



Contents

January 2021 - STOP Think!



Section	Page No.
Introduction	
John Dowsett Introduction	3
Learning Together	
Back to Work Briefings	4
Better, Faster, Greener – The Construction Playbook	5
Increase in Out of Hospital Cardiac Arrest	6
How to Help Victims of Sudden Cardiac Arrest During Covid-19	7
Wellbeing Wednesdays Inspiring Healthy Lives	8
Highways Safety Critical Communications Toolbox Talk – Repeat Back	9
Railway Benefit Fund	10
Sharing our Successes	
Digital Mapping of the M25	11
Official Opening of Feltham Station Cycle Bridge	12
New River Bridge Construction in Numbers	13
Safe and Efficient Silt Dredging at Cheriton Pond	13
What Good Looks Like	
Wanborough Emergency Embankment Response to get Trains Running	14-15
Strategically Important Strengthening Completed at Gade Valley Viaduct	16
Rail Services Complete Essential Asset Improvements	17
Key Project Milestone Achieved in MillWay Road Overbridge Major Blockade	18
Critical Milestone - White Hart Junction Overhead Line Equipment	19
Millbrook Station Footbridge Demolition Completed Five Hours Early	20
What Good Feels Like	
Improving People's Lives - Laverstock Team Help a Local Care Home	21
Supporting our Communities – A Fitting Tribute at Markyate Footbridge Opening	22

Section	Page No.
Look After Yourself and Each Other	
Health and Wellbeing Calendar 2021	23
Dry January	24
Know your Units	25
Alcohol and Calories	26
Brew Monday	27
Beating the Winter Blues	28
Toolbox Talks	
Repeat Back - Highways Safety Critical Communications	29-30
Safety Statistics	
SHE Performance Summary December '20	31
Improvement Opportunities	32
STOP Think! Moments	
STOP Think! Moment – Fall from Stepladder	33
Let's Talk about Ladders	34
External Alerts	
Assault on Public Amenity Worker	35
Property Damage from Uncontrolled Vehicle Movement	36
Injury to Piling Rig Attendant	37
People Plant Interface – High Potential Near Miss	38
Excavator Bucket Falls onto Live Carriageway	39
Safe use of Devices on or near the Line	40
Safe Isolations Access and Competence	41



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Welcome to our first STOP Think! Cascade Briefing of 2021. I would like to take this opportunity to wish you all a Happy, Healthy and Safe New Year! I hope many of you managed to have a relaxing and enjoyable break with your closest loved ones despite it clearly being a very different kind of festive season.

I would like to extend a special thanks to everyone who was out working for us over Christmas. We had much planned work taking place and once again work that was rather unexpected. Our emergency teams were called to an embankment stabilisation at Wanborough and attended East Croydon Station to deal with an issue with the glazing. I am particularly delighted that all works were completed without a single injury; ensuring that everyone was able to return home safely to their families after working on our Christmas projects.

Please Take Extra Care

With the new Covid variant increasing challenges across the country and infection rates so high, please can I emphasise the need to take extra care, both at work and in your personal lives. Please revisit your risk assessments with a fresh eye. Reconsider the controls that you have implemented to make your site Covid secure and think whether there is anything further you could do to give your people confidence that they are safe when they come to work on our behalf. Please re-double your efforts to ensure that everybody complies with these measures and realises the importance of their own actions.

Health – A Personal Responsibility

Whilst it is rather traditional to start a New Year message with a health-related theme and New Year resolutions of increased exercise and improvements in our eating habits – this year it is more important than ever to be at our healthiest.

Physical health can help you to stay healthy emotionally too. Eating the right food and keeping fit will help your body to fight illness and help you to cope with the challenges that we are all facing. Please think of realistic goals that might help you to become a little healthier. Don't forget that Wellbeing Wednesday is a great source of inspiration and the Rail Wellbeing Live website offers a fabulous library of free guidance.

Looking Ahead in 2021

Over the past 10 months, we have worked hard with our customers to keep our key infrastructure transport projects operating safely, with last year proving to be our busiest year ever, despite the pandemic. With an exciting pipeline, the future of our Infrastructure Business looks very bright and this consistent growth is set to continue for 2021. With so many great schemes to be delivered I am excited to see what this year brings!

This is only possible due to the strength of our people in Osborne and our wider supply chain and the fantastic relationships that we have with our key customers. I never cease to be amazed by the efforts of all our teams and the extraordinary lengths that they go to for our Business.

I am incredibly grateful for the personal sacrifices that you have made in supporting us through this most difficult of times. Whilst the roll out of the vaccine programmes give us hope that 2021 will eventually be a much better year than 2020, we still have a way to go before life gets easier. So please support each other as we continue our journey together in 2021.

John Dowsett
Managing Director Infrastructure



Back to Work Briefings

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.”

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 year our briefing was less visual and more like a traditional Toolbox Talk to cater for the restrictions placed on project teams around social distancing and people gathering.

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.

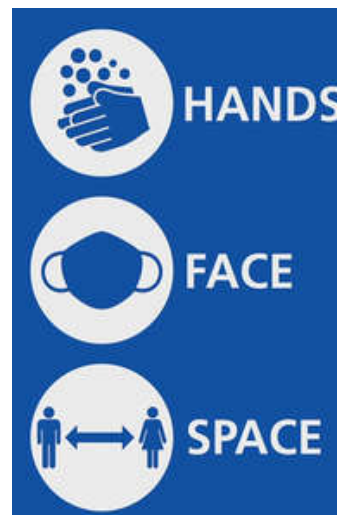
Learning from 2020 for 2021

During the winter months at the start of 2020, we injured 5 people which is sadly 2 people more than during the same period the year before.

In 2020 injuries occurred on our Infrastructure projects primarily as a result of **manual handling** and **poor housekeeping**.

In addition, Kadipo suffered a fractured femur when he was struck by a reversing dumper. People and moving vehicles must be kept apart. Where this is not possible, a robust methodology must be planned and implemented to keep our people safe.

We concentrated on how to look out for each other over the winter months, discussing topics such as access routes, lighting and work environments, plant and vehicles, being fit to work, winter clothing, slips, trips and falls and being considerate of our neighbours.



The need to strictly adhere to our Covid secure measures was of course high on the agenda in the continued battle to keep each other safe whilst delivering key infrastructure transport projects for our customers.

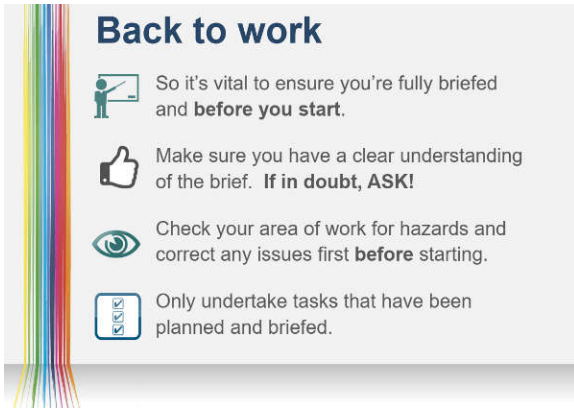
REMEMBER!

If you feel unwell at all, please stay home!





