



There is always time
for your safety!



January 2020

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January 2020 - STOP Think!



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Introduction

January 2020 - STOP Think!



Welcome to our first STOP Think! Cascade Briefing of 2020. I would like to take this opportunity to wish you all a Happy New Year! I hope many of you managed to have a relaxing and enjoyable break with your family and friends over the festive period.

I would like to extend a special thanks to everyone who was out working for us over Christmas. We had much work taking place, some of it rather unexpected, dealing with another emergency embankment stabilisation to get the trains running before the return to work. I am particularly delighted that it was all completed without any injuries; ensuring that everyone was able to return home safely to their families after working on our Christmas projects.

A Different Side of Health

You might expect me to start the New Year message with a health related message that draws on the indulgences of Christmas and the New Year resolutions of increased exercise and improvements in our eating habits. Well actually, I wanted to start a focus in the New Year on a different side of health...

I have felt for quite some time that in our valiant efforts to improve the wellbeing of our teams, with particular focus on important topics such as mental health; that we have in some ways almost stopped talking about the other hugely important health topics that are still killing thousands of our people every year.

The statistics on work-related illnesses are quite startling. According to the HSE there are still 12,000 lung disease deaths in the UK each year that are estimated to be linked to past exposures at work. In 2018/19 there were a staggering 1.4 million workers suffering from work-related ill health in the UK.

It is estimated that there were 21,000 workers with work-related hearing problems from 2016 to 2019. I could go on but I think the message is clear.

We need to Stop Whispering about Health

I recently attended a conference and the speaker made the point that we continue to shout about safety but whisper about health.

Clearly, the effort that we put into improving the safety of our people remains essential. But it is a very valid point that we are not spending the same amount of time on addressing the area of occupational hygiene, even though the statistics tell us that this is an area that we should absolutely be prioritising.

Please do read the article on this on Pages 8 and 9, where the relationship between occupational hygiene, occupational health and workplace wellbeing are explored in more detail.

Health is Good for Business

We must act together now to control and manage health risks to prevent work-related ill health.

Looking Ahead in 2020

Whilst 2019 was our busiest ever year, 2020 is set to be another bumper year as we support our customers in the delivery of their infrastructure projects. I am looking forward to seeing how our collaborative teams will work together to deliver these schemes safely and provide further improvements in the UK's transport network. We have a great balance between Rail and Highways schemes over a wide geographical coverage which is providing great opportunities for all our teams and our supply chain.

These achievements are only possible due to the strength of our people in Osborne and our wider supply chain, as clearly demonstrated by the success of our Christmas projects. I never cease to be amazed by the efforts of all our teams and the fantastic lengths that they go to for our Business. I wish you all a happy, healthy and prosperous New Year!

John Dowsett
Managing Director Infrastructure



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Non-Infrastructure STOP Think! Moment Scaffold Platform Injury

Please take a minute to read; review all similar works on your projects and brief out as appropriate.

Picture 1 – Gap his leg went down



Picture 2 – How the gap was covered



This STOP Think! Moment is to share learning following a recent incident where an operative was injured when working on a scaffold

What happened?

An operative was working on a scaffold platform unpacking some materials.

As he stepped back away from the materials his foot and leg went down a gap in the scaffold platform which had not been adequately covered.

Initial investigations indicate that the board had not been fixed down and it could have been caught in the packaging that was laying on top at the time (packaging shown pulled back in the pictures). This may have covered the fact that it had moved away from its original location as shown in picture 2.

The operative was sent to hospital where he was told that he had a suspected fracture to his elbow and a hip injury, and is to return to the fracture clinic.

This incident is currently under investigation.

Impacts

- ✓ Operative has sustained a suspected RIDDOR reportable injury

Immediate actions

- ✓ All sites are to check that their working platforms are safe with no unsecured boards or gaps that could lead to similar incidents.

Lessons

- ✓ The immediate lesson to share is the importance of ensuring gaps in working platforms are adequately covered to prevent injuries.
- ✓ This incident is under investigation and any further lessons learned will be communicated.

Nothing is so important that it cannot be undertaken safely.





Learning from:

- Back to Work Briefings
- OUR Life Saving Rules Commit, Comply and Reinforce
- Health Risk Awareness - Treating Health like Safety
- Social and Environmental Benefits - Community Wood Recycling
- Updated Safer Isolation Poster
- Preventing Slips, Trips and Falls
- Highways Safety Hub Incursions

Back to Work Briefings

Welcome back! Whether you had some time off or were working we hope everyone had a great Christmas and New Year.

As each of our sites and offices return to work it was great to see our "Back to Work" Briefings taking place, re-focusing our teams on work after, what is for many, an extended period of leave.

This time of year typically sees an increase in the number of accidents therefore it is important to re-evaluate the conditions and hazards on site and any changes that may have taken place over the closure period.

Learning from 2019 for 2020

During the winter months at the start of 2019, we injured 3 people. Thankfully this is less than the 5 people injured during the same period the year before but is still 3 too many. In 2019 injuries occurred on our Infrastructure projects primarily as a result of **weather conditions, not following the methodology and poor housekeeping**. We asked ourselves:-

1. Could a similar thing occur on this site?
2. What do we need to change/stop to prevent a similar thing happening?

Our Vision

"Through the highest level of safe and sustainable performance, we will protect every person impacted by our works, create a healthy workforce and ensure everyone goes home safely to their families every day."

Back to Work



It's vital to ensure you're fully briefed **before you start**.



Make sure you have a clear understanding of the brief. **If in doubt, ASK!**



Check your area of work for hazards and correct any issues first **before** starting.



Only undertake tasks that have been planned and briefed.

In the same timeframe last year we also had 6 service strikes and reflected on what is different at this time of year which could have caused a service strike increase?





Key Learning from 2019

As a result of a service strike, steel road pins and metal tipped road pins are banned from all Osborne projects.

We also concentrated on how to look out for each other over the winter months, discussing topics such as winter driving, being fit to work, slips, trips and falls and mental wellbeing.



If you see something dangerous report it - **See it, sort it, report it.**



If you think something isn't right or could be done safer then **STOP Think!** and check.



Feel Safe To Ask if you think something is unsafe and be open to someone asking you.

Slips, Trips & Falls	Physically and Mentally Fit to Work	The Environment
<ul style="list-style-type: none"> Take extra time. Be extra aware of your environment and hidden hazards. Wear appropriate footwear. Report poor lighting on site, in offices and walkways. 	<ul style="list-style-type: none"> If you are unwell or fatigued you could put yourself and others in at risk. Both fatigue and mental wellbeing issues can affect your concentration. If you notice a change in the behaviour of the people you work with, ask them how they are and if they would like to talk about it. 	<ul style="list-style-type: none"> Has the plant on site been stood idle for two weeks? Check hoses for signs of wear. Have you put spill kits back near the plant? Are plant nappies still in the right place? Also consider our neighbours - keep nearby roads clean and make sure lights aren't shining into properties.

In 2019 we had **21 injuries**...

But we also managed **344** days without injuring someone.

What can we do to make sure it's 365 days in 2020?

We Can Achieve This!

REMEMBER! If it is not safe – **STOP WORK!** You will be supported.

OUR Life Saving Rules

Commit, Comply and Reinforce

Our Lifesaving Rules are exactly what they say they are – life savers! They are there to help us to ensure that each and every one of us makes it home safe every day.

When people breach one of these rules, they may be lucky and nothing serious happens.

However, they are putting themselves and their colleagues at risk and many of the injuries or fatalities that occur involve someone not following one or more of our Lifesaving Rules.

Do you know the 10 Lifesaving Rules?

PLEASE remind yourselves of their content, meaning and criticality to achieving Everyone Home Safe Every Day.



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Please make sure that everyone who you are working with knows the rules within the five risk areas and obeys them. Talk about the implication of the rules and test each other so that they become habit.

To help you remember them, the following are available on the Southern Shield website:-

1. A Lifesaving Rules video
2. Lifesaving Rules posters in English, Romanian and Polish
3. A Lifesaving Rules Toolbox Talk, as included on pages 28 - 29.

To view the video on the Southern Shield website click the link below:-

[Life Saving Rules Video](#)

STOP Think! - Working responsibly

- Always be sure the required plans and permits are in place, before you start a job or go on or near the railway line or live highway.
- Always use equipment that is fit for purpose.
- Never undertake any job unless you have been trained and assessed as competent.
- Never work or drive while under the influence of drugs or alcohol.

Driving

- Always obey the speed limit and wear a seatbelt.
- Never use a hand-held or hands-free phone, or programme any other mobile device, whilst driving.

Working with Electricity

- Always test before applying earths or straps.
- Never assume equipment is isolated - always test before touch.

Working at height

- Always use a safety harness when working at height, unless other protection is in place.

Working with moving plant

- Never enter an agreed exclusion zone unless directed by person in charge.

OSBORNE

YOUR Life Saving Rules.

Know them, practice them, challenge others!



