover.

It is therefore particularly disappointing that, despite industry calls to postpone new legislation, the Chancellor has written to the trade federations confirming that Reverse Charge VAT will go ahead as planned from the beginning of March.

Reverse Charge VAT is a major change to how VAT is managed in the payments that we make to subcontractors. It will mean that VAT for construction services is paid directly to HMRC by the customer, rather than to the supply chain for subsequent payment to HMRC.

This will remove the current lag in VAT payment for our suppliers that can be in the order of 2-3 months and will have an enormous impact on the cashflow for supply chain companies, particularly during the Covid-19 crisis. Hence there has never been a more important time to work even more closely with our supply partners to understand the issues this legislation will have on their businesses.

Supporting our Supply Chain

Our collaborative working relationships with our supply partners are of immense importance, working together to deliver best value solutions for our customers. Indeed, it was reassuring to see how Osborne has fared so positively in the "Supplier Payment Times" table that was published this week.

For our Osborne people, please continue to have open and honest conversations with the supply partners working on your projects to satisfy yourselves that we are doing everything we can to help them through this transition period. For our supply chain, please feel free to talk openly about the support that we can provide you as I am keen to reciprocate for all the amazing support that you have provided us through the last 12 months.

To keep our industry moving, we must all strive to really understand the issues and specific challenges that our suppliers are currently facing and work together to ensure the success of all our businesses.

Please Take the Time to Talk

The month of February hosts "Time to Talk Day" run by Time to Change, encouraging everyone to have a conversation about mental health. Covid-19 has changed everyone's lives, preventing us all from doing the things that we enjoy, and the mental health impact of this new reality is significant. I am only too aware of the anxiety, pressure and strain that everyone is feeling right now.

This year's theme is "The Power of Small" because even a brief chat about mental health has the power to make a big difference. So please take time to ask how people really are. Please be empathetic to each other's feelings and help to provide that support network that our people do so well in Osborne. Thank you.

I hope you enjoy this month's edition of STOP Think! Stay safe and healthy and have a good month.

John Dowsett
Managing Director Infrastructure





Dust Campaign

Our SHE Team recently carried out a focused review on the control measures we have in place on our projects to protect workers from dust.

Each year more than **3,500** builders die from cancers related to their works, with thousands more cases of ill-health recorded. Regularly breathing construction dust can cause Lung Cancer, Asthma, Chronic Obstructive Pulmonary Disease (COPD) and Silicosis.

During this inspection there were many positives identified, however, there were some areas requiring improvement.

- 1) Please ensure that you always look at ways to **eliminate** the use of a harmful product or substance. This is the first opportunity to prevent harm to the workforce from dust. It is important to challenge the use of harmful substances to see if anything else can

offer the same properties without the risk.

- 2) Always **identify** tasks that have the potential to expose workers to dust and reflect these within your risk assessments. Ensure that the necessary **controls** are communicated and followed.
- 3) Use suitable **Respiratory Protective Equipment** and ensure that you consider appropriate storage, even for disposable type RPE. Do not move them to your hard hat or under your chin when not in use. This is where dust settles when cutting.
- 4) Please ensure that your **record keeping** is kept up together to demonstrate that the controls that you have in place are suitable and effective.





Control Measures on Site

If it is not possible to design out the risk of creating dust it is important to remember that dust in the air can affect anyone working in the area, not just the person carrying out the task.

It is therefore vital to plan the works with suitable control measures in place, such as;

- ✓ The right size materials to reduce the preparation and cutting.
- ✓ Silica-free abrasives.
- ✓ Less powerful tools.
- ✓ Different method of working.

To prevent the dust from getting into the air you can use:

- ✓ On-tool extraction that removes the dust as it is being produced. This can be very effective; however, it is vital that these are suitable for the task and are well maintained.
- ✓ Water to damp down and prevent clouds of dust. However, water needs to be used correctly and might not be suitable in all instances. It is not a case of wetting the materials first.

Remember...

- **Eliminate** - identify methods of working which will create dust on site.
- **Assess** - Assess the risks linked to the work and materials.
- **Control** - Stop or reduce the dust before work starts, look at ways of stopping or reducing the amount of dust you might make. Use different materials, less powerful tools, or other work methods.
- **Review** - You may already have the right controls in place, but are they all working properly?

Am I at risk?
High dust level tasks include:

DEMOLITION	SANDING & GRINDING	DRILLING	CHISELING & BLASTING
SWEEPING FLOORS	WALL CHASING	RUBBLE MOVEMENT	WOOD/STONE CUTTING

How can I control industrial dust?

USE RIGHT SIZE OF BUILDING MATERIALS TO AVOID CUTTING	USE DIFFERENT MATERIALS SILICA FREE	CHOOSE LESS POWERFUL TOOLS	DAMPEN DUST CLOUDS WITH WATER
OPT FOR VACUUM EXTRACTION TOOLS	REMOVE PARTICLES USING DUST EXTRACTION	WEAR CORRECT RESPIRATORY PROTECTION EQUIPMENT (RPE)	

To find out more about Speedy's range of dust extraction equipment and dust suppression solutions, please visit:
speedyservices.com/intelligentsafety

STOP Think!
Review the activities on your site that could create a risk from dust.

The **Health and Wellbeing Calendar** has further guidance under the month of August.

Please do contact the SHE Team for further assistance, including for suitable extraction and suppression solutions.



Speedy Intelligent Safety

Expect the unexpected

Competence is remembering that every day is different

- Check your surroundings because things change all the time
- Never make assumptions and avoid complacency
- Consider the additional risks from new tasks and unfamiliar surroundings
- Competence is skills, knowledge AND behaviour



Speedy Intelligent Safety

Know your enemies

Asbestos, silica, stone, cement, chemicals, wood, mould, isocyanates, welding fumes and sprays - these particles can kill

- Use tools with dust extraction for cutting or drilling wood, stone, blocks and kerbs
- Use application Class H or M filter dust extraction units, not ordinary vacs
- Use equipment that uses water to suppress dust
- Use properly fitting PPE as a last line of defence



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Design Shared Learning

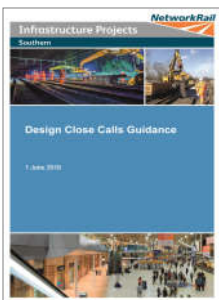
At the end of last month, the Southern Capital Delivery Safety Update 21-02 shared some great design learning, including our Deans Lane Footbridge Renewal.

The **Design for Underbridge Renewals** case study identifies key learnings around general bridge design criteria, particularly in relation to bridge deck replacements and minimum headroom.

The designated Project Engineer for **Deans Lane Footbridge Renewal** identified that the design for this particular project was not compliant with structure gauge clearance.

The **Epsom Embankment Recovery** project review focuses on bonding design best practice. The key messages are around challenging convention and ensuring that safety critical designs are communicated effectively.

These projects highlight how important it is for us to challenge designs to ensure they are safe and fit for purpose.




The Design Close Call procedure has been developed to stop an inherently unsafe design from being transferred to the worksite.

The Design Close Call Guidance Document along with a Design Safety Conversation Guidance Note can be found on the Southern Shield website;

[Southern Shield Library - Design Close Calls Guidance](#)

STOP Think! Shared Learning

Deans Lane Footbridge Design Close Call

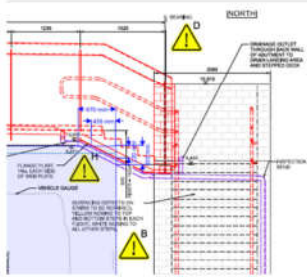


Background

- Deans Lane Footbridge
- Wrought iron lattice girders, timber deck and brick abutments
- Span renewal scheme via SMDF in Wessex Route, Southern Region
- Solution a NR Standard Detail LM type 'hipped' single span bridge

What


- DPE identified design not compliant with Structure Gauge Clearance
- Cat 3 DRN & resubmission
- Non Conformance Report and Design Close Call Recorded
- The NCR identified that at both DDR and IDC the structural gauge clearance had been questioned
- The design team twice went away and confirmed it was compliant. They looked at the right standard but got the wrong answer!



Learning & Reflections

- In an update to the Standard NR/L3/TRK/2049/MOD07 some key notes had been omitted in the figure. The current standard has been in use for 3 years
- How many experienced engineers have missed the fact some key information is now missing?
- This could be an example of Confirmation bias – did they even see it?
- Is it a subtle incident of the don't walk by culture we are trying to overcome?
- What are our 'blind spots' both as an industry and individuals?
- Did remote working due to COVID19 play a part? In an open plan office environment would informal advice have been more likely to be sought or given?