Southern Capital Delivery “Back to Work” Briefing Pack



The Southern Capital Delivery Back to Work briefing pack including briefers notes can be

downloaded from the Southern Shield website as linked below;

[Back to Work Briefing](#)

De-vegetation Safety Stand Down

Network Rail has also produced a safety stand down following three serious accidents whilst carrying out de-vegetation works. Please do use this pack to brief your teams if you are carrying out similar duties. It can be downloaded from the Rail Safety Central website here;

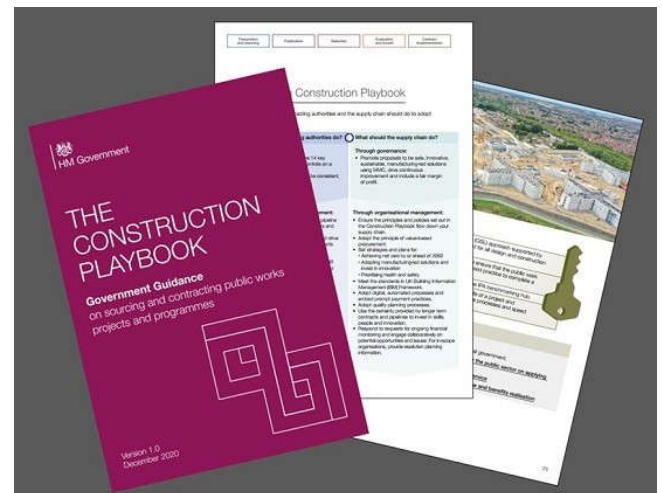
[De-vegetation Safety Stand Down Pack](#)

Better, Faster, Greener - The Construction Playbook

Better, faster, greener – that is the future for the construction sector. The Construction Playbook as launched recently brings that future one large and significant step closer.

The Construction Playbook is the trigger for essential and lasting change. Previous reports talked about what the industry “needs to do” to resolve its problems. The Construction Playbook takes those issues and focuses on implementation of the necessary changes, underpinned by fourteen new government policies which will transform how we assess, procure, and deliver construction. These new policies are carefully positioned to achieve the Prime Minister's ambition of better, faster, and greener delivery.

The very way in which the Construction Playbook has been produced sets the agenda and underlines what can be achieved by industry and government working together with a clear focus.



It provides the most important catalyst for change the industry has seen in a very long time. If you have not done so already, please take a look via the link below;

[The Construction Playbook](#)



Increase in “Out of Hospital” Cardiac Arrest



Global research has shown that the risk of Out of Hospital Cardiac Arrest (OHCA) has increased during the Covid-19 pandemic. Several factors are driving this increase including;

- Hesitancy to attend hospital to seek care during Covid-19.
- Increase in emergency response times due to teams being stretched.
- Underlying cardiovascular issues before having Covid-19.
- Cardiovascular issues or Myocarditis as a result of having Covid-19.

Approximately 1 in 3 people with Covid-19 has cardiovascular disease making it the most common underlying health condition, and three quarters of adults who have had Covid-19 experienced heart damage recovery. This highlights the importance for our teams to have rapid access to an automated external defibrillator and the knowledge to act safely and quickly.

Performing CPR during Covid-19

Sudden cardiac arrest can happen anywhere, anytime. When it does the heart unexpectedly stops beating properly and the victim's best chance of survival is immediate

CPR and a rescuer with an automated external defibrillator (AED).

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



Please see the poster opposite for further guidance.

Please Keep your AED Warm

It is really important during the cold weather that each Powerheart G5 AED is kept warm. Please check the “Rescue Ready” indicator each day that shows the readiness status of battery, pads, and device.

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

For more information, please visit **www.zoll.com**.





How to Help a Victim of Sudden Cardiac Arrest During Covid-19

Don't panic. You can help.

HOW YOU CAN HELP

ERC Guidelines for Lay Rescuers – Adapted for COVID-19

Check for danger

Assess breathing visually; do not open the airway or approach the victim's nose and mouth.

Call for help and Emergency Services

Cover the victim's nose and mouth with a surgical mask or a cloth. If available, also wear a mask yourself.

Start hands-only CPR

Attach AED as soon as possible and follow the prompts

HOW ZOLL CAN HELP YOU

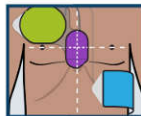
ZOLL® AEDs with Real CPR Help®



Check responsiveness: "Are you okay?"
Assess breathing visually.



Call for help and Emergency Services



"Attach AED pads to patient's bare chest."



"Don't touch patient, analyzing."



If shock is advised, "Press flashing shock button."



If no shock advised and after shock is delivered, "Start hands-only CPR."

Note: Always be sure to wash your hands after assisting during a medical emergency.



Not all AEDs are created equal.

ZOLL AEDs provide support throughout the CPR process with real-time guidance and feedback on compression rate and depth. This helps responders deliver the best possible CPR to increase a victim's chance of survival.

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Wellbeing Wednesdays Inspiring Healthy Lives

It's just a few weeks since more than 13,000 of you from across the industry joined Rail Wellbeing Live, the biggest wellbeing event in the history of rail.

Much of the content is still available to watch on www.railwellbeinglive.co.uk for the foreseeable future, providing a fantastic library of amazing free wellbeing content for you all to view on demand.

But wellbeing isn't just about two days of the year...

To build on the success of Rail Wellbeing Live and help improve wellbeing, FREE bespoke content will be shared each month that focuses on improving the physical and mental wellbeing of everyone who works in our industries.

A wellbeing theme has been set for each month and informative materials will be published on the Rail Wellbeing Live website along with sharing best practice from across the industry so we can all learn from each other.

OFFICIAL

Wellbeing Wednesdays Calendar 2021

Join us on the 1st Wednesday of every month at 11am talk all things wellbeing ...

Wellbeing WEDNESDAYS
Inspiring healthy lives across the railway

Stay in touch and hear more about our themes and content at <https://www.railwellbeinglive.co.uk/>

Or share your work with us at: contact@railwellbeinglive.co.uk

Wellbeing Wednesdays will be hosted on the first Wednesday of each month, with star speakers. These 30 minute livestreams feature top rail industry professionals alongside wellbeing experts. They can be viewed live at 11am or viewed later on catch-up.



Please subscribe to these sessions through the Rail Wellbeing Live website and stand down and engage with these short sessions each month.

To share any wellbeing best practice please email contact@railwellbeinglive.co.uk.

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



Highways Safety Critical Communication Toolbox Talk

Safety Critical Communication is a vital part of what we do across our projects every day. Poor communication during any operation can lead to mistakes and when this happens during safety critical works such as traffic management, the consequences can be very grave indeed.

To help us all to improve the consistency and control of our highways safety critical communications and ensure that they are understood, we have developed a Safety Critical Communication Briefing for our Highways Teams and supporting Toolbox Talk as linked below;

[INF-GID-2050-1000 Safety Critical Communication Briefing](#)

[INF-GID-2050-1005 Repeat Back Toolbox Talk](#)

The Toolbox Talk has been included on pages 29 and 30.



Please ensure that Repeat Back is being used in relation to all Traffic Management operations with immediate effect and help all our teams to use this method of communication.

If you have any questions, please contact Kelly.Coupland@osborne.co.uk.



Railway Benefit Fund



Helping railway families through tough times

Funded entirely by donations and fundraising efforts, the Railway Benefit Fund is the rail industry's charity in the UK and is solely dedicated to providing help and support to current, former and retired railway people and their families during tough times.