Health Risk Awareness Treating Health like Safety

When we say “Health and Safety” at work, what we are usually referring to is the safety of our people. Safety is seen as something for both employers and employees, but health feels like a much more personal matter.

Protecting both safety and health are in fact legal duties and it is very clear that we should be thinking more seriously about the health of our people as the statistics on work-related illnesses are staggering:-

- Every year **13,000 people die** from work related causes.
- **99%** of all work-related deaths are caused by work-related ill health.
- Only **1%** of all work-related deaths are caused by accidents,

When considering the construction industry alone the picture is equally bleak:-

- Every year **4000 people die** from work-related ill health.
- Every year there are **82,000 work-related ill health cases** that include lung diseases, cancers, stress, musculoskeletal disorders and hearing loss.
- In 2018, the UK lost **26.7 million working days** due to work-related ill health, costing the economy over **£10 billion**.

The health hazards that are present in so many construction activities are significant and need to be assessed, controlled and managed in order to prevent ill health and protect our people. But these health hazards

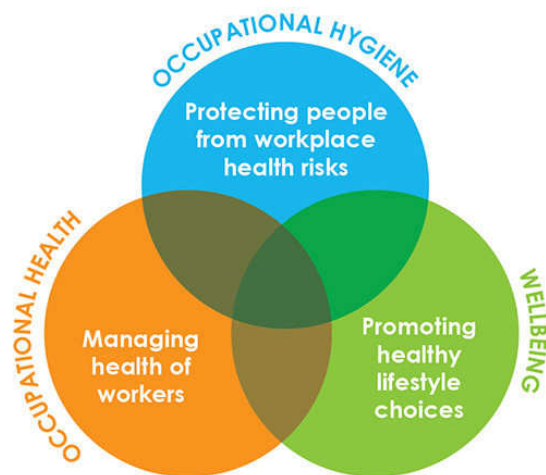
such as solar radiation, diesel fumes, excessive noise and silica dust are not always as obvious as safety hazards. Safety risks are often easier to manage with standard controls such as edge protection and exclusion zones, but health exposures have to be quantified and minimised, meaning that the risks are rarely completely eliminated.

The Three Components of Workplace Health

To truly protect the health of each and every one of our people we must understand the three components of workplace health.

1. Occupational Hygiene
2. Occupational Health
3. Workplace Wellbeing

All three components apply to both physical and mental health and must integrate and complement each another.



Occupational Hygiene – Health Protection

Occupational hygiene protects us from workplace health risks by anticipating, recognising, evaluating and controlling health hazards in the working environment.



These are the risks that the workplace itself creates which are entirely preventable. Occupational hygiene uses science and engineering principles, in order to protect workers from serious and fatal illnesses caused by work-related activities.

Occupational Health – Health Management

Occupational Health has a clinical focus and concentrates on our physical and mental wellbeing in the workplace. It includes things like health surveillance, diagnosis, treatment and fitness for work. The aim of occupational health is to manage our health as it is today.



Workplace Wellbeing – Health Promotion

Workplace Wellbeing encourages healthy lifestyle choices and focusses on the difference you can make to your own health.

A healthier workforce brings obvious benefits for both the workers and employers.



Good Health is Good for Business

By protecting, managing and promoting the health of each and every one of our people we will retain experienced workers for longer and attract health conscious younger workers. But the benefits go so much wider, with cost savings and reputational benefits demonstrating a genuine commitment to Zero Harm – not just Zero Accidents.

Let's Shout about Health

As an industry we have to act now. We must develop a strategic risk based approach that embraces hygiene, health and wellbeing. Since 2017 the HSE has been increasingly focussed on health risks with targeted campaigns, inspections and prosecutions. Everyone will have a role to play in helping us to focus on controlling and managing health risks so that work-related ill health can be prevented once and for all.





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.

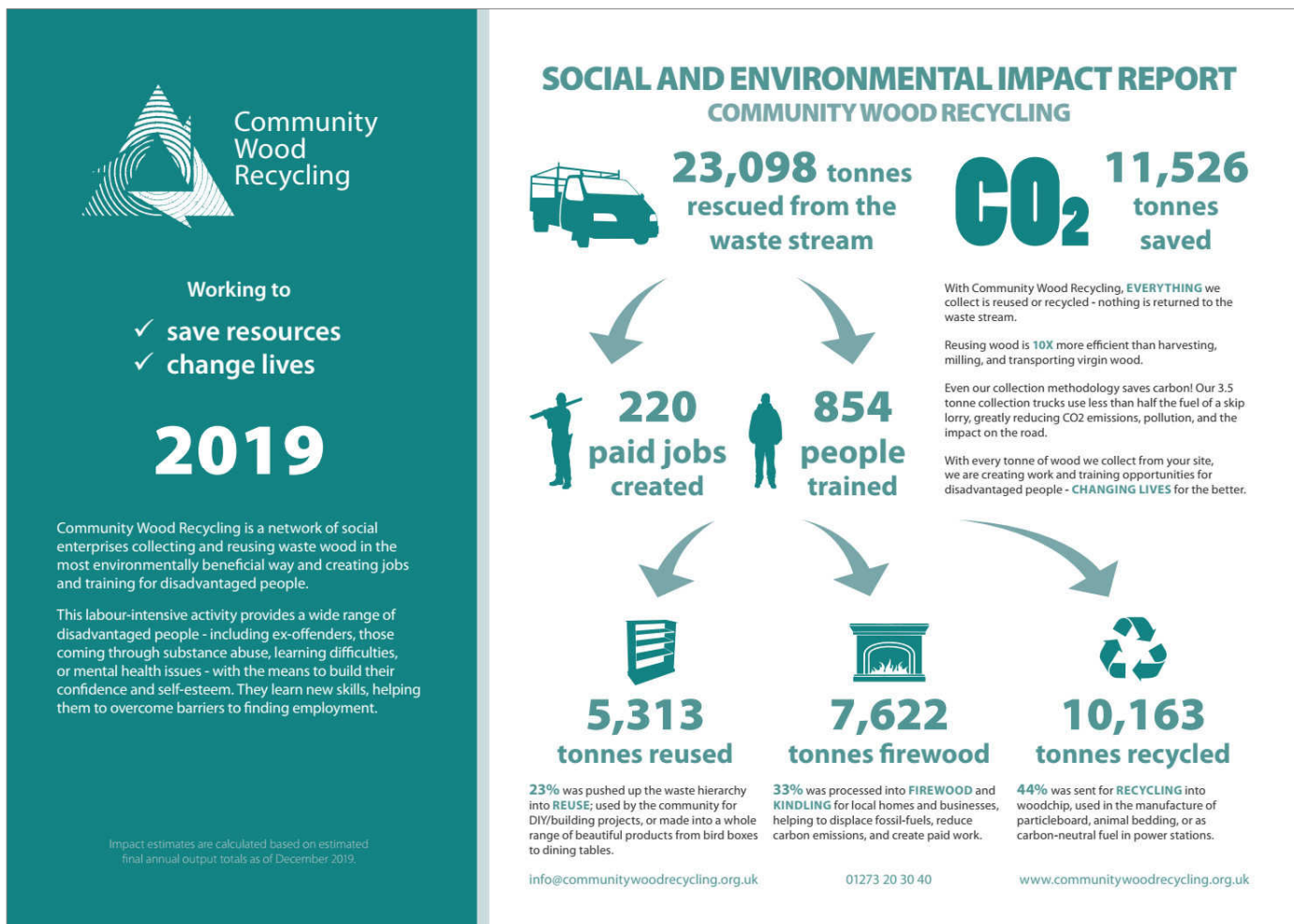
Their scheme is not only worthy from an environmental point of view – but also demonstrates great Corporate Social Responsibility as clearly seen in their recently published Social and Environmental Impact

Report for 2019.

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.

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.

So please do consider using Community Wood Recycling on your sites.





Updated - Safer Isolation Procedure Poster

As seen in the Southern Capital Delivery Safety Update 19-57 dated 18 December 2019, the "Safer Isolation Procedure" poster has been updated.

4 simple steps for using a voltage indicator

Safe Isolation Procedure

Every year people are injured or killed while working on electrical systems.

- 1 Identify and secure the point of isolation**
Identify the point of isolation for the system or circuit. Isolate the supply and secure the isolation by applying a lock off device, and placing a caution/danger notice. Retain the keys or put them in the dedicated lock off box.
- 2 Test the voltage indicator**
It is essential to verify that the correct circuit is dead before undertaking any work, you should use a suitable voltage indicator and a proving unit. Ensure that it operates correctly by testing on the proving unit first.
- 3 Test to confirm that there is no voltage**
Test the outgoing circuit to ensure it is dead.
- 4 Retest the voltage indicator**
Finally, retest the voltage indicator on the proving unit.

IMPORTANT:
When isolating the main source of supply it is also essential to isolate any secondary supply sources. It should be noted that circuits can be incorrectly labelled.
It is vital that additional live line tests are performed at the site of work if remote from the point of isolation to mitigate the risk of incorrect labelling and possible electric shock.