Author: James Buckley
Date of Share: Sep' 2020
Rev: 01



Managing Risks on Masonry Structures



As reported in the Southern Capital Delivery Safety Update 21-01 dated 8 January 2021, a brick viaduct wall running alongside a viaduct failed during a track renewal.



The cause of the failure is currently under investigation and an update will be issued following its conclusion.

Lessons learnt from Historic Failures during Similar Works

Many Network Rail structures are over 150 years old and in various states of condition. Structural issues that are often found on old masonry structures include the deterioration of the mortared joints, cracking and localised displacement / delamination of brickwork. These commonly arise from a combination of poor drainage and the impact of invasive species and should be included in the reports on the existing condition of the structure.

There have been several incidents where sections of a structure have collapsed as a result of changes to their loading condition as

part of a track renewal or re-alignment scheme or neighbouring works.

All project delivery teams must ensure that basic checks are always carried out when planning schemes involving changes to structures or modifying the track arrangement adjacent to or alongside masonry arch bridges or viaduct walls in both the temporary and permanent state.

- When starting a project ensure that sufficient record information is available to enable the designer to understand the details of existing assets impacted by the works, including risks associated with the existing condition and any control measures that are in place to control these risks.
- If this information is not available, then an allowance will need to be made in terms of time and resources to obtain this information.
- Ensure any risks that are identified as requiring control measures on site are clearly communicated to the operatives on site and the work is supervised by a competent person to ensure control measures are implemented and effective.



Help for Home Schooling during Covid-19

The Railway Benefit Fund (RBF) provides help and support to railway people and their families. With schools remaining closed, many children do not have essential equipment at home such as laptops, printers and stationery and are struggling to learn during this lockdown.



If you are struggling to afford the educational equipment that your children need to complete their schoolwork from home, you can apply for a grant to help with these costs through the RBF website;

RBF - Help with Home Schooling Costs During Lockdown

Help is only a phone call away
0345 241 2885

or email
info@railwaybenefitfund.org.uk

Wellbeing Wednesdays 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;

www.railwellbeinglive.co.uk

Wellbeing Wednesdays are being hosted on the first Wednesday of each month and feature top rail industry professionals alongside wellbeing experts. They can be viewed live at 11am or viewed later on catch-up. Please do subscribe through the Rail Wellbeing Live website as linked above.

Much of the content from last year's Rail Wellbeing Live Event is also still available to watch for the foreseeable future, providing a fantastic library of amazing free wellbeing content for you all to view on demand.

Thank you for your continued support, helping us all to feel that little bit healthier!





QUALITY

Be professional and do a job of which everyone is proud



INTEGRITY

Be honest, professional, and straightforward and treat others as you would expect to be treated



OPENNESS

Be prepared to listen and give constructive feedback and be open to new ideas and different points of view



CARING

Encourage, support, understand and respect each other



PROGRESSIVE

Continually adapting and improving to be the best

Sustainable Home at A46 Compound

Great progress is being made on the installation of the site compound for the A46 Coventry Junctions project.

When considering the number of offices required and the duration for their use, the team came up with a sustainable solution that will provide both cost and environmental savings.

The site offices were built by our sister company Innovaré, using their highly efficient panelised timber system that is produced and has windows and cladding installed, all within a controlled factory environment. The panels use sustainable materials with low embodied carbon and have an excellent energy performance.

The Innovaré factory is based locally at Coventry and their team erected the entire structure within 9 days to produce a sustainable home that will be used for our projects at both Binley and Walsgrave Junctions. Once the projects are complete the offices can be dismantled and repurposed.



Thank You Team A46!

For your offsite, modular office solution that will provide significant cost and energy savings, reducing waste and improving sustainability over the duration of the project.





Protecting the Railway at Guildford Sands

Following the original emergency works over a year ago to remove a sand slip from the blocked railway line, our team have worked tirelessly to develop and install a permanent stabilisation solution to protect the track and keep trains running reliably for passengers.

The highly weathered sandstone cutting is being secured using rock-bolts and retaining netting, along with an extension of the original brickwork and removal of the excess material. The Christmas Possession was safely and successfully completed, with the troughing route cleared of sand and ballast and the access scaffold removed from the tunnel portal.



Congratulations to ALL involved!

Bridge Works Commence at White Hart Junction



Having completed amendments to the overhead line equipment over the Christmas period our team at White Hart Junction we will soon be removing the redundant steel structures in an abnormal possession.

Construction of the new access platform and ramps to access the bridge site were completed before Christmas and works are now underway for installation of the



temporary sheet piles. The diversion of Ermin Street and the new junction with Oxford Road are progressing with the surfacing well underway.

Elsewhere around the gyratory system, the team are continuing with installation of ducting and pits for traffic signals and streetlighting, widening works, and drainage.

Fantastic Work Team Swindon – Well Done!





Gold Rated Sites Periods 9 and 10

Congratulations to our team at Ashmead Downside Embankment for receiving the Period 9 Gold Award; and to Ashmead, Millway Road Overbridge Strengthening and The Street Embankment for receiving the Period 10 Gold Award. Ashmead was also the top scoring site in the Southern Region in Period 9.



The embankment at Ashmead has experienced numerous historic failures and at the start of last year we commenced stabilisation works to 40 metres of the downside embankment. The track quality of the nearby line was also seen to be deteriorating and as such our area of works

was extended to minimise the risk of future failure and improve reliability for passengers.

With high voltage overhead electricity cables running parallel to the embankment toe where sheet piling and slope regrading works are being undertaken, the expanded works site is particularly challenging. The team have undertaken careful planning and consideration of the type and size of plant on site. Our customer commented;

Ashmead is a well organised, disciplined, managed embankment site which maintains a high level of safety and quality standard. The team continually strives to implement best working practices and take pride in the work they deliver! Well done and thank you to all the site team members... for their efforts in maintaining high standards and safety culture.!

Route to Gold is a performance measure that aims to promote collaborative working behaviours and embed a culture of continuous improvement.

A massive Well Done to all involved!

Social and Environmental Benefits Community Wood Recycling



To enhance the potential of waste recycling and reuse, several of our sites continue to engage with "Community Wood Recycling," a voluntary organisation who take waste wood from sites at cheaper rates than having

a skip and reuse/recycle the timber waste into other wood products.

Their scheme is not only worthy from an environmental point of view – but also



Sharing our Successes

February 2021 - STOP Think!



demonstrates great Corporate Social Responsibility as clearly seen in their recently published Social and Environmental Impact Report for 2020. Their invaluable work provides life-changing opportunities for disadvantaged people to gain the skills and confidence they need to get back into the workforce, saves precious resources and reduces carbon emissions to help fight climate change. Despite immensely challenging circumstances, they are delighted to still have provided more jobs across their network than in 2019.