The Railway Benefit Fund focus on the wellbeing, needs and concerns of the "Railway Family", offering practical help, wide-ranging advice and financial support to those who need it and all in the strictest of confidence. Assistance is provided in many forms and is specifically tailored to an individual's situation. This bespoke care includes;

- Financial Wellbeing and Resilience Tools
- Debt Advice
- Grants Programme
- A free Legal Advice App
- Family Support

To learn more about the great work and full range of services of the Railway Benefit Fund, please see their comprehensive information pack as linked below;

[Railway Benefit Fund - How we can help](#)

Railway Benefit Fund Ambassadors

A Railway Benefit Fund Ambassador is somebody who is passionate about helping their fellow rail workers and wants to get involved and do their bit for the industry they love. The Railway Benefit Fund have a target of reaching at least 100 Ambassadors across the UK rail network in 2021.



Ambassadors are the eyes and ears on the ground for the charity. They raise awareness of the charity within their work location so their colleagues know where they can receive help if needed.

If you would like to find out more and become an Ambassador, please visit the Railway Benefit Fund website;

[Railway Benefit Fund Ambassadors](#)

Help is only a phone call away
0345 241 2885

or email
info@railwaybenefitfund.org.uk





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

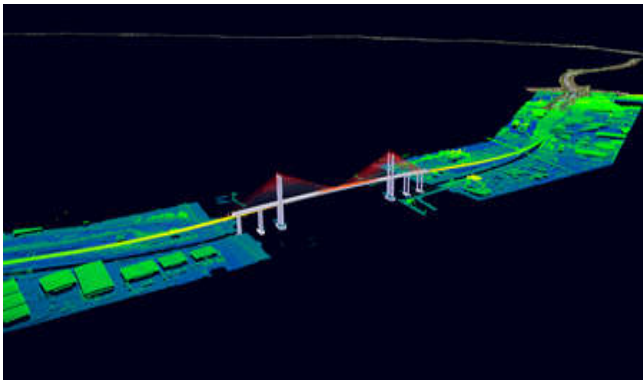


PROGRESSIVE

Continually adapting and improving to be the best

Digital Mapping of the M25

Together with strategic partners Connect Plus Services and Sensat, we have now successfully digitally mapped all 120 miles of the M25 motorway for Connect Plus, in the largest drone mapping exercise to take place in the UK to date.



In just 30 days, Sensat used their advanced drone data capture and visualisation capability to map 23 billion data points and 85,000 high-resolution images.

The operation required special permission from the Civil Aviation Authority to fly drones within built up areas to capture physical photogrammetric survey data safely and efficiently, without the need for traffic management or lane closures.

The drone mapping exercise has resulted in highly accurate 2D and 3D representations of the UK's busiest motorway and its adjoining trunk and slip roads. The models will be a key source of information that will support the team in planning and decision-making, increasing safety by reducing the need for boots on the ground in a live highway environment.

To read the full article in the New Civil Engineer please do visit their website here;

[M25 Mapped by Drones to produce 3D Model](#)

Congratulations to all involved in this great initiative.

The digital twin of the motorway will increase productivity and support safe delivery.



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Official Opening of Feltham Station Cycle Bridge



Our team at Feltham Station have reached another significant milestone with the official opening of the new cycle bridge. The completion of the cycle bridge marks the completion of the final element of the two-year complex works, which have included

closure of the level crossing, extension of the station platforms and commissioning of the additional station entrance.

Great feedback has been received from our customer and our supplier;

"The team has had to work incredibly hard in the face of substantial challenges... but through diligent collaboration we managed to overcome them and complete all elements of the scheme to the benefit of both passengers and the wider Feltham community. This represents a fantastic advert as to how the OTW Framework can work cooperatively and effectively in delivering works."

"On behalf of McNealy Brown, I would like to personally thank and praise the Osborne team involved with the Feltham Cycle Bridge Project... a pleasure to work alongside."

Congratulations to the **WHOLE** team!

For your safe completion of a quality product to the benefit of both passengers and the wider community.





New River Bridge Construction in Numbers



Our team at New River Bridge have been reflecting on a busy year with fantastic progress made. The surfacing is now being laid and the scheme is on track for a Spring 2021 completion. So far they have used;

- 20,000 tonnes of recycled stone.
- 6,000 tonnes of earth removed from site for responsible fill.
- 3,000 tonnes topsoil for landscaping.
- 1,500 tonnes of concrete.
- 5 number 55 tonne pre-cast beams
- 50 number 22 tonne pre-cast culvert sections.

The funding partner, Hertfordshire Local Enterprise Partnership and our customer recently visited the site and were full of praise for the project;

"We were all truly impressed with the progress made, especially during such challenging times, and it is quite the tidiest and well-run site I have visited – a credit to you and to Osborne."

"...its only my third visit but progress was impressive and its looking great. All the hard work from everyone is certainly showing."

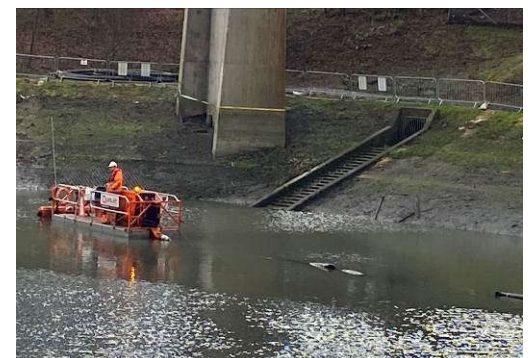
Enormous Congratulations to the WHOLE team including our Suppliers.

To consistently receive such feedback is true demonstration of your immense efforts to deliver this project safely and in the true Osborne spirit. You should feel very proud.



Safe and Efficient Silt Dredging at Cheriton Pond

At our M20 Cheriton Pond scheme a few challenging weeks have resulted in a change from a normal muck shift to using specialist dredging techniques. A small dredger is now being used to start removing the contaminated silt from the pond into large sausage tubes that allows the water to seep out via an osmosis reaction. The silt will dry out to allow it to be loaded into trucks and disposed of via a licensed tip.



Thank You Team! For your enormous efforts to find the safest and most efficient methodology for this project.



Wanborough Emergency Embankment Response Stabilisation Works to get Trains Running

Enormous congratulations to our team at Wanborough Embankment including our supply chain for safely and successfully completing emergency embankment stabilisation works. This week the railway line has been reopened for essential journeys to be made. An amazing achievement!



Our team were already working at Wanborough, simultaneously stabilising two separate areas of the embankment and were preparing for the Christmas shut-down. Arrangements were in place for 24 hour security and all plant and material had been made secure. The comprehensive embankment monitoring regime continued, with readings being taken four times a day.

On Boxing Day our team were alerted that the area between their worksites was showing obvious signs of the track sliding. The sleeper ends were fully exposed and the embankment was showing signs of scars and cracking.

Without a second thought, the whole team, including our supply chain sprang back into action.



What Good Looks Like

January 2021 - STOP Think!



Crawler cranes, a leader rig, excavators, folk lifts, dumpers, RRVs, Bulldozers and some 30 people per shift worked around the clock during a 72 hour possession to arrest the deteriorating situation. SSE rapid response arrived on site to redirect their services and local residents were kept informed of the planned works. Piles were installed at the toe of the embankment and more than 3500 tonnes of stone were imported to site.



Congratulations and Thank You Team Wanborough

With particular praise to **the Osborne Team, Suttle Projects and SRS** for giving up your Christmas holidays with very little notice to ensure that we could get trains moving as quickly as possible. We are hugely grateful to you all for your dedication and for putting passengers first.