Further information:
More detailed information can be found in the HSE's publication Electricity at Work - Safe Working Practices (HS685) which is available to download free of charge from the HSE website www.hse.gov.uk/

www.southernshield.co.uk

Please print out the updated poster from the Southern Shield Library and display it in appropriate places on your site:-

[Southern Shield Library - Safe Isolation Procedure Poster](#)

More detailed information can be found in the HSE's publication Electricity at Work: Safe Working Practice.

Preventing Slips, Trips and Falls

An 80-year-old man was injured after he fell while walking down the stairs of a temporary footbridge. CCTV footage of the incident revealed no obvious cause for the fall and an inspection before the incident showed that there were no issues with the bridge.

Although there seemed to be no obvious cause for the fall it is important to remember that slips, trips and falls remain one of the most common causes of injuries on site.

Always be aware of your surroundings.

For a great reminder poster visit the Southern Shield Library here:-

[Southern Shield Library - Don't Slip Up Poster](#)

Every year people are killed or injured while working on electrical systems and the poster has been designed by the Southern Shield Electrical Safety Group outlining the correct way to safely isolate electrical equipment.

Please destroy any previous editions of this poster that you may have.

DON'T SLIP UP

Slips, trips and falls are some of the biggest dangers on any site. Here's how to minimise risk:

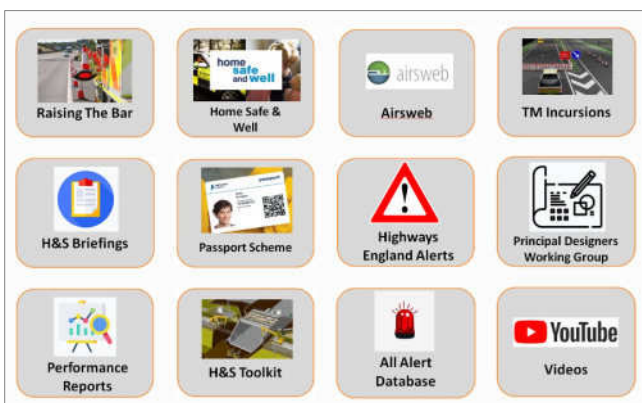
- PPE:** Are you wearing the right PPE? Use safety boots with slip-resistant soles, high-visibility clothing, and safety harnesses.
- LIGHTING:** Can you see what you're doing and where you're walking? Use proper lighting and avoid shadows.
- ACCESS ROUTES:** Do your design and development teams consider and make safe the way you build things? Avoid clutter and ensure clear paths.
- WORKING AT HEIGHT:** Do you follow the Southern Shield Working at Height Strategy and Licensing Rules? Use proper fall protection and equipment.
- TOY SITES:** Is your site tidy before you start work, during work and after completion? Keep work areas clear of debris.
- UNDERFOOT CONDITIONS:** Do you understand how your work affects the ground you're standing on? Avoid uneven surfaces and wet areas.
- MANUAL HANDLING:** Do you understand the correct handling techniques? Use proper lifting and carrying methods.
- STAIRS:** Do you understand the correct use of stairs? Use handrails and avoid rushing.



Highways Safety Hub Incursions

The Highways Safety Hub, as linked below, contains much useful information for working on the road network:-

Highways Safety Hub



In the section on TM Incursions, Highways England has included the newly launched "Incursions in to Roadworks Training Videos".



Vehicle incursions are one of the most common hazards faced by our roadworkers and Highways England in collaboration with 18 highways businesses, including Osborne, have produced a series of 13 short films.

These films are aimed at our designers, managers and traffic management operatives and provide guidance on how to design, plan and install effective control measures, the technology which is available, and how to report an incursion. They are designed to be used within training, and in briefings at the start of shifts to help keep everyone on site safe from incursions and cover the following topics:-

1. Definition of an incursion
2. Assess the location
3. Implement a Traffic Management Design
4. Use of Airlock System
5. Slip Road Closures
6. Following In Incursions
7. Informing the Motorist
8. Site Inspections
9. Incursions resulting from Breakdowns and Accidents
10. Engaging with Members of the Public
11. Importance of Reporting Incursions
12. Use of Deterrents
13. Incursions Data Monitoring



Links to all the videos and further guidance on incursions can be found here:-

[Traffic Management Incursions](#)



Sharing from:

- Swindon Gantries Completed 12 hours Early
- Nazeing Phase 5 Works Complete
- Romsey Road Bridge Open to Traffic
- M25 One Community Newsletter
- Leading in Quality International Award

Swindon Gantries Completed 12 hours Early

Congratulations to our team working at White Hart Junction, Swindon for the safe and efficient installation of the new overhead line equipment (OHLE) gantries.



The gantry works over the Christmas period were completed by our OHLE specialist SPL Powerlines and involved the use of 4 MEWP's and 2 Doosan RRV cranes. Works were completed ahead of schedule some 12 hours early, without incident or accident.

The overhead wires are being transferred onto the new gantries in preparation for construction of the new road bridge over the railway that is part of a major junction upgrade to support the New Eastern Villages (NEV) Development.



In advance of the programme critical Christmas possessions, a collaborative planning day was held with Swindon Borough Council, Network Rail, WSP, Atkins and Highways England to unlock the programme challenges.

Our customer commented:-

I just wanted to say thank you for the work over the last few months and especially in the last few weeks in order that you had a well organised operation set up over the Christmas period for the OLE works in Swindon. The guys worked hard to achieve an early completion and I appreciate the time out they took to be away from their families, regardless that this is something they do as part of the job. Please pass on my thanks to the wider team and SPL.

Works to complete the OHLE alterations will start in February, which will allow the old gantries to be removed to make space for the new precast concrete bridge.





Approximately 120 tonnes of spoil was removed using barges. Due to the presence of water, to pour the foundations, part of the concrete had to be tremie pumped. This method of placing concrete avoids the washout of cement from the mix when the pour is under water to ensure a reliable strength of product.

The team are now setting up for Phase 6 Bearing Replacement Works.



A massive well done and thank you to all.
For your commitment and dedication to ensure the safe delivery of this critical milestone ahead of time.

Well done to the Whole Team.
For your continued focus and meticulous planning on this technically challenging scheme.

Nazeing Phase 5 Works Complete

Congratulations to Billy Knight-Wood and our team at Nazeing New Road Bridge for hitting another major milestone in the comprehensive refurbishment of this structure. The Phase 5 works included preparations for the jacking of the bridge to allow replacement of the bearings.

A Portadam was installed to reduce the pressure on the river wall and allow excavation for construction of the pad foundations for the jacks. The complex operation presented many challenges for the team to overcome such as excessive ground water ingress and space constraints.





Romsey Road Bridge Open to Traffic

Our team at the Romsey Road Bridge have achieved another key milestone, with the traffic being safely switched onto the new single span structure.



With completion of all the utility diversions and traffic now crossing the new structure, the drainage and kerbing works are now being completed on the east side of the new bridge approaches.

The team are also preparing the remaining east half of the original bridge for demolition at the end of this month, which will require the third and final closure of the M27 motorway below.

During the road closure weekend, the final surfacing works will also take place on the new Romsey Road Bridge.

Congratulations All.

For your safe and considerate delivery of this complex and high profile scheme that has required comprehensive management of numerous stakeholders throughout.

M25 One Community Newsletter



Issue 1 - December 2019

At the end of last year it was great to see the first edition of the new "M25 One Community Newsletter." Their Newsletter showcases projects and shares stories of successes, best practice, and initiatives from across the M25 Community.

The One Community comprises six main supply chain partners - Jackson Civil Engineering, Osborne, Tarmac, Skanska, R&W, Connect Plus Services, and their wider supply chains, who work in partnership with Connect Plus to collectively develop and share like-minded values, behaviours and initiatives. Together they focus on promoting and encouraging a culture that enhances the health, safety and wellbeing of all those within our M25 Community.

Within this first edition our team were proud to share two articles on our Gade Valley Project, including their successful trial of an innovative paint removal technique called "Sponge-Jet Blasting"

New Sponge-Jet Blasting Technique Solves Dust Problem at Gade Valley

Sponge-Jet Blasting has helped to dramatically reduce dust, lower costs and improve safety and downtime on the project. This method uses a porous urethane sponge material impregnated with an abrasive. When the sponge strikes the surface it flattens out to expose the abrasive which then cuts into the coating and substrate.





As the sponge rebounds, suction is created which helps to entrap dust and dramatically reduce airborne particles.



The material is then fed through a recycler which cleans the sponge for reuse, meaning that around 95% of the material can be reused.

- Using this technique for paint removal allows other trades to be working in closer proximity therefore providing programme benefits.
- Vacuum recovery of the sponge means that it is quicker and less labour intensive than traditional grit blasting. This also reduces issues around manual handling.
- Containment requirements are far less onerous and can therefore be installed more quickly than for traditional blasting because of the reduced dust and lower operating pressures.
- Decreased dust levels also help to lower workforce exposure and improve visibility in the confined space.