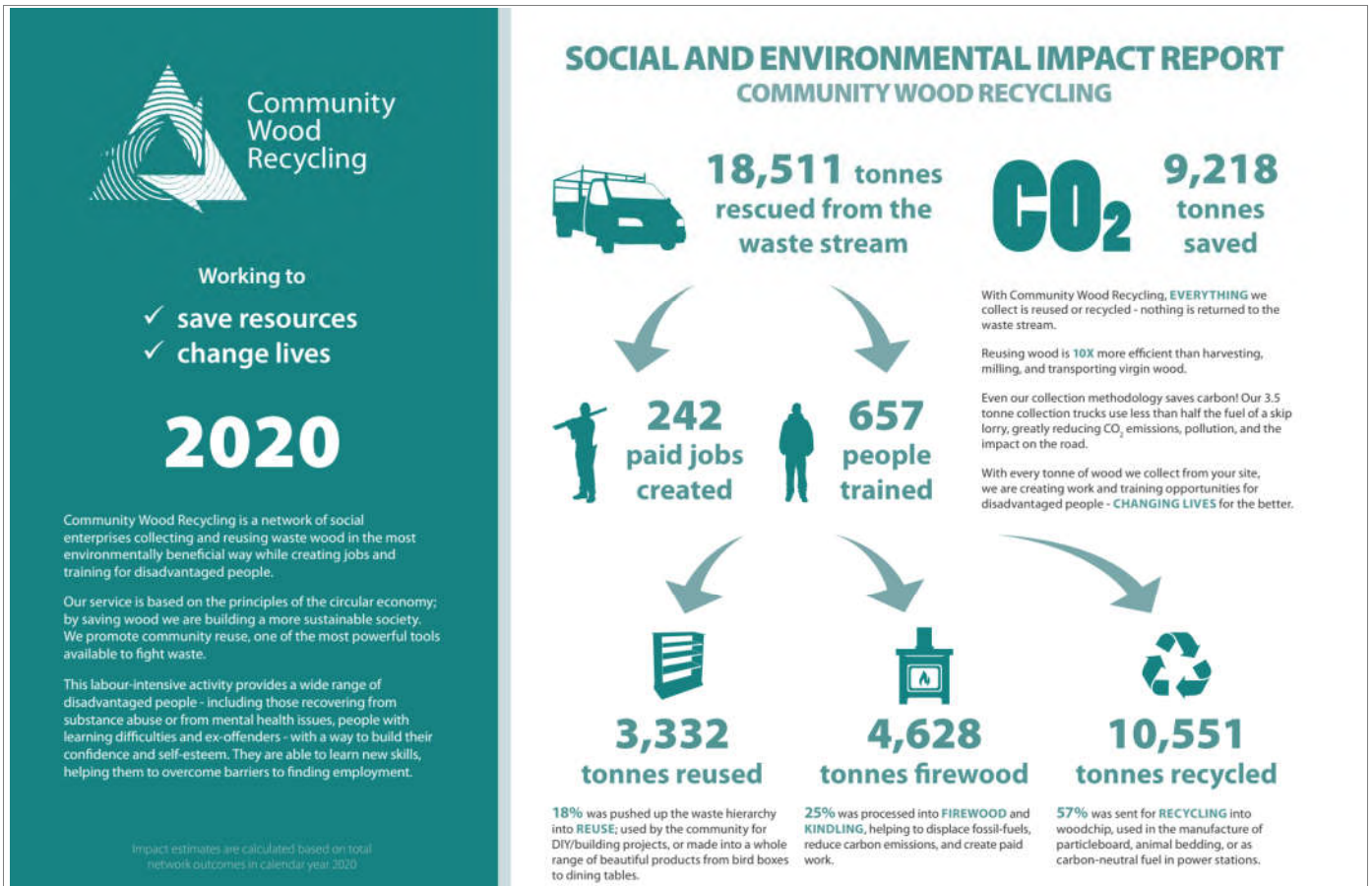
If all our wood had been collected by Community Wood Recycling we could have not only saved more money, but also could have avoided more of CO₂ being emitted into the atmosphere.

Our partnership with "Community Wood Recycling" not only helps to preserve resources, but also provides opportunities to contribute to a fairer, healthier and more inclusive society.

How did we do?

As seen in our Impact Report - Community Wood Recycling were only invited to collect 51.7 tonnes of wood from our waste stream.

So please do consider using Community Wood Recycling on your sites. If you would like further information, please contact our SHE Team.



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Sharing our Successes

February 2021 - STOP Think!



OSBORNE

In partnership with

Community Wood Recycling

Working together to

- ✓ save resources
- ✓ change lives

01 Jan 2020 - 31 Dec 2020

Community Wood Recycling is a network of social enterprises collecting and reusing waste wood in the most environmentally beneficial way while creating jobs and training for disadvantaged people.

Our service is based on the principles of the circular economy; by saving wood we are building a more sustainable society. We promote community reuse, one of the most powerful tools available to fight waste.

This labour-intensive activity provides a wide range of disadvantaged people - including those recovering from substance abuse or from mental health issues, people with learning difficulties and ex-offenders - with a way to build their confidence and self-esteem. They are able to learn new skills, helping them to overcome barriers to finding employment.

Impact estimates are calculated based on the volume of wood collected and the total network social outcomes during the year of collection.

SOCIAL AND ENVIRONMENTAL IMPACT REPORT

Geoffrey Osborne Ltd

51.7 tonnes
rescued from the
waste stream

CO₂

26.0 tonnes saved

With Community Wood Recycling, **EVERYTHING** we collect is reused or recycled - nothing is returned to the waste stream.

Reusing wood is **10x** more efficient than harvesting, milling, and transporting virgin wood.

Even our collection methodology saves carbon! Our 3.5 tonne collection trucks use less than half the fuel of a skip lorry, greatly reducing CO₂ emissions, pollution, and the impact on the road.

With every tonne of wood we collect from your site, we are creating work and training opportunities for disadvantaged people - **CHANGING LIVES** for the better.

0.7 paid jobs created

1.0 people trained

5.4 tonnes reuse

10% was pushed up the waste hierarchy into **REUSE**; used by the community for DIY/ building projects, or made into a whole range of beautiful products from bird boxes to dining tables.

12.3 tonnes firewood

24% was processed into **FIREWOOD** and **KINDLING** for local homes and businesses, helping to displace fossil fuels, reduce carbon emissions, and create paid work.

34.0 tonnes recycled

66% was sent for **RECYCLING** into woodchip, used in the manufacture of particleboard, animal bedding, or as carbon neutral fuel in power stations.

info@communitywoodrecycling.org.uk
01273 20 30 40
www.communitywoodrecycling.org.uk



Blood Plasma Donation Programme

THANK YOU to Graduate Engineer Joshua Mason who recently donated his blood plasma to help treat people who have been hospitalised due to Covid-19.

Joshua unfortunately contracted Covid over the Christmas period, but as he recovered his blood plasma was rich in antibodies that were helping him to fight the infection. This plasma can be transfused to patients whose immune systems are struggling to develop their own antibodies.



Thank you for this act of kindness Joshua that may have helped to save another life.



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Quality Scheme Benefits Passengers and Community Feltham Station Official Opening

After two years of meticulous planning, dedication and commitment, our team at Feltham Station have completed the complex improvement scheme. The station now has longer platforms to cater for new 10 car trains; and through reconfiguration of the station approach and provision of a new cycle bridge and ramps, the notoriously dangerous level crossing has been permanently closed and the traffic rerouted.



The ever-challenging scheme with numerous constraints and very little working space included removal of the original Exmouth type concrete footbridge, diversion of a major water main and installation of a 24m span temporary scaffolding footbridge using rail mounted cranes. The redundant steel cycle bridge was removed and retained by our customer for future use.

Right from the outset our team pulled out all stops to mobilise the site in line with our core values and safety culture. From STOP Think! Workshops, to Time Out, Take 5 and Health and Wellbeing Initiatives, the team worked tirelessly to protect every person impacted by our works and provide a quality outcome for the travelling public.



What Good Looks Like



February 2021 - STOP Think!

Keeping passengers, trains pedestrians and vehicles moving safely around the station and busy surrounding area at all times was a key priority that required much creativity and flexibility - whilst meeting all possession and ORR milestones, managing intricate relationships and receiving great praise from our customer.



Enormous congratulations to our team, including our suppliers, for this fantastic achievement, delivering a quality scheme that provides huge safety and logistical benefits to the passengers and local residents. A truly amazing outcome.



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Providing a Reliable Railway in Major Blockade Landport Viaduct Strengthening Works

Congratulations to our team at Landport Viaduct in Portsmouth for their safe and timely delivery of critical strengthening works during a week-long blockade.

The prominent 1876 Victorian railway structure supports two platforms at Portsmouth and Southsea Station.

The blockade allowed essential strengthening works to be carried out to 7 of the 17 spans whilst the viaduct was not carrying any load from the trains.



Between Monday 18th to Monday 25th January our teams worked around the clock to encapsulate the entire area, install over 200 strengthening elements, prepare and paint 176m of structural members within both track beds, install new GRP walkways in the 4ft over the entire length of both tracks, and finally remove the encapsulation and scaffolding.

To deliver added efficiency during the railway closure, Network Rail's Work Delivery Team worked within our site to install new wheel timbers. Close liaison between our team and the Works Delivery team also enabled additional maintenance work to be carried out much to the delight of our customer.