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Strategically Important Strengthening Completed Gade Valley Viaduct Christmas Possession



Figure – Erection of Scaffold Towers in Progress.

Congratulations to the team at Gade Valley on the safe and successful completion of strategically important bridge strengthening works during a 54 hour Christmas Possession.

The Gade Valley Viaduct at Kings Langley carries the M25 over the busiest four-line railway in Europe. Two years of meticulous, collaborative planning with many stakeholders and suppliers has resulted in a resilient structure for years to come, with minimum disruption to both the rail and highways travelling community.

The work involved erecting a comprehensive scaffolding system spanning a footprint of 30m x 27m to an elevation of 8m, to allow 64 strengthening plates to be safely welded to the external box beams, along with working in a confined space and shaping plates. The new welds were inspected and tested and surfaces prepared using blast media, followed by the application of weldable primer paint to each location.



A BIG THANK YOU to ALL for this Amazing Achievement

Including Connect Plus Services, Highways England, Network Rail, BS Steels, Shutdown Maintenance Services, Alltask Scaffold, Mistras Group, Civil Engineering & Safety, Whitehouse Electrical, Barton Construction Beaumont TM and the whole Osborne team.

This is a great example of what can be achieved when highways and rail teams and our specialist suppliers work seamlessly as one, sharing knowledge to creative innovative efficient solutions.



Keeping Rail Passengers Safe and Dry Rail Services Complete Essential Asset Improvements

Despite the inclement weather and it being Christmas, our Rail Services teams and their suppliers were working hard at numerous stations to carry out improvements highly efficiently and without inconvenience to the travelling public. At **East Croydon Station**, the high winds resulted in the failure of two glass panes in the glazed canopy to the station entrance. Our team were swiftly in attendance to make the situation safe and works are continuing this weekend to develop a permanent solution. THANK YOU!

A flavour of their safe successes...



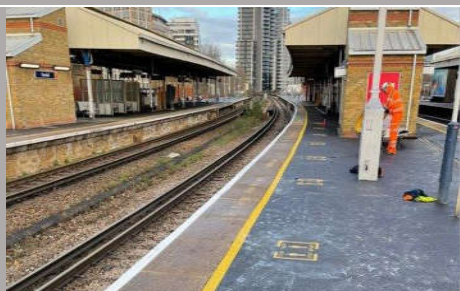
Whitchurch Station

At Whitchurch Station, repairs to the platform canopies included renewal of rotten gables and eaves boarding, column replacements and replacement of multiple rotten frame timbers which had been propped for many months. The box gutter was also renewed and relined.



Andover Station

Refurbishment works at Andover Station were undertaken to both canopies, replacing rotten timber elements, reinstating defective guttering and carrying out patch repairs to the roofing sheets.



Vauxhall Station

Resurfacing works at Vauxhall Station required all materials and equipment to be manually delivered to the elevated platforms. Platform finishes included white and yellow lining and reminder "keep apart" messages for passengers as they embark on essential travel during the ongoing pandemic.

At **Overton Station**, many trestle slabs were replaced with works including reinstatement of the white and yellow lining to the full platform. This work mitigates against the risk of localised sudden collapse of historic suspended concrete slabs.

A BIG THANK YOU to ALL involved

These important works have resulted in many stations looking, feeling and performing better, keeping passengers dry and making platforms safer. A Great Result!



Key Project Milestone achieved in Major Blockade Millway Road Overbridge Strengthening and Refurbishment

Enormous congratulations to our team at Millway Road Overbridge, near Andover Station for their safe delivery of critical refurbishment works during a major Christmas Blockade. Between 13th December and 4th January the team worked around the clock to complete the first stage of works which form part of a comprehensive strengthening scheme to increase the weight limit of the structure to 40 tonnes.



Prior to Christmas our team were able to take possession of the sidings to enable them to install scaffolding and encapsulate this span of the bridge.

The main Christmas blockade then allowed them to extend the scaffolding and encapsulation across all 5 of the non-electrified railway lines to facilitate blast cleaning, steelwork repairs and repainting of the structure.

Completing this important milestone now allows the team to focus on the road level works to install a new composite deck slab, which will require the road to remain closed until late spring

Congratulations and Special Thanks to ALL Involved.

Thank you for giving up your Christmas to complete the first stage of this important scheme, for your professional set up and meticulous delivery. You have demonstrated true dedication and outstanding personal service whilst minimising disruption on the rail network.



Critical Milestone Safely Delivered White Hart Junction Overhead Line Equipment

Congratulations to our team working at White Hart Junction, Swindon for the safe installation of the new overhead line equipment (OHLE) that was completed on Boxing Day.

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

Works were commenced using a 2019 Christmas possession and after an exceptionally challenging year the new arrangement is now fully operational and has been accepted by Network Rail

Preparation works to the aerial earth wires, the new troughing routes and the new Auto Transformer Feeder cabling were carried out in advance when possessions were granted. The new gantry piling and steelwork was completed within a previous blockade and the team were finally able to switch over to the new arrangement on Christmas Day. Section proving of the new cabling on Boxing Day night confirmed that everything was working correctly for the trains to begin running on the new system.



The whole team have pulled together to find solutions to numerous issues to successfully achieve this critical milestone. The redundant gantries obstructing the bridge site can now be removed and building works for the new structure can commence.

Enormous Thank You Team Swindon

With special recognition to our OHLE specialist SPL for your unwavering dedication in driving the success of this stage of the project! Thanks also to everyone who has given two consecutive Christmas's to complete this crucial part of the works.



Eliminating Risk to the Line

Millbrook Station Footbridge Demolition Completed Five Hours Early

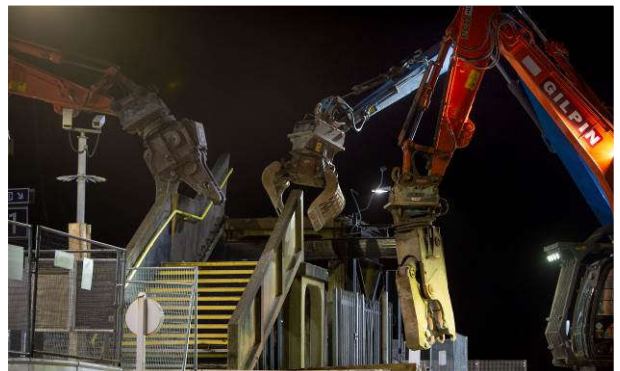
Congratulations to our team who have safely demolished the life-expired Exmouth type footbridge at Millbrook Station. For the last three years the bridge had been structurally propped, hence its removal has eliminated the risk to the line at this critical junction on the national freight network at Southampton Port.



Using a 48 hour possession over Christmas Day, the bridge decks over the 6 tracks were removed by an army of machines and men with five hours to spare. A new steel bridge will be installed in a 53 hour possession at the end of February.



A Flicor /Bogmat protective mat was designed to cover the railway tracks and provide a working platform for the plant and demolition of the footbridge. The team liaised closely with Scottish and Southern Electricity Networks for additional guidelines and requirements in regards to working under the overhead power lines. Scaffold crash deck protection was installed to the adjacent electrical substation and elevated services trough route.



A Special Thank You!

To Gilpin Demolition, Sonic Rail Services, S&T Cover Ltd, MASA Ltd, Vital, B Keogh and the WHOLE team who gave up their Christmas to complete the first stage of this important scheme.