If you would like to receive the full Newsletter, please contact a member of our M25 Connect Plus team.

Thank You M25 One Community.
For sharing this informative Newsletter to help us create a learning culture for the benefit of all.

Leading in Quality International Award



Our Group Performance Improvement Manager, Angelique Macrez has won Quality Professional of the Year at the CQI International Quality Awards for 2019.

Angelique is working with teams across our business to improve quality by simplifying processes and creating novel visual solutions.

The judges were particularly impressed by the time Angelique devotes to visiting our actual processes across our sites, her understanding of our work and her continual appetite for asking questions and learning.

A fantastic achievement, congratulations Angelique!





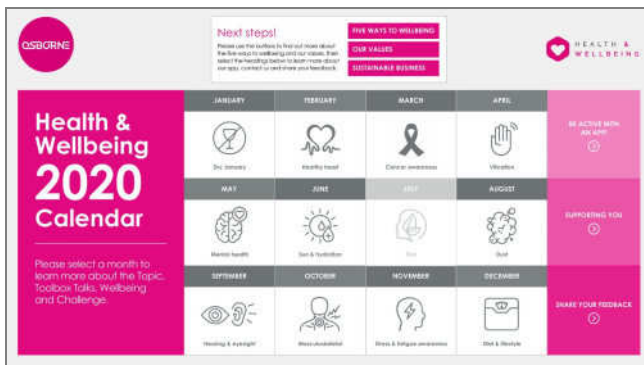
Health & Wellbeing



- Health and Wellbeing Calendar 2020
- Dry January
- Health Benefits of Going Dry
- Alcohol and Calories
- Beating the "Winter Blues"

Health and Wellbeing Calendar 2020

As part of our ongoing commitment to the health and wellbeing of our people, the Health & Wellbeing Team have updated the interactive calendar for 2020.



Each month provides information on specific health and wellbeing topics including Toolbox Talks, useful websites, videos and posters.

For 2020, the "Facts and Stats" Section has been updated with eye-opening statistics that will really get you thinking.

The Health and Wellbeing Calendar for 2020 is available via the homepage of iGO, or can be accessed from the link:-

[Health and Wellbeing Calendar 2020](#)

If you have any thoughts or suggestions that could be shared in the calendar please contact a member of the Health & Wellbeing Team at:-

HealthandWellbeing@osborne.co.uk

Dry January



After a festive break with family and friends we encourage you all to start 2020 by giving your body a well-earned break from alcohol.

"Dry January" is brought to us by Alcohol Change UK. Every hour, someone dies as a result of alcohol. Alcohol Change UK are working to reduce the harm drinking causes.

They are not an anti-alcohol charity, but are looking for alcohol change; for a future in which people drink as a conscious choice, not a default; where the issues which lead to



alcohol problems such as poverty, mental health issues and homelessness are addressed; where those of us who drink too much, and our loved ones, have access to high-quality support whenever we need it, without shame or stigma.

Health Benefits of Going Dry

WARNING!

Side effects may include:

- ▷ Better skin
- ▷ Losing weight
- ▷ Sleeping better
- ▷ Saving money

Giving up alcohol for 31 days can promote great health improvements and reduce the risk of serious health problems such as strokes, heart and liver disease. It can lower blood pressure, reduce diabetes risk, lower cholesterol and reduce levels of cancer-related proteins in the blood. Dry January helps people to drink more healthily year-round and shows us that we don't need alcohol to relax and have fun. For more information visit:-

[Alcohol Change - Dry January](#)

Facts & Stats

50%

OF VIOLENT CRIME
CAN BE ATTRIBUTED TO ALCOHOL

Alcohol is linked to more than **60 medical conditions** including liver diseases, heart disease, some cancers and depression.

Alcohol is estimated to cost the NHS **£3.5 billion** annually.

5 WAYS TO HELP YOU CUT BACK ON ALCOHOL

<div style="background-color: #663399; color: white; padding: 5px; font-weight: bold; font-size: 24px; margin-bottom: 5px;">1</div> <div style="background-color: #663399; color: white; padding: 5px; font-weight: bold; font-size: 12px; margin-bottom: 5px;">HAVE A GOAL</div> <p>Set yourself a goal based on what you want to achieve – this could be stopping altogether or aiming to only have alcohol at the weekend. Decide on a start date and try to stick to it.</p>	<div style="background-color: #663399; color: white; padding: 5px; font-weight: bold; font-size: 24px; margin-bottom: 5px;">2</div> <div style="background-color: #663399; color: white; padding: 5px; font-weight: bold; font-size: 12px; margin-bottom: 5px;">MONITOR YOUR INTAKE</div> <p>Why not keep a drink diary? Writing this on a regular basis will help you to work out how much you're drinking.</p>	<div style="background-color: #663399; color: white; padding: 5px; font-weight: bold; font-size: 24px; margin-bottom: 5px;">3</div> <div style="background-color: #663399; color: white; padding: 5px; font-weight: bold; font-size: 12px; margin-bottom: 5px;">UNDERSTAND YOUR TRIGGERS</div> <p>Work out which situations you know will encourage you to drink and then look for alternatives. For example, if you're going out with friends, why not suggest the cinema instead of the pub?</p>	<div style="background-color: #663399; color: white; padding: 5px; font-weight: bold; font-size: 24px; margin-bottom: 5px;">4</div> <div style="background-color: #663399; color: white; padding: 5px; font-weight: bold; font-size: 12px; margin-bottom: 5px;">ALTERNATE YOUR DRINKS</div> <p>Remember to pace yourself. Try drinking each drink more slowly or alternating alcoholic drinks with soft or low alcohol ones.</p>	<div style="background-color: #663399; color: white; padding: 5px; font-weight: bold; font-size: 24px; margin-bottom: 5px;">5</div> <div style="background-color: #663399; color: white; padding: 5px; font-weight: bold; font-size: 12px; margin-bottom: 5px;">FIND WAYS TO RELAX</div> <p>Look for activities like swimming, yoga or going to the cinema, which will make you feel good and don't involve alcohol. Sometimes the better we feel, the more motivated we are to look after our health!</p>
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Alcohol and calories

ALCOHOL CHANGE^{UK}

Unhealthy weight gain is a concern for many of us in the UK, and alcohol is high in calories. How can we make healthy choices when it comes to including alcohol in our diets?

Among adults who drink, alcohol accounts for somewhere between 4% and 10% of our total calorie intake. For those of us who are watching our weight, reducing how much alcohol we drink is one way to manage the number of calories we consume.

Research has shown that the general population has a relatively poor awareness of the number of calories in their drinks. A survey of over 2,000 UK adults in 2014 showed that over 80% of people did not know or underestimated the number of calories in a large glass of wine, and over 60% of people did not know or underestimated the number of calories in a pint of lager.¹

This situation is not helped by the fact that many alcohol producers do not list on their packaging the number of calories in their drinks.²

Among adults who drink, alcohol accounts for somewhere between 4% and 10% of our total calorie intake.

How many calories are there in alcoholic drinks?

The recommended daily calorie intake for a man is around 2,500 calories (kcal) and for a woman around 2,000, although these values can vary depending on things like age, weight, and fitness levels.³

One gram of alcohol contains seven calories (7kcal), compared with 9kcal per gram for fat, and 4kcal per gram for carbohydrate and protein. One unit of alcohol contains eight grams or 10ml of alcohol, which provides 56kcal. However, other ingredients in alcoholic drinks, such as sugar, cream and fruit juice, can add more calories.

The table below provides an estimate of the total calories found in different types of alcoholic drinks. Use the unit calculator on our website to find the number of units and calories in your favourite drink.

Type of drink	Size	Alcohol by volume (ABV)	Units	Calories (kcal)
Standard glass of wine	175ml	12%	2.1	158
Large glass of wine	250ml	12%	3.0	225
Beer, lager, cider	Pint	5.2%	3.0	222
Spirits (neat)	25ml	40%	1.0	50

Watching your intake

Many of us often forget to include alcoholic drinks when thinking about how healthy our diet is. It is easy for calories from alcohol to add up quickly and unnoticed.⁴ Alcohol is also an appetite stimulant, which can lead to overeating at mealtimes and late at night.

To provide all the nutrients needed to maintain health and reduce the risk of disease, a healthy balanced diet containing a variety of foods is needed. Alcoholic drinks lack most essential nutrients and vitamins, so if alcohol is providing many or most of the calories in the diet then there is a risk of nutritional deficiencies.

To achieve and maintain a healthy weight it is best to moderate our alcohol intake. Drinking alcohol rather than eating to prevent putting on weight should be avoided.

Tips for healthier drinking

It's important to remember that there's nothing wrong with calories. They provide the energy our bodies need to function. However, we all need to moderate our alcohol intake as part of staying healthy, both to ensure that we're not consuming too many calories, and to reduce our risk of other alcohol-related harm like cancers, liver disease and mental health problems.