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





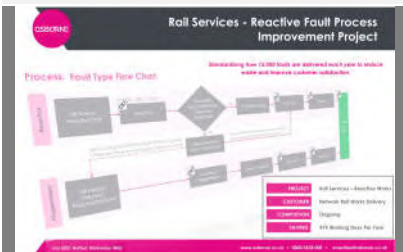
Lean Savings of circa £2m for our Customers A Learning Organisation

Lean is a powerful technique that is helping us to reduce waste, understand value and continuously improve. Through applying Lean techniques across our projects, we are improving our efficiency and performance in many aspects of our business operations. Our Business Performance Team have clearly demonstrated the benefits of Lean in several case studies as summarised below (and linked for Osborne employees only);



Our Early Contractor Involvement for the A46 Binley Junction Upgrade identified an enormous saving of **£714k** by finding a solution to eliminate the need for a costly sewer diversion. By collaborating with our customer to use their vehicle recovery "call-off" service rather than using 24/7 recovery vehicles stationed on or near the scheme, our team at Binley also look to make a saving of circa **£554k** over the duration of the project. Click to view the full case studies; [Sewer Diversion / Vehicle Recovery](#).

Whilst waterproofing an area of roofing at Waterloo Station, our team identified a very significant saving of **£200k** by thinking differently and working collaboratively with all relevant parties to develop a highly efficient access strategy. Click to view; [Waterloo Access Efficiency](#).



Our Rail Services teams looked how they could standardise handling the thousands of faults that are delivered each year to reduce waste and improve customer satisfaction, saving **475 working days per year**. Click to view; [Rail Services Reactive Fault Process](#).

A digital solution was developed for the Rail Services team to allow their reactive maintenance faults to be automatically logged to the Coins FM database. Since its launch, the solution has logged a total of 8,432 orders with an estimated time saving to the Rail Services Contract Support Team of **150 working days**. Click to view; [Rail Services COINS Fault Autologger](#).



The total lean savings from these projects alone is in the region of **£2m**. Congratulations to all involved for identifying ways to improve efficiency and drive improvements.

If you want to learn new lean ways of thinking and working, please book onto a Lean Awareness Course! All courses are delivered via Teams and can be booked through Your Learning

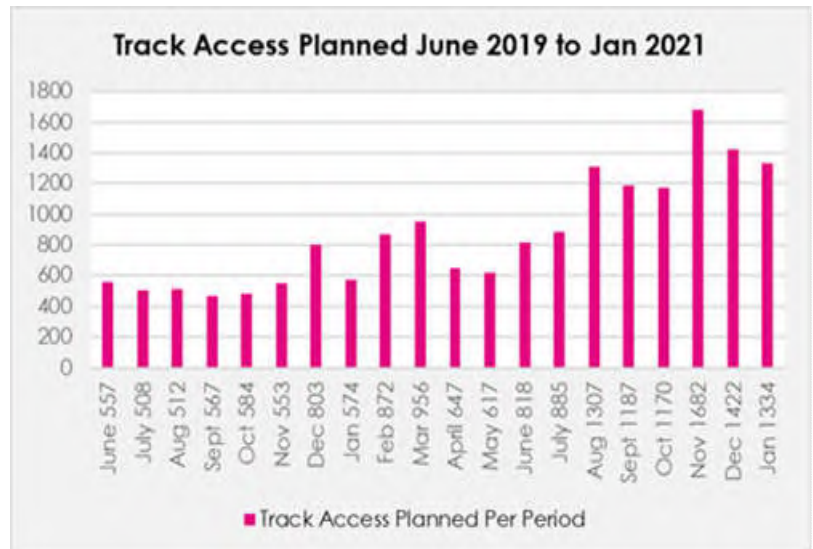




Rail Assurance Team achieve Highest Ever Track Access 300% Increase Compared to Last Year

Recent months have seen a record increase in the number of possessions planned and delivered by our Rail Assurance Team, which in November reached more than three times the volume compared with the same month last year with 1682 planned shifts and 1373 delivered.

The end of January saw 745 safety critical resource shifts planned and delivered in a single week, the highest number we have ever used! The weekend of Week 44 was the busiest track access weekend Infrastructure have ever had... the records just keep tumbling!



This is an incredible achievement and the development of our capability over the last two decades is clear for all to see. The original Osborne Possession Planning and Delivery Team commenced in 1999 as part of the Station Regeneration Programme, with an initial tranche of 20 or so stations requiring around 50 possessions to be planned each period. With the award of our southern framework contracts with Network Rail, the workload accelerated, and the team grew. In addition to our long-term presence in the Southern Region, our team now plans and delivers track access in Network Rail's Western and Midland Regions as well as across the London Underground network. Daren Norris, Head of Rail Assurance commented;

"I am immensely proud to lead this amazing team of professionals, who work tirelessly to ensure the safety of our people working on or near the line every day and every night. Over the 21 years since we started this journey the team has planned and delivered well over 100,000 possessions."

Without your dedication and commitment our teams would not be able to safely complete our portfolio of rail works. Enormous thanks and congratulations to the WHOLE team including;

Planning

Glenn Wood, Justine Davies, Kieron Harris, Callum Hewett, Gavin Wood, Calvin Rayner Craig Wood

Delivery & Assurance

Matt Hewett, Craig Wood, Steve Paul, Andy Childs, Sue Coomber, Nick Taylor and Gavin Mitchell.

Safety Critical Staff

Osborne and our specialist supply chain Deploy UK, Colemans and RSL.



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What Good Feels Like

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Andy Richardson
Colemans



Darren Corney
Colemans



Phil McGuiggan
Colemans



Matt Brent
Deploy



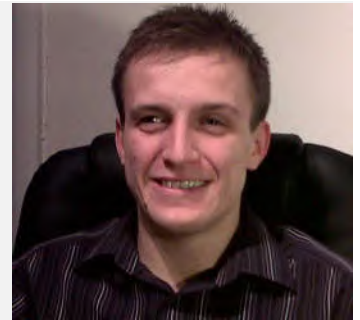
Andy Childs
Possession Delivery
Manager



Callum Hewett
SSOW Planner



Calvin Rayner
Possession Planner



Craig Wood
Safety Critical Resource
Manager



Gavin Wood
Possession Planner



Glenn Wood
Track Access Planning
Manager



Justine Davies
Possession Planner



Matt Hewett
Rail Assurance Manager



Nick Taylor
Electrification Manager



Steve Paul
Possession Delivery
Manager

THANK YOU ALL!



For your outstanding performance that has seen our safe track access reach new levels, allowing us to improve the network to benefit passengers across the region.



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A Healthy Heart

Our February focus is heart health in association with the British Heart Foundation.



The statistics on heart disease are quite sobering. Today in the UK;

- **7.4 million** people are living with a heart or circulatory disease.
- **470** people will die from a heart or circulatory disease.
- **280** hospital admissions will be due to a heart attack.
- **13** babies will be diagnosed with a heart defect.

EVERY 8 MINUTES



someone in the UK
**DIES FROM CORONARY
HEART DISEASE**

To promote the prevention of heart and circulatory disease our Health and Wellbeing Calendar provides useful links, help and guidance on heart health, plus supporting material such as posters, videos and toolbox talks;

[Health and Wellbeing Calendar 2021](#)

The British Heart Foundation also supplies much information around lifestyle and wellbeing through their "Heart Matters" magazine.

[BHF Heart Matters Magazine](#)

Coronary Heart Disease

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



Coronary heart disease (CHD) happens when the blood supply to your heart muscle is reduced because the arteries taking blood to your heart become narrow or get blocked. This is caused by a gradual build-up of porridge-like fatty deposits inside your arteries.



How to keep your Heart Healthy

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



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

A healthy, balanced diet and regular physical activity can help you keep your weight, blood pressure and cholesterol at healthy levels, and improve your heart health. A healthy lifestyle can also lower your risk of developing Type 2 Diabetes, a risk factor for coronary heart disease, and help prevent other health problems, such as kidney disease and some cancers.

For more information visit the National Health Service website;

NHS Healthy Heart Lifestyle Changes

KNOW YOUR HEART AGE

Smoking, being overweight, high blood pressure and cholesterol, excessive alcohol and lack of exercise all add up over time and increase your future chances of having a heart attack, stroke or developing certain types of dementia.

Most people know their vital statistics like height, weight and waist size. That's a good start. But do you know your heart age?

To find out how old your heart is compared to your actual age, use our free Heart Age Test today.

TRY OUR HEART AGE TEST NOW

Our free online Heart Age Test will quickly reveal your heart age, and how to lower it, as well as ways to reduce your risk of heart attack or stroke.

It's simple to use and usually takes around three minutes, so you can do it on the move. Of course, the more information you provide, the more accurate your results will be.