Improving People's Lives Laverstock Team Help a Local Care Home



Our team working at Laverstock Embankment have been working hard to complete much needed repairs at a local Care Home. They have repaired areas of the pot-holed driveway and footpaths, created gravel paths, repointed flagstones, installed raised planters and new fencing, and erected a new shelter within the gardens.

The General Manager was thrilled with the works, describing our team as "polite thoughtful and helpful" and commenting;

"I am writing to let you know what a great workforce you have... They have kept us

informed throughout the process... and tried to take into account the welfare of our residents as much as possible while completing their vital safety work. Additionally, you have arranged for your workmen to undertake some work around the outside of the home that will hugely benefit our residents and add to the amenities that they enjoy for years to come.

Much of this work we were able to enjoy over the summer months when due to the current pandemic residents have relied on our gardens and outside spaces more than ever and they have really made a difference to both our residents and staff... Many of our residents also enjoyed watching what was happening on site over the months as the work 'village' grew out of nothing and has now almost magically disappeared!



Congratulations to the WHOLE Team for delivering that very special and different approach that makes us Osborne.

You should be very proud of your actions that have not only improved the outside space for the care home residents but also their lives during a very challenging period for all.



Supporting our Communities – A Fitting Tribute Markyate Footbridge Official Opening

Congratulations to our team at Markyate who have now officially opened the refurbished footbridge. A commemorative plaque to celebrate the memory of Frank E Savage who campaigned for this important bridge back in the mid-1950's was unveiled by his daughter and very fittingly the bridge is now named after her.



A select and socially distanced group from the community attended the official opening, receiving great feedback from the County Councillor;

"I wanted to write and commend all your team for their excellent construction work and to note the great relations which Jon Millar, your Project Manager had built with the local community, the Parish Council and myself. It really was an excellent example of considerate construction."

Congratulations to the **WHOLE** Team for this fantastic praise.

Through your safe and considerate delivery, you are consistently demonstrating true Osborne behaviours, improving people's lives and striving to make us all successful.

















Health and Wellbeing Calendar 2021

Health & Wellbeing 2021 Calendar

Please select a month to learn more about the Topic, Facts and Stats along with supporting Wellbeing information.

JANUARY	FEBRUARY	MARCH	APRIL
 Dry January	 Healthy heart	 Cancer awareness	 Vibration
MAY	JUNE	JULY	AUGUST
 Mental health	 Sun & hydration	 Skin	 Dust
SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER
 Hearing & eyesight	 Musculoskeletal	 Stress & fatigue awareness	 Diet & lifestyle

BE ACTIVE WITH AN APP!

SUPPORTING YOU

SHARE YOUR FEEDBACK

As part of our ongoing commitment to the health and wellbeing of our people, the Health & Wellbeing Team have updated our interactive calendar for 2021. Each month provides information on specific health and wellbeing topics including Toolbox Talks, useful websites, videos and posters.

Be Active - Five Ways to Wellbeing

New for 2021, each month one of the “Five Ways to Wellbeing” is being encouraged for you to try. The Five Ways to Wellbeing are a set of simple activities that we can all do in our everyday lives to improve our wellbeing.

January's way to wellbeing is to be active. Regular physical activity is associated with lower rates of depression and anxiety across all age groups. It is essential for slowing age-related cognitive decline and for promoting wellbeing. So why not start the New Year by being a little more active?

Five ways to wellbeing

These are simple and proven actions that we introduced to help find a balance, build resilience and boost mental health and wellbeing.

BE ACTIVE



The Health and Wellbeing Calendar for 2021 is available via the homepage of iGO, or can be accessed from the link below;

Health and Wellbeing Calendar 2021

If you have any thoughts or suggestions that could be shared in the calendar, please contact a member of the Health and Wellbeing Team by emailing HealthandWellbeing@osborne.co.uk.





Dry January

After the festive break we encourage you all to start 2021 by giving your body a well-earned break from alcohol.

Alcohol has been linked to more than **200 medical conditions.**

10.8 million adults in England are drinking at levels that pose some risk to their health.

1.6 million adults may have some level of alcohol dependence.

"Dry January" is brought to us by Alcohol Change UK. Taking part in Dry January is a chance to ditch the hangover, reduce the waistline, boost your energy and save some serious money, while doing your body a lot of good. More importantly, it's a way to reset your relationship with alcohol and drink more healthily all year-round.

Health Benefits of Going Dry

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.

Have a break from booze!

OSBORNE

Start 2021 by treating your body to a well-earned booze free month by taking part in Dry January.

Osborne are supporting 'Dry January' and you can download the AXA Health Gateway app at Google play or the Apple app store.

Or alternatively register online at: <https://gateway.axapphealthcare.co.uk/osborne>. All you need is your Osborne email address to register. So get clicking!

Sign up at dryjanuary.org.uk for more hints and tips.

WARNING!
Side effects may include:

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

For more information visit:-

Alcohol Change - Dry January





KNOW YOUR UNITS

Find out what's in your drinks! Get the facts and advice on alcohol units and measures.



14 UNITS

There is no completely safe level of drinking, but sticking within the guidelines lowers your risk of harming your health. Men and women are advised not to regularly drink more than 14 units a week.



3 DAYS

Spread your drinking over 3 days or more if you drink as much as 14 units a week.

GLASS OF RED, WHITE OR ROSE WINE (ABV 13%)



Small 125ml

1.6 UNITS



Standard 175ml

2.3 UNITS



Large 250ml

3.3 UNITS

BEER, LAGER AND CIDER

REGULAR (ABV 4%)



1.8 UNITS



1.8 UNITS

STRONG (ABV 5.2%)



2.2 UNITS



3 UNITS

EXTRA STRONG (ABV 8%)



3.5 UNITS



4.5 UNITS

750ML BOTTLE OF RED, WHITE OR ROSE WINE (ABV 13.5%)



10 UNITS
PER BOTTLE

OTHER DRINKS

25ML SINGLE SPIRIT
AND MIXER
(ABV 40%)

1 UNIT

275ML BOTTLE OF
PRE-MIXED DRINK
(ABV 5.5%)

1.5 UNITS

UNDERSTANDING ABV

Alcohol by volume (ABV) is a percentage measure of the amount of alcohol in your drink. You can find the ABV on the labels of cans and bottles, sometimes it will be written as "vol" or "alcohol volume". The higher the % the stronger the drink is.

TRY LOWER STRENGTH DRINKS

Cut down the alcohol by swapping strong beers or wines for ones with a lower strength (ABV in %). You'll find this information on the bottle.



MEDICAL WARNING

Get medical advice before you stop drinking if you have physical withdrawal symptoms (like shaking, sweating or feeling anxious until you have your first drink of the day). It can be dangerous to stop drinking too quickly without proper support.





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 trying 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



Look After Yourself & Each Other

January 2021 - STOP Think!



5 WAYS TO HELP YOU CUT BACK ON ALCOHOL				
1 HAVE A GOAL	2 MONITOR YOUR INTAKE	3 UNDERSTAND YOUR TRIGGERS	4 ALTERNATE YOUR DRINKS	5 FIND WAYS TO RELAX
 <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>	 <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>	 <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>	 <p>Remember to pace yourself. Try drinking each drink more slowly or alternating alcoholic drinks with soft or low alcohol ones.</p>	 <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>



Brew Monday – 18th January 2021

The third Monday in January is usually known as “Blue Monday” but this year the Samaritans are turning this day into something much more positive – “Brew Monday.”