A good way of reducing how much alcohol you drink is try taking days off drinking or alternating between alcoholic and alcohol-free drinks on a night out. You could also download our free app, Try Dry, to help you track your drinking and cut down at alcoholchange.org.uk/app.

www.alcoholchange.org.uk



Beating the “Winter Blues”

Lots of people get depressed in winter, or suffer from "the winter blues". The medical name for this winter depression is **Seasonal Affective Disorder (SAD)**.



Millions of us say we've suffered a winter-related low mood – and there is sound scientific evidence to support the idea that the season can affect our moods.

In our bodies, light helps to stop the production of the sleep hormone melatonin, making us wake up. It is thought that SAD sufferers are affected by shorter daylight hours in the winter. They produce higher levels of melatonin, causing lethargy and symptoms of depression.

So if the short, dark days are getting you down, what can you do to feel like yourself again?

Get More Light

Try to get as much natural sunlight as possible. A lunchtime walk can be extremely beneficial. Make your work and home environments as light and airy as possible and sit near windows when you're indoors.

Eat yourself Happier

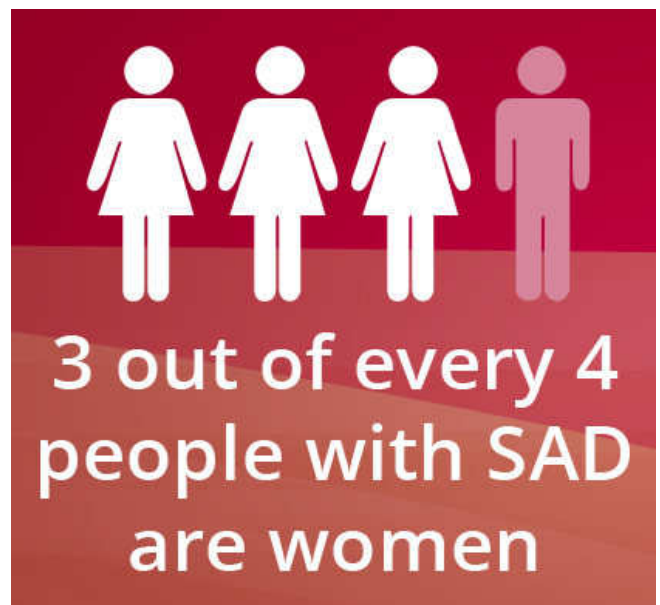
Winter blues can make you crave sugary foods and carbohydrates such as chocolate, pasta and bread, but don't forget to include plenty of fresh fruit and vegetables in your diet.

Be Active

There is convincing evidence that 30 minutes of vigorous exercise three times a week is effective against depression and that even lighter exercise has a beneficial effect. Outdoor exercise has double the benefit because you'll gain natural daylight.

Talk about being SAD

Talk to your family and friends about SAD, so they understand how your mood changes during the winter. This can help them to support you more effectively.



For more information visit the NHS website:-

[NHS Seasonal Affective Disorder](#)



Piling Method Redesign Success Ickenham Station Step Free Access

The London Underground Accessibility Programme will deliver at least 22 new step-free stations by spring 2024, to make 38% of the Underground Step Free. The Programme aims to deliver the first 15 stations by spring 2020 and our teams are safely and efficiently progressing the Lot 1 Stations. The scheme at Ickenham Station includes the installation of a new walkway from the ticket hall leading to two new lift towers serving each platform.



When is an issue no longer an issue? When it's resolved within 24 hours...



Our team working at Ickenham have been complimented by our customer for their 24 hour resolution of an unforeseen ground condition that required the piling methodology to be changed.

When our team struck ground water on a Thursday afternoon, by the end of the day a different methodology for the piling had been proposed. The very next morning this was passed to the geotechnical team for approval and the different pieces of kit organised. These were on site and in use by lunch time and less than 24 hours after the problem had arisen the team were piling again.

Our London Underground Project Manager commented;

"Last time I was aware of an issue like this occurring, it took a couple of weeks to resolve. This was a less than 24hour turn around between ourselves and Osborne between issue discovery, resolution and agreement to works continuing. I think this performance from everyone involved demonstrates the spirit of collaboration, trust and shared ownership of problems..."

Congratulations Team Ickenham!

This sort of turnaround is quite unprecedented in London Underground and demonstrates how far our relationship has developed.



Epsom Emergency Embankment Response Stabilisation Works to get Trains Running

Enormous congratulations to our One Team Wessex, including our supply chain for safely and successfully completing embankment stabilisation works to allow the Epsom to London line to be reopened in time for the main return to work commuter rush on January 6th.



Having only just completed works to stabilise an embankment at Ashmead, just before Christmas our emergency response team were called out to another failed embankment, this time at Epsom. With the track collapsed between Epsom and Ewell West Stations, train services into Waterloo were suspended and our team began working around the clock to get passengers back to work by the end of the festive break.

This was a particularly difficult site to gain access to and our team have literally had to take over the end of residents' back gardens, demolishing garden buildings to allow a haul road to be built to the required area. To allow works to begin, track monitoring was installed and access staircases formed. The existing toe ditch was piped and in-filled to allow a haul road and piling mat to be formed. A man-safe system was installed at the crest of the embankment.



The affected section of track and ETE and HV supplies were removed and 13 metre long sheet piles installed at the intervention on the upside of the embankment.

Hence the failure zone of the existing embankment was removed and reinstated with 4000 tonnes of granular fill.



What Good Looks Like

January 2020 - STOP Think!



A huge amount of design and site work has been completed in just 3 weeks, with many people sacrificing their festive plans to ensure that passengers could once again continue their journeys at the soonest opportunity.

Congratulations and Thank You Team Epsom

With particular praise to **Jaswinder Rupra, Steve Early and Derek Rapson** for their unwavering commitment in professionally delivering another earthworks emergency project. Thank you all for giving up your Christmas and New Year holidays with very little notice to ensure that we could get passengers moving as quickly as possible. We are hugely grateful to you all for your dedication and for putting passengers first.



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

Our Teams doing Great Things for Others It's in our DNA

Generous Donations spread Christmas Cheer

Our teams at our A46 project and Innovaré recently collected items for the local Coventry Foodbank. The donation was gratefully received by the staff at the centre, most of whom are volunteers. The centre is a large warehouse facility and from here the food donations are split up and delivered across 17 different locations around the city and surrounding area.



Thank you to all who joined in our Christmas Jumper Days. At Romsey our team celebrated their Christmas Jumper day by bringing in donations for the local food bank.



Our One Team Wessex raised just over £200 in support of their chosen charity "Save the Children". The team in Reigate held their Christmas Jumper Competition, bake sale and shopping event to raise £227 for the YMCA East Surrey.

Thank You All for your kind Donations!

Such gestures make an enormous difference to someone less fortunate – so what better gift to give at Christmas.



SHE Performance Summary – December 2019

Improvement Opportunities Frequency Rate (IOFR) the Current Rolling IOFR Is: **4.41**
(Target of 2.5 per 1000 hours worked)

Accident Frequency Rate (AFR) Days since the Last RIDDOR Accident: **231**
The Current Rolling AFR Is: **0.05** against a threshold of 0.01

Service Strike (SSFR) Days since the last Service Strike: **62**
The Current Rolling SSFR is: **0.86**

**December
Total Number IOs
418**

**December
No. Safety, Health &
Environmental IOs
339**

**December
No. Business IOs
79**

Reference	Incident Date	Project	Description of Incident
Injury			
I/025423/025	10 Dec 2019	M25 J28 Intrusive Surveys.	Operative cut leg with Stanley blade.
RTC			
I/025423/024	04 Dec 2019	M25 J28 Intrusive Surveys.	RTC involving IPV and TM installation vehicle.
Traffic Incursion			
I/025418/013	12 Dec 2019	M25 J10 Wisely.	Traffic Incursion.
I/025445/006	13 Dec 2019	K1-2 M20 Jct 9 and 9-10 West Bound.	TM Incursion by HGV.
Asbestos Related			
I/025423/023	04 Dec 2019	M25 J28 Intrusive Survey.	Possible asbestos found on site.
Property Damage			
I/070380/003	15 Dec 2019	Ickenham LUL Step Free Access Lot 1 Station.	Member of public car damage.
Other			
I/025414/013	03 Dec 2019	A500 Etruria Widening.	Two operatives received non-negative D&A results.





Improvement Opportunities

December IO Statistics

During the month of December the level of engagement with the IO System was reduced due to the festive break but this is expected to go up again this month as working hours return to normal and our teams undergo their Back to Work Briefings.