Search online for our Heart Age Test.

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

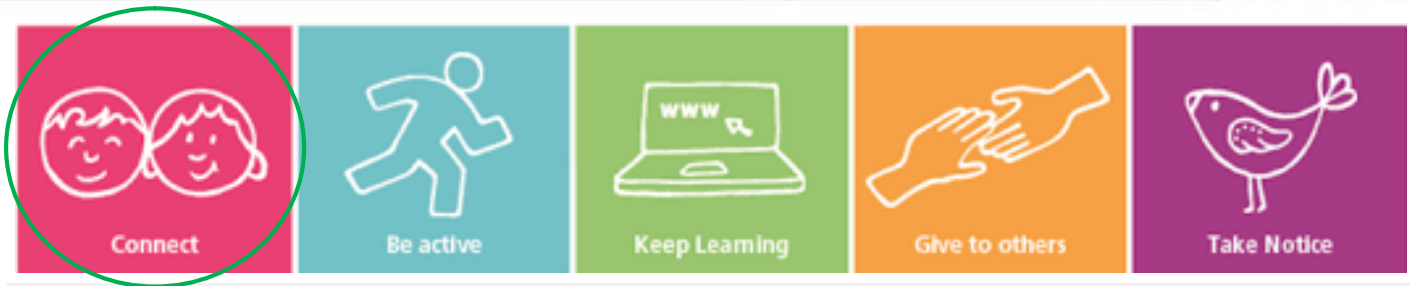
Blood pressure is one of the many factors that affect your heart age.

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

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

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





Connect - Five Ways to Wellbeing

The Five Ways to Wellbeing are a set of simple activities that we can all do in our everyday lives to help find a balance, build resilience and boost mental health and wellbeing.

February's way to wellbeing is very appropriately "to connect". There is strong evidence that feeling close to other people is a fundamental need that contributes to overall wellbeing.



With the whole country in another lockdown, it has never been more important to connect with each other, both at work and at home.

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.

Choose Talk, Change Lives

Thursday 4th February 2021 was "Time to Talk Day," run by Time to Change, encouraging everyone to have a conversation about mental health. Time to Talk Day is one of the

biggest days on the mental health calendar. It's a chance for all of us to be more open about mental health – to talk, listen and change lives.



Let's start talking

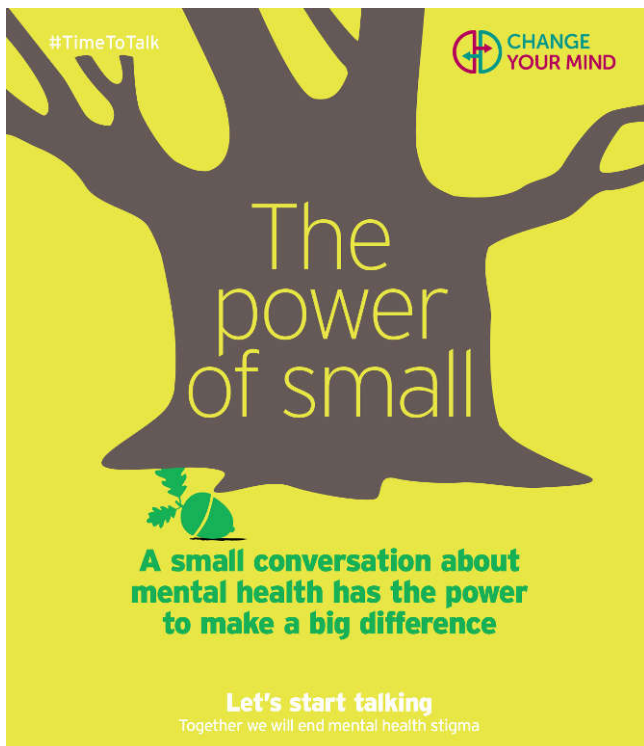
Together we will end mental health stigma
#TimeToTalk

change your mind
time to talk day
04/02/21

Covid-19 has changed everyone's lives and the mental health impact of this new reality is significant.

Hence this year's theme is "The Power of Small" because, even a brief chat about mental health has the power to make a big difference.

Once we start reaching out to those around us and discussing the issues we are concerned about, we can quickly learn that it is ok not to be ok.



While we cannot gather physically, social distance doesn't mean emotional distance.

There are many ways we can connect with one another and start conversations to help end mental health stigma.

In the Workplace

- Set up a virtual Time to Talk Day mental health quiz.
- Play virtual Time to Talk Day Bingo or create your own version.
- Host a learning lunch over Teams.
- Set up a virtual pledge board, where you can write out simple steps around mental health.

In the Community

- Stage an online movie night.
- Test your baking skills with a virtual bake-off over a video chat.
- Put on a virtual myth-busting mental health pub quiz.
- Stage a coffee morning over Zoom, Skype or FaceTime.

The more conversations we have about mental health, the more myths and barriers we can break down, helping to end the isolation, shame and worthlessness that so many of us feel when experiencing a mental health problem.

Checking in on your family, friends and colleagues is always important. But as the coronavirus pandemic continues, this is more important than ever.

For more information please visit;

[Time to Change - Time to Talk Day](#)



time to change
time to
talk day
04/02/21

Let's start talking


Together we will end mental health stigma




The power of small

Ask questions and listen


Show you want to know how someone is really doing




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



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



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



A small conversation about mental health has the power to make a big difference



Look After Yourself & Each Other

February 2021 - STOP Think!



TIME TO TALK DAY

BINGO

CLICK AND COMPLETE FOUR ACTIONS THIS TIME TO TALK DAY

A small conversation about mental health has the power to make a big difference.

You can use this bingo card to help start conversations and get your friends, family and colleagues thinking about mental health this Time to Talk Day.

The more conversations we have, the more myths we can bust and barriers we can break down.

LET'S START TALKING
Together we will end mental health stigma



TIME TO TALK DAY • THURSDAY 4 FEBRUARY 2021

Play your favourite sport and chat about how sport can affect mental health	Have a conversation online about mental health	Have a conversation in person about mental health	Share a Time to Change post on social media	Think of two people you can talk to when you're having a hard time
Find the Ask Twice videos on the Time to Change YouTube channel	Create a picture/comic/cartoon about mental health for yourself	Share the picture/comic/cartoon you've made with someone else	Tell someone you know that it's Time to Talk Day	Name three films or books that portray mental health problems responsibly
Run a mental health myth busting quiz	Read a Time to Change blog post	CELEBRATE YOUR CAMPAIGNING HERE	Share something you've learnt about mental health	Find the 'help and support' info on the Time to Change website
Ask someone 'how are you?' twice, and listen to their answer	Do something relaxing/recharging for yourself	Do something relaxing/recharging with others	Ask your work, school or community to display a Time to Change poster	Read back an article/poem/chapter you find useful for your mental health
Discuss with a friend: how can you help to end mental health stigma?	List three things that people can do to support someone with their mental health	Share something new you've learnt from a Time to Change blog post with others	Finish the sentence 'It's time to talk because...'	Set a mental health resolution for #TimeToTalk

Supporting You - AXA Stronger Minds



If you are a member of our AXA Private Healthcare Scheme you have direct access to the mental healthcare support that is most appropriate for you. The AXA Stronger Minds pathway gives prompt and direct access to the mental healthcare support that is most appropriate for you. You only need to make one call to start treatment; without the need for a GP referral.

If you do not qualify for this benefit you can get free and confidential advice by contacting our Employee Assistance Programme who can assist you with a wide range of problems including health, financial and legal advice. Alternatively, we have many "Mental Health First Aiders" around the business you can talk to.

For full details please see our iGO Homepage.



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

Tree Protection Guidance (Page 1 of 2)

The Problem

The part of a tree most susceptible to damage is the root system, which because it is not visible is frequently overlooked.

This guidance note examines the effects of construction on Tree Root Protection Zones or Area (RPZ) or (RPA) rather than the final design impacts.

British Standard **BS 5837:2012** *Trees in relation to construction* is the reference document for how to successfully retain suitable trees in proximity to construction.



Figure 1. BS 5837.

Common Damage to Trees during Construction

- Crushing of roots by vehicles / plant equipment and / or storage of materials.
- Severing and removal of roots by excavation.
- Construction of footpaths, embankments, pile mats and haul roads.
- Damage to bark and branches that leave wounds, exposing wood tissue.
- Changes in soil levels around trees resulting in root death.
- Installation of impermeable surfaces.
- Poisoning of roots from spillage or storage of fuel, oil, chemicals etc.