On Brew Monday, please reach out to a friend, family member or colleague for a virtual cuppa and a chat.

It doesn't have to be Monday or even a cup of tea, just taking time to really listen to another person could help them work through what's on their mind.

Now more than ever, sharing a cuppa is so much more than a drink. It's about reaching out, checking in and staying connected.



It's more important than ever that we **stay connected**, even if we have to keep a physical distance.

For more information and to sign up for a digital Brew Monday Toolkit please see below;

[Samaritans Brew Monday](#)



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



Beating the “Winter Blues”

Seasonal Affective Disorder

Many of us say that we have suffered a winter-related low mood and there is sound scientific evidence to support the idea that the seasons can affect our moods. The medical name for winter-related depression is Seasonal Affective Disorder (SAD).



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

It is thought that SAD sufferers are affected by the shorter daylight hours in winter. Light helps to stop the production of the sleep hormone melatonin. Hence, with less light, the levels of melatonin increase which can cause lethargy and symptoms of depression in some people.

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 are indoors.

Eat yourself Happier

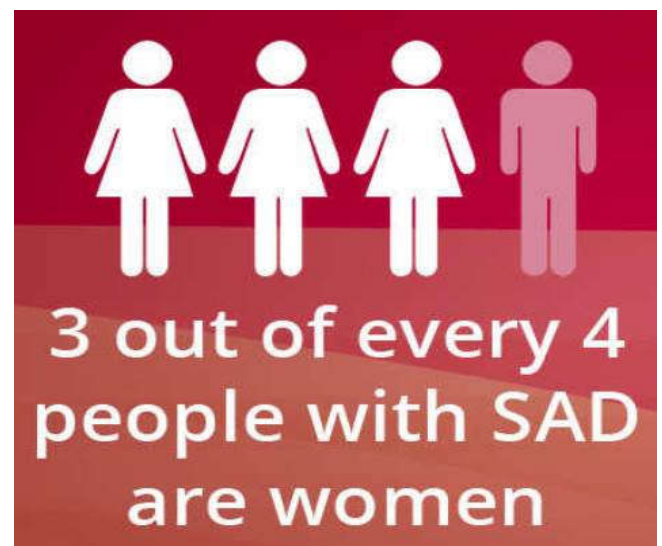
Winter blues can make you crave sugary foods and carbohydrates such as chocolate and pasta but do not forget to include plenty of fresh fruit and vegetables in your diet.

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 will also 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](#)



Toolbox Talk – Repeat Back

Highways Safety Critical Communication (Page 1 of 2)

Over the past couple of years there have been **5** incidents of which we know of across the country, **2** of which were on Osborne site, where traffic management has been lifted prematurely, endangering both the workforce and the travelling public.

Although RAMS were in place and TSCO's had been appointed to both work sites, there was still communication breakdown.

Recent research within the Rail sector has shown that 1 out of 5 accidents has safety critical communication as a contributing factor. Statistics within the Highway sector may be similar.

When communicating face to face there are 3 constituents within verbal communication;

Words	7% effectiveness
Tone	38% effectiveness
Body Language	55% effectiveness

However, if the communication is by phone not face to face...
...what can we do, to ensure that the message is understood?

Repeat Back

- A simple way of confirming that the safety critical communication is understood, is to request a repeat back.
- The person leading the briefing should be requesting the 'repeat back' to confirm understanding of all parties.
- It may be used by others who don't have lead responsibility to confirm understanding
- It can be used to confirm details, such as who you are communicating with, what the situation is and what actions need to be taken.



Toolbox Talk – Repeat Back

Highways Safety Critical Communication (Page 2 of 2)

Standard Words and Phrases

These can be used by everyone when communicating over the phone. Everyone on site has the same understanding of what these mean.

- **Correction** – I have made a mistake and will now correct the word or phrase just said. You will need to repeat the whole phrase with the correction.
- **Repeat Back** – Repeat the message back to me (the person with lead responsibility should use the “repeat back” to confirm understanding of both parties).
- Installation of TM can begin.
- Works access installed, safe to enter.
- Closure fully established, safe to enter.
- Works complete, closure handed back
- Drive through checks complete
- Removal of TM can begin.

ABCP Protocol

Safety Critical communication must be;

- A** – Accurate
- B** – Brief
- C** – Clear
- P** – Professional

Speak slowly, be precise, plan what you are going to say and think about structure, avoid using slang and ask the people you are briefing to repeat back what you said.



SHE Performance Summary – December 2020

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: 31 The Current Rolling AFR Is: 0.09 against a threshold of 0.01			
Service Strike (SSFR) Days since the last Service Strike: 42 The Current Rolling SSFR is: 0.26			
December Total Number IOs 632		December No. Safety, Health & Environmental IOs 546	
December No. Business IOs 86			
Reference	Incident Date	Incident Name	Description of Incident
RIDDOR Specified			
I/070380/0002/006	08 Dec 20	Debden	Operative sustained two broken ribs and a bruised lung from falling to the floor whilst coming down a ladder.
Injury			
I/044028/002	01 Dec 20	Laverstock	Operative strained a muscle in his back whilst using a shovel to clear material.
I/174023/002	13 Dec 20	Millway Road	Operative twisted his ankle resulting in a sprain whilst walking on the track ballast. Area of injury was reported as free from hazard at time of injury.
TM Incursions			
I/172024/005	01 Dec 20	Morants Court	MOP drove into and immediately left lane closure. No injuries or property damage.
I/172024/006	02 Dec 20	Morants Court	A van was entering the closure past the works area and exited through the cones after 100m. No injuries or damage.
I/172024/007	02 Dec 20	Morants Court	MOP entered lane closure, exiting before the works area. No people in this area at the time.
I/172002/008	02 Dec 20	Codham Hall	Traffic incident resulted in car in the running lane being nudged through the cones. No injuries or damage.
I/172002/009	08 Dec 20	M25 Junction 29	Works vehicle entered the 'incomplete' enclosure. No injuries or damage occurred.
I/172002/011	09 Dec 20	M25 Junction 29	MOP vehicle attempted to access works entrance. Air lock was activated. MOP drove off without stopping. No one injured and no damage caused.
I/172020/004	15 Dec 20	A46 Binley	MOP entered TM and parked up just after the taper and before works areas. Vehicle left before police and recovery arrived on site. No injuries or property damage.
Theft			
I/025470/001	08 Dec 20	Arlington	Hand and power tools stolen from supply chain stores.
I/172029/001	13 Dec 20	A417	Theft of 3T excavator and 6T dumper over the weekend.
Other			
I/172002/010	09 Dec 20	M25 Junction 29	MEWP stopped working whilst in use in the elevated position. Operative lowered manually to safety. No injuries.
Road Traffic Collision			
I/025453/007	10 Dec 20	Gade Valley	Unattended van rolled into supplier van. No injuries occurred and no apparent damage.
Property Damage			
I/025453/006	10 Dec 20	Gade valley	MEWP being controlled from the ground was not stopped in time. Override kicked in to stop the basket immediately. No injuries, damage to painted beam.
Operational Close Call			
I/174020/001	27 Dec 20	Millbrook Station	Cable reel blown from the platform waiting shelter into the track where it was struck by a train. No damage to train, injuries or train delays reported.