Top Projects in December

- LUL Step Free Access 38
- Ashmead Embankment 37
- White Hart Lane Level Crossing 29
- Feltham Combined Scheme 28
- Epsom Embankment 25

Top IO Originators in December

- Jon Blackman 32
- Derek Rapson 30
- James Devoir 15
- Sean Hebden 14
- Nigel Howell 13

Top Suppliers in December

- Deploy UK 13
- NW Rail 4
- Galldris Construction 3
- Coleman Construction 2
- Arcadis Consulting 2

Top SHE Categories in December

- Access / Egress / Site Security 83
- Site Housekeeping 33
- Site Welfare 28
- Personal Health 24
- Working at Height 18

Our IO Frequency Rate at 4.41 remains consistently above our target of 2.50 for every 1000 hours worked. Access, egress and site security continues to top our categories each month. Please do continue to submit your IOs on doing things differently and innovations; helping us to embed our learning culture and to continuously improve. THANK YOU!

Infrastructure Improvement Opportunities

Month	Total No. IOs	Total No. People Raising IOs
October	701	190
November	805	188
December	418	137
How many did your site submit last month?	?	?



Tool Box Talk - Help STOP the Spread of Flu



Help STOP the Spread of Flu

TOP TIPS to reduce your risk of catching Flu this season and to help prevent it from spreading.

Flu is an extremely unpleasant, highly infectious, viral illness that is easily spread by coughs and sneezes. You can catch Flu all year round, but it's especially common in winter.

- ! You are more likely to give it to others in the first five days from the day your symptoms start.
- ! The Flu virus can live on hands AND other surfaces for 24 hours.

Help Yourself to NOT Catch Flu

Be vigilant and consider all the common surfaces you might touch on a daily basis. The Flu virus can potentially live on these for up to 24 hours. For example;

- ! Push buttons such as those used in lifts and at road crossing.
- ! Taps.
- ! Touch screen facilities such as used at banks, doctors' surgeries and ticket machines.
- ! Door handles and push plates, window handles.
- ! Desk top telephones and hot desk keyboards.
- ! Communal area surfaces.
- ! Public transport grab handles, railings and seat arm rests.

Recognise key risk areas and ensure you regularly wash your hands with warm water and soap, particularly after using public transport or communal areas and before eating.

- ! Maybe wear gloves when using public transport to provide an immediate barrier from surface germs?
- ! Avoid using shared key boards whilst eating?

Help STOP the spread of Flu Germs



- ! Wash your hands often with warm water and soap to prevent passing on the Flu germs.
- ! Avoid close contact with people who are sick.
- ! Cover your mouth and nose.
- ! Avoid touching your eyes, nose or mouth as viruses can transfer from your hands and into the body.
- ! Stay home when you are sick so you do not spread the illness to other people.
- ! Turn away from other people when you cough or sneeze.
- ! Use single-use tissues to trap germs when you cough or sneeze.
- ! Dispose of the tissue immediately.
- ! Wash your hands after coughing, sneezing or using tissues.
- ! Do not share cups, glasses, dishes or cutlery.

If you believe you have flu then please follow medical advice from professional sources such as the NHS website; <https://www.nhs.uk/conditions/flu/>



Tool Box Talk – Life Saving Rules (Page 1 of 2)



Southern Capital Delivery Toolbox Talk

The Lifesaving Rules 14 November 2019

They are life savers

The Lifesaving Rules are exactly what they say they are – life savers. When people breach a Lifesaving Rule, they may be lucky and nothing happens; however, many of the serious injuries or fatalities that occur are a result of someone not following one or more of these rules.



Working at height 1.4m from the edge with no protection – is it worth it?

A Lifesaving Rules safety conversation

- How many of the Lifesaving Rules can you remember?
 - A [Lifesaving Rules animation](#) is available on the Southern Shield website for you to view. This shows you an easier way to remember the Rules.
- Why do people break the Lifesaving Rules?
 - Don't know the rules
 - Don't care
 - Pressure of work
 - Poor working practices and culture
 - Scared to challenge
- Why are some of the Lifesaving Rules symbols in blue and some in red?
 - **Blue symbols** are things that you must always do
 - **Red symbols** indicate things you must not do (unless...)



Working at height is a common rule breach. No one in the group challenged the use of a stepladder which had been approved by a construction director.

Posters

You can download or view the Lifesaving Rules posters. There are Polish, Romanian and English versions on the Southern Shield website at:

<https://www.southernshield.co.uk/library/3/>



If you want hard copies of any of these posters, contact:

shield@networkrail.co.uk

Contact us: shield@networkrail.co.uk



Tool Box Talk – Life Saving Rules (Page 2 of 2)

The Lifesaving Rules

Remembering the Lifesaving Rules – it's easy as 1, 2, 3...4

One rule when leaving home

1 Never work or drive under the influence of drugs or alcohol

Two rules on the road

1 Never use a hand-held or hands-free phone, or programme any other mobile device, while driving.

2 Always obey the speed limit and wear a seat belt.

Three rules arriving at work

1 Always use equipment that is fit for its intended purpose.

2 Never undertake any job unless you have been trained and assessed as competent.

3 Always be sure the required plans and permits are in place, before you start a job or go on or near the line.

Four rules when on site

1 Never enter the agreed exclusion zone unless directed to by the person in charge.

2 Always test before applying earths or straps.

3 Never assume equipment is isolated. Always test before touch.

4 Always wear a safety harness when working at height, unless other protection is in place.

Contact us: shield@networkrail.co.uk



Safety Bulletin

A serious incident has taken place



Contact with Overhead Line Equipment (OLE) – serious injury

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

Ref: NRB19-22

Date of issue: 27/12/2019

Location: Kensal Green, Western Route



Overview

At approximately 23.00 on Christmas night, a worker in a mobile elevating work platform (MEWP) basket came into contact with live OLE in a worksite. He suffered serious burns and is now in hospital in a stable condition.

Early investigation has revealed that the task was part of a longer snagging list from the Crossrail project. While the MEWP was on a line below isolated OLE, the basket was moved across the adjacent lines towards energised overhead lines to adjust a dropper. At that part of the worksite, the isolation limits were staggered and the adjacent lines were still live. The isolation limits were not specifically marked in the worksite.

The task briefing covered a large amount of work over several shifts during the possession. The activities were a continuation of planned work from the previous shift.

Not all team members were familiar with the area and the Machine Controller did not have the Safe Work Pack a shift in advance.

Discussion Points

- Are your task briefings sufficiently clear and concise to enable workers to be clear what their work is that shift?
- How do you clearly identify/mark the limits of isolations, particularly where limits overlap and adjacent lines remain live?
- Are all the roles clear on your site – could there be confusion about who is the Person In Charge?
- Make sure everyone is aware of the work safe procedure.
- When you use 'Take-5', how do you challenge assumptions to avoid repeating an earlier error?
- How and where do you test before you touch electrification assets?



Safety Bulletin

A serious incident has taken place



Burns after petrol spill while refuelling

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

Ref: NRB19-21

Date of issue: 23/12/2019

Location: Mountfield Sidings, Kent, Southern Region



Overview

A serious staff accident occurred on Sunday 1st December when one of our colleagues was working in Mountfield sidings replacing a crossing. The injured person suffered burns to his right leg and hands, and was taken by ambulance to the hospital directly from the site of work.

The injured person refuelled the disc saw at the refuelling location a distance away from where the work was being undertaken. He then came back to the site of work and told his Team Leader he could not do the cut as he had spilt fuel on his trousers.

The Team Leader started the next cut when the ground suddenly caught light next to where the cut was happening. The injured person stepped in to help stamp out the flames and his trousers also caught alight. He tried to put the flames out his hands and was pushed to the ground by other members of staff to help put the flames out.

The investigation is currently ongoing, but we would like to issue a few immediate reminders.

Discussion Points

- Are you familiar with company Risk Assessments and Task Risk Control Sheets: Re-fuelling; Decanting Fuel and Fuelling Small Plant? (NR/L3/MTC/RCS0216/GHE05, NR/L3/MTC/RC0216/GA17).
- Always make sure your refuelling location is at least 10 metres away from any work site, other machines or naked flames.
- Always make sure to have a suitable first aid kit on site i.e. including burns kit.
- Take the plant to the fuelling point and not the fuel to the plant.
- Avoid spilling any fuel over the machine / container, if spilling occurs: wipe off the excess fuel; dispose of any rags as hazardous waste (keeping them apart from any ignition sources); leave the machine for two minutes before starting it up.
- If fuel is splashed/spilled onto clothing, remove and replace that clothing and clean affected skin immediately.
- Decant / re-fuel machines from the container using a flexible spout or funnel - DO NOT fill / decant direct from the container.
- Always think about your own safety before helping others.



07971 125 180 24 hour Infrastructure Advice & Reporting

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

www.osborne.co.uk

Reference: SB- 110



Safety Bulletin

Excavator Injury

On the 17th of December an operative was injured whilst securing a 14t long reach excavator onto a drag trailer. The operative sustained cuts to the bridge of his nose and forehead both requiring stitches. This incident had the potential to cause serious life changing injuries.

Whilst the investigation is still ongoing the factors below have been identified:

- Both the excavator operator and injured party knowingly worked within the swing radius of the long reach excavator.
- The excavator operators coat had hooked over the left control lever when he had accessed the cab. Once the 'dead mans' arm was lowered the excavator arm immediately slewed to the right contacting the injured party in the ribs and causing him fall and hit his head on the ground.
- The injured party is recovering well and is expected to be back at work soon.



