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July 2020 - STOP Think!



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Introduction

July 2020 - STOP Think!



Hello and welcome to our July STOP Think! Cascade Briefing. Given the huge impact that the Coronavirus outbreak has had on so many lives across the world, and the terrible suffering that has been caused by this disease, it is difficult to find too many positive impacts of the last few months.

But this pandemic has also shown us the very best in people, with many heart-warming stories of people coming together to support each other with compassion, creativity and innovation. Indeed the incredible fund-raising efforts of Captain Tom Moore will live with all of us for many years.

We now see a much wider appreciation of the fantastic work of our NHS; a British institution that was previously very much undervalued. As I clapped the 72nd birthday of the NHS it occurred to me that I don't ever recall doing anything similar for any of its previous birthdays!

One positive impact that seems to have attracted less attention though, is the benefit that the last few months have had on our environment. Whether it be significant improvements in air quality in major cities or thriving turtles on tourist-free beaches in Thailand, it is clear that Covid-19 has had some positive impacts on our environment.

I am eager to understand the true reduction in our carbon footprint from so many people working at home over the past four months. We have seen a startling drop in the use of most forms of transport, with rail and air travel reduced by up to 90% and road volumes down by 73% of the usual levels. What does this reduction in emissions and improvement in air quality mean for the future?

The World Health Organisation believes that a staggering 4.3 million people die as a result of carbon emissions every year. That is 8 times the number of people who have died so far from the Coronavirus worldwide.

Worse still, it is estimated that between 2030 and 2050, climate change is likely to cause approximately 250,000 additional deaths every year; from malnutrition, malaria, diarrhoea and heat stress. Therefore, whilst the improvement seen in recent months is welcome, it will be meaningless if things slowly return to how they were previously. We have to use this period of reflection to work out what we do differently in the future.

Carbon Net Zero Infrastructure Improvements

As businesses that are reliant on continued Infrastructure investment we naturally want this funding to continue. Therefore, we have to recognise the importance of our role in balancing the requirements for improved infrastructure with the need to support the government's targets of being carbon net zero by 2050. My challenge to all of us is;

"Do we have enough knowledge of what we should be doing each day to support this target? Do we understand the environmental impact of our decisions, both in the design and construction of our Infrastructure schemes and in the way in which we manage our businesses and our people?"

How does this compare with the way in which we have collectively managed our way through the Coronavirus outbreak; the knowledge we have gained, the actions we have taken and the measures we have put in place?

If we can come together in the same way in addressing the challenge of climate change, then we can start to get some real momentum behind the significant shift required.

Stay safe and well over the coming month.

John Dowsett
Managing Director Infrastructure



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Minimising the Risks of Contracting or Spreading the Virus

WEEKLY WELLBEING CHECK-UP

Try using this list each week to check in with your mental health

#ADDRESS YOUR STRESS




Where's my mental health today?

How do I feel today?

Mentally?

Physically?




Looking after my wellbeing

Am I drinking enough water and eating a balanced diet?

How did I sleep last night?

Did I feel rested when I woke up?

Is there anything I can improve?



How's my thinking today?

How are my thoughts making me feel?

Am I having unhelpful thoughts?

For free resources on spotting and challenging unhelpful thoughts, visit getselfhelp.co.uk or moodgym.com.au



My Stress Container

How full is my container?

Am I using helpful coping strategies?

Are they working?

Learn about your Stress Container at mhfaengland.org/mhfa-centre/campaigns/mhaw2018



MHFA England

There are simple steps you can take to #AddressYourStress. Check out our resources at mhfaengland.org

Advice on Face Coverings and Masks

From Monday 15 June face coverings were made mandatory on public transport, including in stations and on trains, tubes and buses to help reduce the risk of transmission of Covid-19 when social distancing is not always possible.

Our customers have also requested that we follow additional guidance concerning face coverings, masks and visors when working on their infrastructure.

Please be sure to follow appropriate guidance for your working environment and when travelling.



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Government Test and Trace Requirements

The Government has introduced a new "Test and Trace Service" to identify people who have come into contact with a person who has tested positive for Covid-19.

If you are contacted by the NHS Test and Trace Service you must immediately self-isolate at home for 14 days from the date of your last contact with the infected person.