Improvement Opportunities

December IO Statistics

During the month of December it was great to again see an increase in the number of quality IOs submitted. The data we had been seeing over the past number of months was showing a worrying decline in the number of IO's being raised, and an even more worrying link to the increasing number of significant incidents we have had recently.

Hence it is great to see such positive engagement with the process, despite the IO App not working and we now hope to see a corresponding reduction in the number of incidents we are having. THANK YOU!

Top Projects in December

- New Malden Embankment 81
- Ashmead 2 Embankment 41
- Millway Road Repairs 39
- Wanborough Embankment 39
- HV Feeder Renewals Pk 2 34

Top IO Originators in December

- Jonathan Blackman 74
- Nigel Howell 29
- Paul Wheeler 24
- Danny Jeans 21
- Gene Payne 20

Top Suppliers in December

- NW rail 17
- Suttle Projects Ltd 3
- Deploy (UK) Rail Ltd 1
- EH Treecare Ltd 1
- VM Group Ltd 1

Top SHE Categories in December

- Access / Egress / Site Security 86
- Site Housekeeping 66
- Site Welfare 41
- Process / Documentation 34
- Personal Protective Equipment 33

Infrastructure Improvement Opportunities

Month	Total No. IOs	Total No. People Raising IOs
October	710	132
November	935	143
December	632	116
How many did your site submit last month?	?	?



Fall from Stepladder

(STOP Think! Moment No. 130 - 09 December 2020)



Approximate position of the ladder at the time of the fall



Concrete plinth which the injured person landed on



What happened?

On 8/12/20 an operative working for an Osborne supplier was undertaking works on cable trunking. The injured person and his colleague were using a Cobra reel to feed through the trunking to later attach a draw cord and pull through cables for CCTV cameras. The Cobra became stuck. In order to access the blocked Cobra, the injured person used a set of GRP step ladders to reach the blockage. The ground on which the step ladder was sited was uneven. The colleague was stabilising the stepladder.

As the injured person descended from the ladder he fell from the ladder. He landed on a concrete plinth to the side. The investigation is on-going and an update will follow upon the conclusion of the investigation.

Impacts

- The injured person left site. Later that day he attended hospital where it was confirmed he had fractured 2 ribs and suffered a bruised lung.
- This is a specified injury RIDDOR.
- Works were stood down for the remainder of the shift whilst the investigation was commenced.
- There was potential for a more serious injury to have occurred. A similar incident in 2018, resulted in someone being fatally injured when he fell from a ladder.

The investigation is on-going, however please consider the following points when undertaking similar operations

- ✓ Ensure that a suitable and sufficient risk assessment is undertaken to determine the correct access equipment to be used.
- ✓ Ensure that when using step ladders, they are sited on level ground.
- ✓ Ensure that when using step ladders that 3 points of contact are maintained when in use.
- ✓ If unsure of how to proceed, stop, think and consult your supervisor or SHE Advisor for guidance.

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

Alert No: 130
Last Updated: 9th December 2020





Let's Talk about Ladders



Have you ever seen someone using a ladder unsafely, what did you do?

Do you feel comfortable stopping work if you don't feel it is safe?

What tasks are we using ladders for on this site, is there any other equipment that would be more suitable?

Have you ever felt pressured in to using a ladder for a task when you didn't feel it was the most suitable?

Are there any tasks on this site where we could use something better than a ladder?

Have you ever felt under pressure to get a job done, what did you do about it?

If you were to be off injured for a period of time how would you cope financially?

Is there anything we are doing well on this site to manage the use of ladders?

Get involved in the Discussion

Please Raise an **Improvement Opportunity**
Join the Conversation on **Yammer**



SAFETY Bulletin

September 2020

React cleaning contractors

Cartgate amenity site - assault on cleaner

Cartgate A303 Yeovil

A cleaner, working for React (part of Ringway's supply chain) was assaulted while on duty at a public amenity site next to the A303 near Yeovil.

The investigation indicates that a discussion between the cleaner and a member of the public concerning the requirements to meet COVID 19 restrictions allegedly leading to the attack, which resulted in the cleaner suffering severe facial injuries and enduring a four hour operation to repair a fractured cheek bone/ eye socket but unfortunately they have lost the sight in their eye. The cleaner is continuing to recover at home.



The police investigation into this assault is ongoing (as some CCTV of the site is available). The immediate cause of the incident was identified as being the direct exchange between the cleaner & the member of public. Further issues that have been identified include the sufficiency of supervisor checks, monitoring of the site & communication with the employees undertaking cleaning operations. Improvements opportunities have also been identified with the information flow between Ringway & the supply chain, the induction

All Managers and Supervisors need to ensure:

- Inductions are up to date and checked.
- Risk assessments are checked & properly updated when change occurs
- Checks & monitoring on lone workers are regularised & recorded



KierWSP

SAFETY ALERT

Date: November 2020

Vehicle Uncontrolled Movement



What's happened

At approximately 11:20 on the 16th October 2020, a resurfacing scheme in Rushden was on its final day of installing surface course. During this process an asphalt delivery driver manoeuvred himself into the designated holding point in order to distribute the load into the paver.

Upon positioning his vehicle the driver exited the cab to secure his mud flaps. During this activity the vehicle rolled forward causing it to mount the footway and make contact with the fence of a resident's rear garden. There were no injuries as a result of this incident but damage was sustained to the residents fencing.

Investigation findings

- Handbrake had not been applied by the driver prior to exiting the vehicle
- The engine was left running when exiting the vehicle which bypassed the warning alarm highlighting that the handbrake had not been applied
- Post Inspection of the vehicle found that there were no mechanical or electrical faults
- The driver was found to have the necessary driving qualifications and training however, had failed to operate his vehicle in accordance with company policy
- Although there was a suitable risk assessment and site plan in place for the activity, the delivery driver had not received an adequate induction prior to entering site

Actions required to prevent reoccurrence

- Driver retrained in all aspects of his role including securing vehicles (MPQC & DFAP Training)
- All vehicles to be replaced with automatic handbrake system currently being reviewed
- New site specific delivery drivers induction to be rolled out
- Control the Roll - When parking always turn your steering away from the kerb when facing uphill and towards the kerb when facing downhill. Also reverse park wherever possible
- Always turn off the ignition and remove keys when exiting the vehicle
- Ensure that a suitable site plan is in place managing all plant movements including deliveries, reversing, parking areas and hold points. This information must be briefed out to everyone on site and managed by the designated site controller
- Consider, through risk assessing, creating exclusion zones around vehicle hold points to prevent unauthorized access to these areas.
- Inductions, policies and all site activities must be monitored by supervisors and managers for compliance.



Safety Bulletin

A serious incident has taken place



Issued to: Works Delivery Kent & Sussex Routes

Ref: WDSER16DEC01

Date of Issue: 16th December 2020

Location: Belinda Road Arch

Contact: Chloe Feeakings 07747 480 334



Overview

A piling rig attendant was injured when removing a segmental auger from the pile bore they sustained an injury of bruising and swelling to the left knee when it was impacted by a shovel which was being used to remove the auger in an incorrect method.

The injuries resulted in a 7 Day+ RIDDOR accident.

The rig attendant was competent to undertake the task but had not previously used the rig in use at the time of the injury, the attendant was shown by a member of staff on site a method of removal of the auger section by applying a shovel between two sections to stop them from re-connecting as the drive arm was lowered. This was not a defined or correct process but the rig attendant did not query and had no prior experience to rely upon.