REMEMBER –

- Never enter the exclusion zones around any item of plant unless they have been disabled and you have received the 'Thumb's up' (or similar approved acknowledgement) signal from the operator.
- Prior to starting any plant or equipment ensure that all controls are free from obstruction and not engaged in an operating position.

'Be SAFE' - 'Let's All Go Home Safely'

Danny Pitcher Senior SHEQ Advisor - December 2019

Follow safety procedures at all times



Safety Advice

Action required following a serious incident



Working safely on scaffold towers

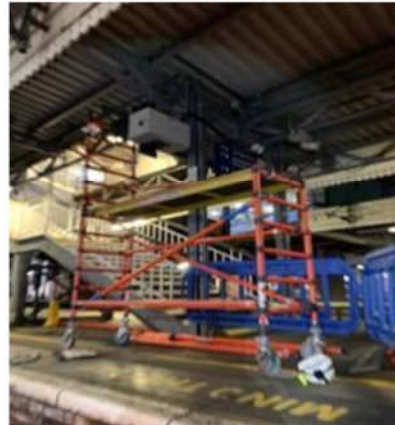
Issued to: **Network Rail line managers, safety professionals and RISQS registered contractors**

Ref: NRA19-15

Date of issue: 30/12/2019

Location: Paddington Station

Contact: Dave Corkett, NR Project Director, Capital Delivery, Wales and Western



Overview

On 28th December 2019 a team went to undertake the final installation testing of a banner repeater signal head that had been installed on platform 11 of Paddington Station.

A GRP tower scaffold suitable for working in local vicinity of overhead line equipment (OLE) was utilised to access the banner repeater.

The tower had been constructed and de-constructed four times during the course of the shift. It was utilised by four separate teams.

Whilst accessing the tower to test the banner repeater, part of the tower became detached, securing clips had not been correctly used when the tower was constructed, resulting in that part of the tower and the member of staff falling to the platform and then into the four foot.

The member of staff is in hospital with broken bones but is expected to make a good recovery.

Discussion Points

Sites should check that tower scaffold have been correctly constructed by competent, trained staff.

- As a person in charge do you know your responsibilities when overseeing work with tower scaffolds?
- What competencies do you or your team hold to construct tower scaffolds?
- Who in your team checks that scaffolds have been correctly constructed?
- What would you look for to make sure a tower scaffold is correctly constructed?
- Do you close call or use the work safe procedure if towers aren't correctly constructed?
- Review the appropriate selection of access equipment for the task being undertaken, is there a better option considering the hierarchy?



Safety Alert

Accident Description:

On 9th December 2019 at 0830 hrs, during a planned maintenance operation of sweeping and trimming of bushes & shrubs on the verge from the hard shoulder, which was guarded by an impact protection vehicle (IPV) in accordance with Chapter 8 along with accredited personnel.

The IPV slowly encroached within the work area and came into contact with a tree-clearing vehicle causing injury to two operatives.

These work activities were being carried out ahead of a surfacing scheme to allow safe use of the hard shoulder for the travelling public during night-time operations.

An investigation is underway, and this alert will be updated and redistributed once the investigation findings are concluded.

Immediate cause

Struck by a moving vehicle when IPV driver encroached into work area causing two injured personnel.

Underlying causes: -

1. A commonly used Safe System of Work (SSOW) implemented, which utilised the use of an impact protection vehicle to safeguard the workforce. However, whilst the IPV driver was experienced and fully accredited to undertake this technique the required distance between the IPV and working vehicle (75m +/- 25m) was not maintained and deviated from Chapter 8 & National Highway Sector Scheme training (NHSS).

Working on behalf of



Collaborating with



Things to be considered:

- Are your current arrangements suitable and sufficient for the task?
- Work should be planned to prevent anyone working between the IPV and any other vehicle where possible
- Are your emergency protocols suitable for the task?
- What is your method of communication between different vehicles and is it suitable and sufficient for the task?
- If unsure STOP works immediately and ask.

*Please note, this is an immediate safety alert to inform all contractors who may have a similar operation to review your current SSOW.

If you have any enquiries about this safety alert information, please contact

highways@huyton-asphalt.co.uk

Harm  Avoidance



07971 125 180 24 hour Infrastructure Advice & Reporting

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



www.osborne.co.uk

Southern Region
Capital Delivery
Safety Update

Southern
Capital
Delivery Safety
Update 19-52
dated 5 Dec
2019

A significant event has occurred – Pontoon Destabilised

Survey works were being undertaken to determine the depth of existing sheet piles around the bridge piers as part of a scour project. A pontoon with three spud legs to keep it stabilised was positioned in the river – with the pontoon sliding up and down on the spud legs as the tide rises and falls. However, the pontoon tilted and destabilised when one side did not slide down the spud leg.



On the preceding two days there was persistent rainfall which, accompanied with an equinox tide, led to an abnormally high tide of circa. 4.9m which was over 1m higher than previously experienced on site. This in turn led to the river breaking its banks and causing flooding on either side of the river.

The Port of London Authority made the decision in the early hours of Friday morning to open the sluice gates of Richmond Lock and Weir which is about 350m downstream from Richmond Railway bridge where the pontoon was located. This caused an accelerated drop in the water level and subsequent high flow rates. Larger lateral forces were imparted on the spud legs which caused one of the three legs to move laterally and out of plumb. As the pontoon dropped with the falling tide one corner caught on this angled spud leg stopping it from moving down and this led to the pontoon being held high of the water and ultimately, to the pontoon destabilising.

Fortunately, no one was on the pontoon at the time; no one was injured and there was no environmental spill. All spud legs have been removed and the pontoon is currently moored up until the investigation is complete, appropriate actions can be implemented and works can then re-commence.

Immediate action taken

Following advice from the specialist supplier, as well as the Pontoon and Vessel specialists, a large barge with on board lifting equipment was mobilised to site last week and will be on site 24/7. The barge will be founded on its spud legs which are self-calibrating, meaning that if they are out of level an alert is given and they can be lifted and re-placed vertically. The pontoon will then be placed on a single central spud-leg and will be laterally tied to the barge and monitored 24/7. The investigation into this incident is still ongoing.

Immediate considerations for Southern Capital Delivery

- Had anyone been working on the pontoon at the time, a number of controls were in place that would have mitigated against any workers being harmed by falling into the water.
Have you got adequate controls and emergency rescue plans in place?
- The rise in the tide and heavy rainfall that contributed to the event were unforeseen.
Have you considered how changing environmental conditions could affect your risk profile?



Ignition of Gas service following a strike

On Friday the 29th November at 14:30 CityFibre were informed of a high potential strike incident. CityFibre's Principal Contractor (PC) reported a combined gas and electric strike, resulting in ignition of the gas.

SAFETY BULLETIN SB012



What Happened:

Executive Summary – On Friday the 29th November at 14:30 CityFibre were informed of an incident in an FTTH City. CityFibre's Principal Contractor (PC) reported a combined gas and electric strike, resulting in ignition of the gas. SGN (Gas Network) and the emergency services were called to support in the incident. SGN and PC worked to make the area safe, no injuries were reported and the road was closed as a precaution whilst the repair was made. The cables were lowered, trench backfilled and area made safe with full reinstatement undertaken the following morning.

The strike was on both Electric - 35mm & Gas – 25mm service connections to a property. The services had been laid in a combined utilities trench. There were no safety indicative markers such as tiles or tape present in the trench, nor was there any distinct separation or sand split between the two utilities. The utilities were buried significantly shallower than specified with by NJUG (industry guidelines).

The fire was extinguished by 17:00, with PC supporting SGN engineers by hand digging to expose the damaged plant and electricity cables. By 19:00 the electric supply was restored. A temporary reinstatement was made of the excavation and the PC returned in the morning to permanently reinstate the works.

Key Learning:

1. Ensure all teams are briefed on the [STREET WORKS UK GUIDANCE ON THE POSITIONING AND COLOUR CODING OF UNDERGROUND UTILITIES' APPARATUS](#)
2. Ensure that Safe Dig Techniques are followed as per [HSG47](#)
3. Ensure service drawings are in date and fully reviewed prior to any excavation work
4. Use the CAT & Genny together (in avoidance mode). We recommend the use of the ECAT4+ and version 4 Genny so that Survey results can be recorded electronically. This will aid the identification of correct usage and level of usage. All operators of the equipment must be trained and competent to use.
5. Safe systems of work such as risk assessments and method statements are in place and understood.
6. All strikes must be reported to incidents@cityfibre.com as detailed in the contractors contract and/or construction phase plan.