Tree Root Systems

Roots have three main functions:

- Absorption of water, oxygen and nutrients – fine and fibrous.
- Tree 'food' storage in the form of starch.
- Structural support.

Tree root development is **horizontal** to a considerable distance and depth entirely dependent upon the ground conditions encountered.

Roots can extend to two or even three times the tree height, they do not grow up, down or across the slope so trees on a slope present the same difficulties as trees on flat ground.



Figure 2. Incorrect representation of a tree root system.

The main structural support roots are usually found within a few metres of the tree trunk.

Trees on Site Solutions

Confirm the trees in question are not protected by a Tree Preservation Order or in a Conservation Area.

A RPZ should be installed using the British Standard, using a mix of scaffold and either heavy weld mesh panels, ply or in cases, chestnut pale securely fixed to the scaffold as indicated in Figure 3, which should be used for guidance.



Tree Protection Guidance (Page 2 of 2)

Consider the potential impacts on the tree by determining if the tree is healthy and it is appropriate to save it rather than plan to replace and that the proposed solution will be effective.

Temporarily protect the canopy and the RPZ by installing heras or similar whilst decisions are made.

Preferably permanently protect the RPZ as in Figure 3 for the duration of the contract

If this is not possible adopt trenchless technology where appropriate.

If this is also not possible adopt a no dig solution and construct over the RPZ maintaining the RPZ integrity e.g. haul routes, piling mat. Adopting a no-dig method, would depend on the condition of the tree(s) using these three simple rules within the root protection area:

- Roots must not be severed cut, broken, or compacted.
- The original ground level must be retained and built upon.
- Soil must not be compacted first; this allows the tree roots to breathe.

Any major protrusions such as rocks should be removed carefully, tree or shrub stumps in the way should be ground out rather than excavated to minimise soil disturbance.

A synthetic load spreading material such as synthetic grids/webs designed to support roads on soft ground by distributing the load of a wheel over a larger area than would normally occur. They may be 2 or 3-dimensional, they *do not* generally include standard geotextiles.

Spread a no-fines aggregate sub-base and compact it allowing free drainage and oxygen to diffuse into and allow damaging gases (e.g. carbon dioxide and methane) out of the soil by the 'breathing' tree roots.

The no fines aggregate should be of a similar pH to the local soil.

Further Mitigation / Good practice

Consult with an arboriculturist.

Construction affecting tree roots should ideally be undertaken in dry weather between May and October when the ground is likely to be driest and least prone to compaction.

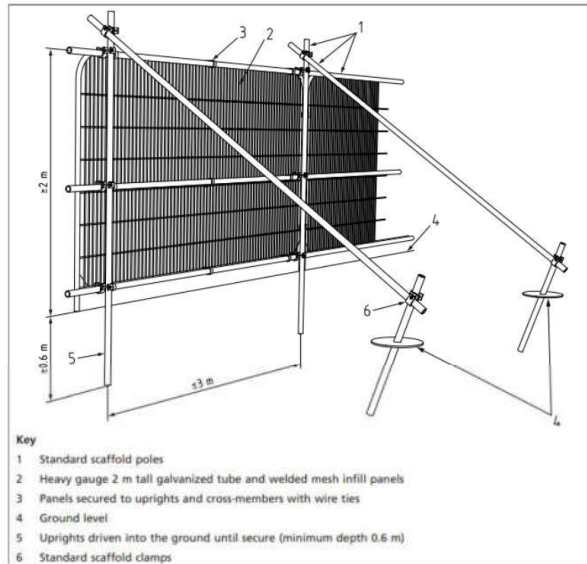


Figure 3.
Tree Protection measures as detailed in BS 5837.

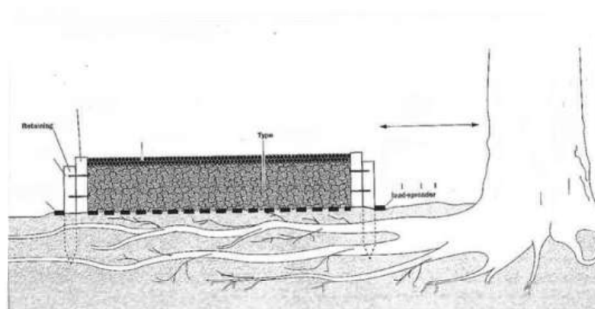


Figure 4.
Example sketch of no dig TPZ protection method.



Toolbox Talk – Cholesterol

SAFETY ALERT

WHAT IS CHOLESTEROL?

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

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

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

WHAT SHOULD MY CHOLESTEROL LEVELS BE?

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

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

WHAT CAUSES HIGH CHOLESTEROL?

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

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

HOW CAN I LOWER MY CHOLESTEROL LEVEL?

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

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





SHE Performance Summary – January 2021

Improvement Opportunities Frequency Rate (IOFR) the Current Rolling IOFR is: **2.88**
(Target of 2.5 per 1000 hours worked)

Accident Frequency Rate (AFR) Days since the Last RIDDOR Accident: **15**
The Current Rolling AFR Is: **0.13** against a threshold of 0.01

Service Strike (SSFR) Days since the last Service Strike: **19**
The Current Rolling SSFR is: **0.30**

Jan
Total Number IOs
541

Jan
No. Safety, Health & Environmental IOs
482

Jan
No. Business IOs
59

Reference	Incident Date	Project	Description of Incident
RIDDOR Specified			
I/172009/001	19 Jan '21	Cheriton Pond	A large silt bag broke beneath two operatives and they were washed into the balancing pond they were dredging. One operative received a fractured leg and the other was shaken but uninjured.
Environment			
I/174021/002	06 Jan '21	Liphook	Small diesel spill from left over diesel cubes that were not disposed of correctly.
Service Strike			
I/172020/007	19 Jan '21	A46 Binley	Un-commissioned CCTV cable damaged during installation of Barrierguard.
Theft			
I/025449/007	20 Jan '21	Swindon	Trespassers on the railway removed sections of Vortok fencing from adjacent to the running and placed it on the railway track.





Improvement Opportunities

January IO Statistics

During the month of January the level of engagement with the IO System has reduced when compared to last month and the same time last year. Our suppliers submitted 64 IO's which is nearly 12% of all IOs submitted. THANK YOU for helping us to share important learning across the wider industry.

Improvement Opportunities are critical to our learning culture and to ensuring everyone returns home safely every day. Please do continue to submit your IOs and thank you for recognising the importance of your continued engagement.

Top Projects in January

- New Malden Embankment 53
- Ashmead Embankment 46
- A46 Binley 36
- Crewkerne West Embankment 30
- White Hart Junction 29

Top IO Originators in January

- Jon Blackman 54
- Nigel Howell 30
- Cam Jones 17
- Henry Barkas 14
- Derek Rapson 13

Top Suppliers in January

- NW Rail 34
- Collins Project Delivery UK 6
- Civil Rail Solutions 4
- Amaro Signalling Ltd 2
- Arcadis 1

Top SHE Categories in January

- Access / Egress / Site Security 59
- Site Housekeeping 54
- Site Welfare 45
- Road Space / TM 24
- Moving Plant & Machinery 19

Infrastructure Improvement Opportunities

Month	Total No. IOs	Total No. People Raising IOs
November	935	143
December	632	116
January	541	106
How many did your site submit last month?	?	?



Fractured Leg Following Failed Silt Bag

(STOP Think! Moment No. 133 – 19th January 2021)

What happened?

The M20 Cheriton Pond project involves the dredging of a balancing pond adjacent to the M20. Prior to the dredged material being removed from site, the silt arising is pumped into silt bags and the water allowed to drain off. These bags (example shown in the photo below) measure approximately 20m x 5m and hold around 100m³.

As one of these bags was being filled, the bag failed. The resultant flow of water and silt knocked one operative over and washed a second operative into the adjacent pond. Both operatives were wearing life vests. One operative was able to self-rescue himself. The other operative was rescued using the safety boat and then taken to the side of the pond where he was recovered with the assistance of the emergency services.

Impacts

- The operative who was washed into the pond was treated at site and then taken to hospital. He has reported from hospital that he has suffered a fractured leg.
- The operative who was knocked over was covered in the silt but was otherwise uninjured.
- All works at the site have been suspended while the investigation is undertaken.