Whilst undertaking this the shovel dislodge, sprung up and struck the IP on the front side of their left knee.

This method of working is not as per training and defined process but had become a "common norm" on sites when undertaking the task as was deemed quicker than using the winch and dolly as required.

On reviewing the method statement, it was identified that there was no clearly documented method on how the auger sections were to be moved or removed from the bore.

Although there were no time restraints in place on the site and sufficient time programmed to complete the works the method was applied on site.

Discussion Points

- Do all Method statements/TBS or risk assessments accurately reflect the correct methods of working?
- Although staff may hold competencies do, we ensure they also have the correct experience on specific items of plant, tools or equipment- do we check if orientation is required?
- Are all Method statements/TBS or risk assessments suitably checked and approved?
- Take 5 when undertaking tasks to ensure that the correct methods are undertaken and site teams are not rushing to complete works
- Always follow correct training and process when under taking tasks on site
- Is there sufficient amounts of supervision and site surveillance completed to identify incorrect working methods

Part of our group
of Safety Bulletins

Safety
Alert

Safety
Bulletin

Safety
Advice

Shared
Learning



South East route



07971 125 180 24 hour Infrastructure Advice & Reporting

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

www.osborne.co.uk



HSEQ Flash Report week ending 20th November 2020

High Potential Near Miss – Plant & Operator procurement

A recent high potential near miss reported involving a JCB Hydradig machine has provided essential learning.

The near miss occurred when the operator was attempting to dislodge / remove the broken surface and mistakenly moved the machine attachment in the wrong direction, resulting in contact with the side of the excavation where an Operative had previously been standing.

The Operator on hire from our supply chain had the necessary minimum qualification to operate the BCS machine, however, he had not operated the Hydradig previously.



Learning Points

- Always make sure that the Operator is familiar with the model and operation of the machine even though they are able to present evidence of qualification/ticket/card for the type of machine
- Follow the correct procedure for the procurement of plant and Operators CPR328 - BCS - Equipment Hire Management Including Machine Operator Hire
- Initially monitor newly inducted Operator's familiarisation with the machine and feedback any concerns immediately to your Supervisor.
- Always remember, the controls can be different from one machine to another, hence Operator familiarisation is essential.
- Only authorised machines and Operators that have been approved through the correct process are to be used.



If you have any queries around the correct procedure and documentation required to procure a machine and/or operator please contact Danny Reilly Danny.Reilly1@bcsgroup.co.uk

Don't forget to send any front foot activity details that you and your team are currently undertaking to 3PillarFrontFootActions@barhale.co.uk

Safety | Communication | Quality | Integrity | TeamSpirit | Caring | Trust | Pride



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

www.osborne.co.uk



Excavator bucket falling onto a live carriageway

What Happened
An excavator was manoeuvred into position behind the low loader. Additional buckets supplied with the excavator were configured as shown in *figure 1*. The operator dismantled the excavator to allow the lorry driver to load the beaver tail. As the excavator drove up the ramps (holding the buckets in position) the driver stopped to lay the buckets down. During this activity, one of the buckets came loose and fell off the low loader. It alighted straddled between the layby and live carriageway causing an obstruction to the traffic using the road.



Figure 1: Bucket loading configuration



Figure 2: Beaver Tail style Lorry used to move excavator

What did we learn?
To prevent a similar occurrence the following should be considered when carrying out plant loading operations:

- Ensure delivery driver inductions, including checks on CPCS or NPORS competencies for the unloading and loading of plant, are carried out.
- Provide enhanced levels of supervision and assurance to newly appointed subcontractors and suppliers, to ensure that workplace behaviours align to expectations.
- Ensure that Frontline Supervisors (FLS) have the technical knowledge and experience for the work they are supervising.
- Ensure RAMS are reviewed and understood by the Frontline Supervisors (FLS) responsible for the work.
- Carry out a Point of Work Risk Assessment (PoWRA) prior to any loading / unloading of plant, which considers the environment in which the activity is being undertaken.
- When planning loading / unloading operations ensure that consideration is given to the potential impact on the travelling public, controls developed must be accurately recorded in the RAMS and PoWRA for the work.

Prompts for Contract Management Teams

- Review & share the lessons learnt above with your team and contract based supply chain.
- Assess the relevance of the lessons learnt and where necessary review and strengthen your contract management arrangement for loading & unloading of vehicles.



Safety Advice

Action required following a serious incident



Safe use of devices on or near the line

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

Ref: NRA20-15

Date of issue: 16/12/2020

Location: National

Contact: [Rupert Lown](#) Chief Health and Safety Officer, Technical Authority



Overview

On Tuesday 16th June, two track workers were undertaking an unauthorised survey of the trackside vegetation on the west coast main line between Cheddington and Bletchley stations. The workers were using Go-Pros to record vegetation as they walked the infrastructure. At 16:28 hrs the driver of a northbound train passing Leighton Buzzard station at 125 mph (200 km/h) observed a person standing next to the line in a place where clearance was limited by the structure of an over bridge.

The driver sounded the train's horn and observed the person move swiftly out of the way, but not to a defined position of safety, around one second before the train reached him.

RAIB released a [Safety Digest](#) and specifically highlighted how this incident demonstrates the importance of staff not becoming distracted by electronic devices while on or near the line.

Immediate action required

- Any items you carry while walking must not affect your ability to walk safely or to see or hear and acknowledge approaching trains.
- Before you go on or near the line alone, you must know your place of safety.
- If you have to use a mobile device, first move to a position of safety and then stand still until you have finished using the device.



Safety Advice



Safe isolations – access and competence

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

Ref: NRA20-14

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Location: National

Contact: For NR/L2/OHS/019 queries please contact [Workforce Safety](#)

For NR/L3/ELP/29987 queries contact [Linda Penfold](#), Network Technical Lead of Contact Systems



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

Overview

The National Health, Safety & Welfare Council has agreed the need to clarify the rules about isolations. Two unsafe practices were discussed:

- Isolation teams, for both Overhead Line Equipment (OLE) and Conductor Rail, undertaking isolation duties on or near the line before suitable possession protection is in place;
- Staff not holding Authorised Person or Nominated Person competence carrying out OLE isolation duties, e.g. earthing, testing and switching.

NR/L2/OHS/019 requires possession protection arrangements to be in place before allowing anyone on or near the line to carry out earthing or strapping.

Isolation duties requiring you to go on or near the line must wait until the possession protection is in place and you have been authorised by the Person in Charge of Possession (PICOP), this will usually be via the Engineer Supervisor (ES). Preparatory work can be undertaken if you are not on or near the line.

Planners should make sure that isolation teams have the correct contact details for the PICOP and ES. Site plans must allow sufficient time for the isolation teams to do their work safely.

Network Rail's isolation process, NR/L3/ELP/29987, mandates that only persons holding an Authorised Person or Nominated Person competence can carry out testing, earthing/shorting and switching. Where a second person is there for safe working, only the competent person may do the isolation tasks.

Immediate action required

1. Only carry out activities that you are trained and competent to do.
2. Only go on or near this line to carry out isolation duties when you have had confirmation from the PICOP the possession is granted.
3. Plans must allow sufficient time for isolation to be done safely.





“Thinking **differently**...

Making **better** decisions...

Changing **lives**”