STOP

1. Stop all works immediately
2. Evacuate the area
3. Set exclusion zone

INFORM

1. Project Manager /Supervisor
2. Utility owner
3. Emergency services (if necessary)

REPORT

1. Inform City Fibre PM /SHEQ
2. Email to; incidents@cityfibre.com (within 2Hrs)
3. Document & photograph evidence

RECORD

1. Provide witness statements
2. Provide document & photograph evidence
3. Issue full report to City Fibre SHEQ (5 days)



07971 125 180 24 hour Infrastructure Advice & Reporting

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

www.osborne.co.uk

SAFETY ALERT

Gas Utility Strike



At approximately 11:30 on the 27th November, a Planer at Welsh Road East clipped an uncharted 20mm gas pipe pressure release valve (PRV), for a medium pressure gas main, located approximately 225mm below ground level; it is believed that the Planer knocked the cap off.

Work was immediately stopped, exclusion zone set up and SGN called to attend the scene as a matter of urgency.

The service was completely uncharted and had been previously tarmacked over by an unknown party. The only services that were known about in the area were a BT cable at 750mm and Gas main at 800mm and these had exclusion zones set up to avoid them.



Extensive trial holes on Welsh Road East also gave no indication that the pressure valve was there. SGN inspector arrived within the hour and then the Gas team arrived another 30 minutes later to uncover the service fully and to repair the damage/make safe.

Initial findings show that all relevant processes and procedures were followed however, an investigation will be conducted to determine if our processes are robust enough and if we could have done more to prevent this.

There were no injuries as a result of this incident.





INFORMATION



Safety Alert

Lighting Unit dropped through Incorrect fixing

10 December 2019

Background information

A recently installed street lighting unit dropped to the ground on the A27, fortunately without causing harm, as a result of an unauthorised modification to the lighting unit / column arm connection.

Investigation Findings

The lighting unit was attached to the horizontal arm of the column, 15m above the carriageway via a horizontal, 100mm long, male to female tapered connection (Photograph 1).

A lanyard was provided to provide secondary protection to prevent the unit falling, however the bracket securing the lanyard would not fit around the main arm of the column bracket and was instead bolted to tapered section of the arm connection.

The unapproved lanyard installation resulted in the lighting unit connection and lanyard bracket working loose and falling to the ground.

The connection required a full 100mm engagement due to the location of fixing bolts and the internal taper of the lantern fixing.

Remedial works were required to all lighting units installed in this manner with the unauthorised detail, to provide the full 100mm connection (Photograph 3) along with re-torquing the fixing bolts to manufacturer's settings.

Recommendations

Changes to the lanyard connection must be approved by the Designer / Manufacture and agreed with the Overseeing Organisation.



Photograph 1. Lanyard incorrectly fitted



Photograph 2. Lighting Unit to Column fixing



Photograph 3. Correct Fixing Detail

If you have any queries about this safety alert information announcement or any other safety announcement then please contact Simon.Langley@highwaysengland.co.uk
HEi132

home safe and well



07971 125 180 24 hour Infrastructure Advice & Reporting

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

www.osborne.co.uk



SAFETY REMINDER



Issued: 22/11/2019



USE OF REMOTE CONTROLLED LORRY LOADERS

This Safety Alert is being issued as a reminder for the safe use of radio remote controls on lorry loaders.

As you are aware the consequences of not isolating remote control whilst moving can, and has in the past led to **serious injury and death**.

REMOTE CONTROL ISOLATION BUTTON



In the meantime, please find below some guidance notes, which have been extracted from ALLMI Guidance Note GN016:

Safety Tips for Operators using Remote Controls

- Always check site rules to confirm that the use of a remote control is permitted.
- Always use the belt / neck strap provided.
- The operator must always be aware of the working area, including their proximity to the load and vehicle.
- Never stand between the load and a fixed object such as the vehicle or a wall.
- Never move unless the remote control is isolated.
- Always use in accordance with the manufacturer's instructions.
- Always ensure the remote is de-activated when not in use.
- Always store the control unit in a suitable place when not in use.



WHAT CAN I DO?

If you see any Operator not following the above – please tell them – for their and others sake!

For further guidance reference

<https://www.allmi.com/overview/safe-use-of-remote-controls.html>



Environment Bulletin



Network Rail to adopt Defra Biodiversity Metric for measuring the net impact of capital development projects on biodiversity

Issued to: **Environment & Sustainability Mailing List**

Ref: NREB19-01

Date of issue: 3/12/2019

Location: National

Contact: Katy Beardsworth, Environment Strategy Manager, STE
Environment & Sustainable Development.



Overview

Since 2017 Network Rail has operated a bespoke Biodiversity Calculator using a metric created by the Department for Environment, Food and Rural Affairs (Defra) to account for biodiversity losses and gains resulting from development works. It had been planned to update the Network Rail Biodiversity Calculator (NRBC) once the Defra v2.0 metric was released to keep the two tools aligned.

In July 2019 Defra published the updated Defra Biodiversity Metric v2.0 as a beta test version; Natural England are now promoting the v2.0 metric for immediate use and will gather user feedback to finalise the tool in Spring 2020.

A number of practical factors have been considered:

- a) Defra v2.0 is currently a beta version, and could be updated again in early 2020;
- b) Natural England have provided a fully functional Excel calculator platform for using the v2.0 metric, along with extensive published guidance;
- c) Natural England have committed to further reviewing and updating their biodiversity metric at appropriate intervals as national strategies and methods for measuring net biodiversity impacts continue to evolve.

Based on these factors it has been decided that Network Rail should not continue investing resources to maintain a bespoke NR Biodiversity Calculator and should instead move to adopting the Defra/NE metric.

Discussion points

New Network Rail infrastructure development works that:

- a) satisfy the NR/L2/ENV/015 requirements for undertaking biodiversity accounting, **and**
- b) are at GRIP 3 or earlier (and equivalent work phasing for Works Delivery) at the date of this Bulletin; should start using the new Defra/NE v2.0 beta calculator with immediate effect. This will generate early experience of the operability of the new toolkit, and support Defra/NE's request for beta testing feedback.

Network Rail infrastructure development works that satisfy the NR/L2/ENV/015 requirements for undertaking biodiversity accounting, but have already passed GRIP 3 (and equivalent work phasing for Works Delivery) at the date of this bulletin may continue using Network Rail Biodiversity Calculator (NRBC) if baseline assessments have already been completed using the NRBC. These works may transition to the Defra/NE v2.0 beta calculator on a voluntary basis.

Withdrawal of the NRBC will require a variation to NR/L2/ENV/015 (para. 6.1), which currently specifies use of the NRBC only. STE will manage those changes to the L2 standard during the post-implementation review, to be completed within 6 months.

Network Rail will establish a technical working group (TWG) on Biodiversity Accounting. The TWG will focus on working through and resolving challenges in consistently applying Net Gain Biodiversity outcomes, particularly on infrastructure development projects. The shift to using the Defra Biodiversity Metric will be included in the TWG remit. Volunteers for membership of the Biodiversity Accounting TWG are being collated.

The Natural England link below provides access to Defra Biodiversity Metric v2.0 documents
<http://nepubprod.appspot.com/publication/>.

The Defra 2.0 calculator, guidance documents and 'user feedback' survey will either be hosted or linked via our Safety Central pages. We will also set up a redirect message in Safety Central to steer people to the Defra tool.

If you have any queries please contact an STE Environment Team member direct, or via the SustainableDevelopment@networkrail.co.uk mailbox. Alternatively you could post on the Yammer sites for Environment and Sustainable Development.



Key Points for January

- **Working Responsibly**

- **Back to Work Briefings** – Briefings to reverse the trend of an increase in accidents following the festive break, including tips to look out for each other this winter.
- **REMEMBER!** If it is not safe – STOP WORK! You will be supported.

- **Our Life Saving Rules**

- **Do you know the 10 Lifesaving Rules?** PLEASE remind yourselves of their content, meaning and criticality to achieving Everyone Home Safe Every Day.
- **Toolbox Talk** – Visit Southern Shield's Toolbox Talk or watch their video as a great reminder.

- **Health Risk Awareness - Treating Health like Safety**

- To truly protect the health of each and every one of our people we must understand and apply the three components of workplace health. Good Health is Good for Business.
 - **Occupational Hygiene** – Protecting people from workplace health risks.
 - **Occupational Health** – Managing the health of workers.
 - **Workplace Wellbeing** – Promoting healthy lifestyle choices.

- **Incursions**

- Vehicle incursions are one of the most common hazards faced by our roadworkers. Please visit the suite of videos that are designed to be used within training, and in briefings at the start of shifts to help keep everyone on site safe from incursions.

- **Health & Wellbeing**

- **Dry January** - Giving up alcohol even for a few weeks can promote great health improvements such as losing weight, better sleep and more energy – as well as saving money!
- **New! Health and Wellbeing Calendar 2020** – Available via the homepage of iGO.
- **Ways to Embrace Winter and Beat the Blues** – Keep active, eat a healthy diet, try to get more natural daylight and talk to your family and friends about feeling SAD during the winter.
- **Toolbox Talk - Help STOP the Spread of Flu**. Top tips to reduce your risk of catching flu and to prevent it from spreading.





“Thinking **differently**...

Making **better** decisions...

Changing **lives**”