Initial Learning

- ✓ When undertaking work on or near water (or other hazardous location, such as at height) a comprehensive rescue plan should be created, implemented and tested. This plan should cover all foreseeable emergency situations.
- ✓ Rescue plans should not rely on the emergency services to affect the rescue without prior arrangement.
- ✓ When working on or near water, life vests should preferably be of the self-inflating type, worn in accordance with the manufacturer's instructions and done up securely.

At this stage it is not clear why the bags failed. Further information will be shared following the conclusion of the investigation



Silts bags in use – photo taken in the days before the incident

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



NON-INFRASTRUCTURE – Site Strong Box Injury

(STOP Think! Moment No. 132 – 19th January 2021)

Picture 1 – Lid opening and front castors starting to lift off the ground.



Picture 2 – Box continues to topple backwards.



Picture 3 – Box falls onto its back.



Picture 4 – Box that fell next to a similar size box – note the reduced width between the castors causing the instability of the box.



This STOP Think! Moment is to share learning following a recent injury on an Osborne Construction Site where an operative injured his arm whilst picking up a Site Strong Box that toppled over as it was being opened

What happened?

As an operative opened the lid on his partly filled Strong Box the momentum when opening the lid was enough to topple the box backwards onto the floor. The box was fitted with gas struts (one of which was broken but not believed to have contributed to the incident). A set of castors had been retrospectively fitted to the forklift pockets. As the operative attempted to lift the box from the floor to the upright position, he suffered an injury to his left forearm.

Impacts

- ✓ The operative received a muscular injury to his forearm resulting in time off work.

Immediate actions

- ✓ The Strong Box was quarantined and then removed from site for further inspection by the contractor.
- ✓ The operative attended hospital to have his injury checked.

Lessons

- ✓ It is important to ensure all Strong Boxes have been fitted with castors and fitted in such a way as to not adversely affect the stability of the box, not significantly reducing the footprint of the box and changing the centre of balance.
- ✓ It is also important to ensure that the castors are locked when the box is in use to prevent any unnecessary movement.
- ✓ The incident is still under investigation however sites are to inspect any Strong Boxes that are on site to ensure that no similar incidents can occur.
- ✓ If any boxes are found to have compromised stability because of poorly located or fitted castors they must be taken out of use until a suitable repair has been carried out or until they have been replaced.



Safety Bulletin



Workforce near miss

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

Ref: NRB21-01

Date of issue: 13/01/2021

Location: Rowlands Castle, Wessex route, Southern Region

Contact: [Clyde Howarth](#), Head of Operations Delivery



Overview

On Saturday 19th December at 19:14 hrs a Mobile Operations Manager (MOM) was involved in a near miss with SWR train 1P57 (Waterloo to Portsmouth Harbour) within the limits of Rowlands Castle station.

Rowlands Castle station is situated on a curved section of track with a line speed of 70 mph. The signalling is under the control of Havant Area Signalling Centre. The incident occurred during the hours of darkness. The lines through all station platforms on the Wessex Route require a line blockage before anyone goes on the track.

The MOM was responding to a report of a bag of rubbish having been thrown onto the down line by youths. On arrival at the station and before attempting to retrieve the bag, the MOM had contacted the signaller at Petersfield signal box regarding train movements, but this was not the signal box controlling the signals at this location.

The MOM did not ask the Petersfield signaller for line blockage protection and no protection was put in place.

After an unsuccessful attempt to retrieve the bag of rubbish while sitting on the platform edge, the MOM jumped into the 4-foot of the down line but then noticed the headlights of the approaching train. He immediately jumped back onto the platform and rolled away from the edge about one second before the train passed through the platform.

The MOM and train driver were shaken by the event which is now being investigated by Southern Region and the Rail Accident Investigation Branch.

Discussion Points

- The Lifesaving Rule is clear - you must have the required plans and permits in place before you start a job or go on or near the line.
- Your safe system of work (SSOW) must be documented in a safe work pack (SWP) or an incident response pack (IRP) before doing the work.
- You should always look to take the best form of protection when accessing the infrastructure to set up a SSOW.
- When setting up any SSOW you must always check the Hazard Directory to identify any relevant hazards. Do you have access to this information?



Safety Advice

Action required following a serious incident



Sheffield testing irregularity

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

Ref: NRA20-16

Date of issue: 23/12/2020

Location: Sheffield, Eastern Region

Contact: Adam Lowery, Regional Engineer (S&T), Eastern Region

Overview

On 11th November 2020 a derailment occurred at Sheffield leading to a requirement to plain-line two sets of points.

During the work to plain-line the points on 17th November 2020, signalling alterations were made which introduced a wrong-side failure into the system which could have allowed the signaller to set conflicting moves. These alterations were commissioned into use introducing risk of a train collision at the junction before being discovered and safely mitigated.

The incident is subject to investigation to establish the sequence of events that led up to the unsafe condition and any underlying causes.

This follows from a number of recent signalling engineering irregularities and, as a result, the following discussion points are to be considered.

Discussion Points

- Are design and testing methodologies appropriate for the required modifications?
- Has the work been planned correctly to allow all testing activities to be fully completed?
- Has consideration been given to time pressures and gaining assurance that everyone involved in the work has a clear understanding of what is expected?



Shared Learning



Clear possession communications

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

Ref: NRL20-08

Date of issue: 23/12/2020

Location: Down Polmont to Grahamston line, Scotland

Contact: [Head of Workforce & Delivery Safety Scotland](#)



Overview

A freight train driver, travelling from Polmont to Carlisle North Yard, was authorised by the Engineering Supervisor (ES), responsible for movements within a worksite, to proceed to the Worksite Marker Board (WSMB), over a mile away, in readiness for departing the worksite. The WSMB was placed on the approach to the Protection Limit Board (PLB) and adjacent to detonator protection.

The possession protection arrangements were adequately communicated and the driver proceeded at a speed above the limit permitted for travelling within a worksite.

Consequently, the driver failed to stop at the WSMB, ran through the WSMB, the PLB and came to a stand approximately 20 metres beyond the published possession exit and protecting signal.

Communications between the possession staff, including the ES, and the driver were not recorded. Subsequent investigation determined that recognised protocols to facilitate understanding and confirmation of safety critical information were not robustly used by either the ES or the driver prior to the incident occurring.

Underlying causes

The ES and the driver failed to establish a clear understanding regarding the location of the WSMB.

The driver and the ES failed to agree an appropriate speed at which to proceed to the WSMB.

The driver failed to observe Rule Book requirements for operating within a possession and proceeded in excess of the permitted maximum speed when travelling within a worksite.

Key message

How are you complying with the requirements of NR/L3/MTC/MG017 regarding recording safety critical communications?

How are you complying with the requirements of NR/L2/OPS/033 standard regarding recording possession communications?

In the absence of recorded communications, how would you satisfy yourself that safety critical staff are observing appropriate communication protocols?

What will your next Safety Conversation be about?

Always observe current and future versions of:

GE/RT8000-HB12 – Duties of the Engineering Supervisor (ES) or Safe Work Leader (SWL) in a possession

GE/RT8000 – Possession of a running line for engineering work - Drivers Duties Part 9

In August 2015 a serious freight train collision in a possession at Logan was fortunate not to injure anyone but caused extensive network disruption. How are we continuing to learn the lessons of previous incidents?



Shared Learning

Key learning following a serious incident



Southern Capital Delivery (Signalling & Track)

Operational Close Call (Damage to infrastructure) Nr. Clapham Junction

Issue Date: January 2021 For further info please contact: sam.purcell@networkrail.co.uk

Overview of Event:

On Friday 25 December 2020 a Rail & Road Vehicle (RRV) with two trailers was travelling on the Brighton down fast line with the front trailer loaded with civils materials. The loaded RRV was travelling back to the RRAP between 2-5MPH under the supervision and control of the Crane Controller.

Due to the height of the load the arm of the RRV was positioned out of gauge. Tracking an RRV with the arm out of gauge is an approved working method, providing that the route is planned such that the load will not collide with structures, and the Crane Controller precedes the machine and checks the route of travel is clear of obstructions, personnel etc. (It must be noted that its not best practice).

The RRV Operator was under the control of a Crane Controller who proceeded 20-30 meters ahead of the RRV in the 4ft. Upon approaching Signal Post VC611 the Crane Controller failed to carry out a full visual check and instructed the RRV Operator to proceed with travel.

The RRV arm then collided with VC611 signal post causing the ladder to break from the base and signal post to lean forward. No injuries were sustained as a result of this incident occurring. This incident is currently being investigated.

Discussion Points:

- What are the human and logistical factors that facilitate this type of event to occur
- The high load could have been re-arranged to ensure that the RRV arm was positioned within gauge – why was it not perceived as a risk
- Ensure trailers are loaded to specification
- Ensure all perceived risks associated with RRV movements are identified and mitigations & control measures are established and implemented
- Knowledge & understanding of the infrastructure environment and layout
- Surveys carried out prior to activities (familiarisation)
- Use of available technologies
- Are internal processes and procedures robust
- Competency of individuals in safety critical roles
- Fatigue Management
- Utilise current industry initiatives 'Take 5' 'Step Back'

Photos of Event:



TAKE 5 FOR SAFETY
Before, during and after a task

Network Rail

Safety Alert

Safety Bulletin

Safety Advice

Shared Learning



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

www.osborne.co.uk



Damage to Structural Element of Bridge

What Happened

Excavation work for the installation of a new drainage run caused damage to an underground structural support strut. This strut is part of the Fawdon bridge structure which crosses the A1 taking the live Metro line from Central Newcastle to Newcastle Airport. The strut which was damaged was initially thought to be an 'obstruction' of concrete casing to the existing drainage. The engineers planning the works and the night shift delivery team had no knowledge of these underground struts (there are five in total) at the time of planning or executing the drainage works.



Figure 1: Damaged area with exposed rebar

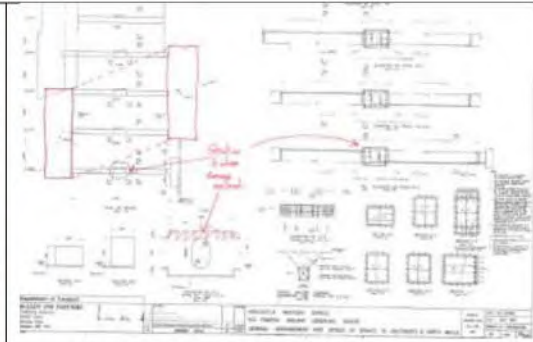


Figure 2: As built historical drawing showing struts

What did we learn?

To prevent a similar occurrence the following should be considered when carrying out excavation works of this nature:

- Ensure all historical drawings and as-built information is fully examined as part of the management of pre-construction information.
- If you are working as part of a joint venture, ensure workshops and regular communications take place between the design team and construction team.
- The message of 'stop and don't continue work if you are unsure about anything' must be strongly and regularly reinforced.
- Review and check your incident escalation communication procedures for clarity and understanding by all relevant parties.

Prompts for Contract Management Teams

- Ensure unusual / abnormal hazard and risk elements identified at due diligence stage are taken forward and transferred into the design risk management phase.



For further clarification and for direct queries, contact – malcolm.shiels@costain.com



SHE Department
For more information please email
she@costain.com

Raised by: Malcolm Shiels
Edited by: Ian Nixon
Issue date: 25 Jan 2021





Background information

People Plant Interface (PPI) related events are the cause of many of our incidents. Following the recent ride on roller incident (see below), we reviewed the safety alerts created and issued in relation to the safe operation of rollers with the aim of preventing further recurrence and improving our learning from incidents within our Supply Chain work in relation to the safe operation of rollers.

Therefore the below summarises the recommendations from those Alerts previously issued and we would ask you to review your existing arrangements and systems of work in relation to the safe operation of rollers.

Planning and Procedures

- Assess the route and ground conditions to ensure they are suitable for the plant to be used.
- Ensure Safe Systems of Work are appropriate, understood and briefed before work starts. Consult with supervision and reassess if anything changes.
- Use physical barriers to identify edge protection.
- Develop a specific assessment for compact / smaller plant due to lack of stability
- Avoid the use of rollers less than 1.2m wide, substitute for remote controlled vibration compaction plates etc
- If the roller has to be smaller than 1.2m wide, this must be approved by Project Director (Supply Chain)

Plant Operation

- Rollers must travel with the seat locked in the forward position. The seat must only be adjusted when stationary.

People.

- Embed robust controls to ensure only trained operatives use plant.
- Ensure adequate supervision in place to manage tasks.
- Ensure all users of plant are trained and competent.

Safe loading

- Use exclusion around plant whilst loading/off loading.
- Consider edge protection on low loader beds and anti-slip material.

Action: Tier 1 Supply chain to confirm completion of the above on Airsweb

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

HEi205



Highways England Safety Alert HEi205 – Page 2 of 2

Reference: SB – 0124.00

Safety Bulletin

Ride on Roller Incident

On the 26th October, an incident occurred which resulted in a ride on roller tipping onto its side as it was being operated too close to the edge of the footpath formation. As the operator of the roller was wearing his seatbelt, he was not injured.



The investigation identified that:

- the narrow width of the roller reduced stability;
- the roller was being operated too close to the edge of the footpath;
- the supervisor had not briefed the operator additional site-specific controls that should have been implemented during this activity.

To prevent any recurrence of this incident a thorough review of the safe systems of work have been undertaken which has resulted in the production of 'RA 120 – Ride on Rollers', the controls detailed within this new generic risk assessment include:

- **A minimum permitted ride on roller width of 1200mm**
- **A minimum 500mm exclusion zone between a ride on roller and any leading edge**

A site-specific risk assessment **must** be undertaken for each shift. The findings must be recorded and briefed to the relevant operatives to ensure any additional relevant controls are identified and implemented – compliance must be monitored throughout the shift by the Supervisor.

Remember: 'Be SAFE' - 'Let's All Go Home Safely'
Follow safety procedures at all times

SHEQ Dept
November 20





The purpose of this document is to guide Highways England's Supply Chain colleagues through the process of, how to record an action against a Safety Alert onto AirswEB, via the Pro-Active Module.

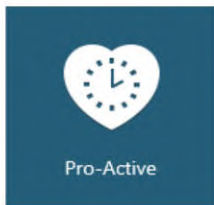
Please ensure the information recorded is in accordance with GDPR. Please see the privacy statement for reference purposes.

AirswEB link: <https://highwaysengland.airswEB.net/Default.aspx>

Before you start please ensure that you have login details for AirswEB 5. If you don't or are experiencing any technical issues with completing this information on AirswEB then please contact the AirswEB Supply chain inbox via: airswEBsupplychain@highwaysengland.co.uk

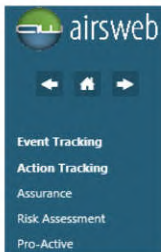
Highways England AirswEB Supply Chain Guidance - Step by Step – Completing a Safety Alert Action

1. Access AirswEB by selecting an appropriate link and 'Login'
2. To record your completed action access:



Select '**Pro-Active**' from the tiles in the main screen
Then select  from the main tiles

or



Select '**Pro-Active**' from the left-hand side navigation menu and '**Enter**' from the bar at the top of the main screen

3. Under the '**Initial Details**' tab select the '**Site/Project**' of the staff you have briefed the alert to, from the dropdown list. *Please note if you have staff based at multiple Sites/Projects you will have to complete an entry for each Site/Project*

Site/Project * :

4. Select your name '**Observer Name**' from the dropdown list
5. Select the location of where the briefing was delivered from the dropdown. If you are unsure then select '**Office**'

- Car Park
- Kitchen
- Off Network e.g. Local Authority Road, Footpath, Marine
- Office area
- RCC CCTV observation on network
- Reception
- Structural Incident
- Toilets

6. Select the corresponding Safety alert from the Dropdown List

KSB Template * :





7. Complete the rest of the page with the **number of staff the alert has been briefed to** (under the corresponding base location) and any further *narrative if you wish to add. Once completed select **'Next'**

** under the 'description field' If a compliance plan is implemented, annotate a plan is in place
Please note: the blue cross is used to censor sensitive information and/or unique identifying numbers – this will not be present on your system.*

8. Under the **'Observations'** tab, use your cursor to select the green field then select **'Next'**

9. Under the **'Positive'** tab if you wish to enter any further narrative you can here.

10. Once you are satisfied with your submission select **'Submit'** and this will generate an ID as shown below. This confirms you have completed the actions detailed within the Safety Alert:

Pro-Active ID 15





“Thinking **differently**...

Making **better** decisions...

Changing **lives**”