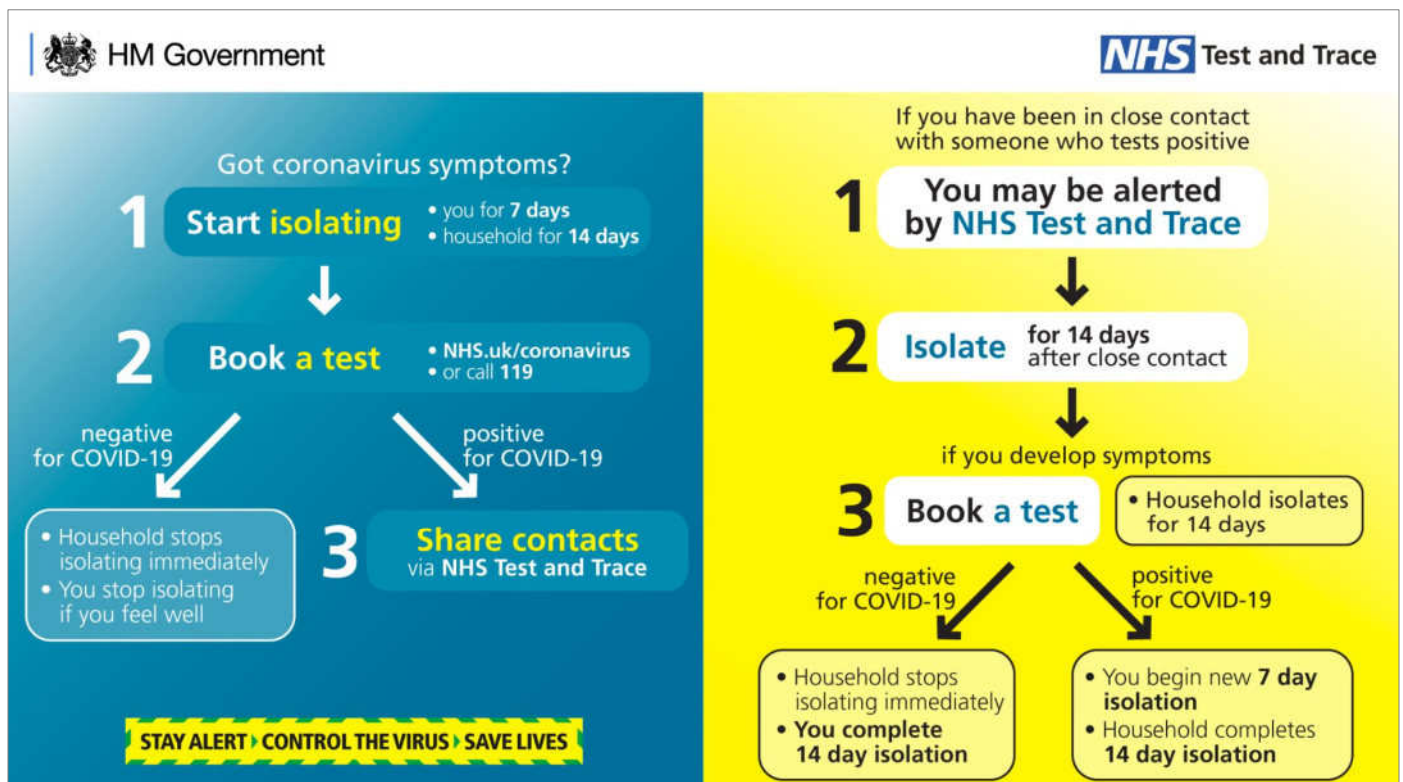
Please can we ask you to report this immediately to your Line Manager and the SHE Hotline;

0845 130 7966.

Office Booking Reminder...

The Government's advice remains, that if you can work from home you must continue to do so.

Please can we remind you that any visits to Fonteyn House must be pre-booked by emailing fonteynbooking@osborne.co.uk. In the email please include the reason for your attendance and the date and times you wish to attend between. Thank you.



How to Walk or Cycle across London



To help us only use public transport when absolutely necessary, Transport for London have a highly informative website on how to get around London on foot;

[Transport for London - Walking and Cycling Guidance](#)

CECA Covid-19 Workforce Safety Video

The Civil Engineering Contractors Association (CECA) have produced a short video that provides some great general guidance on safe working during the Covid-19 pandemic;

[CECA Covid-19 Workforce Safety Video](#)

Please be sure to follow specific guidance for your own place of work.



STOP Think! Moment – Importance of Social Distancing

In recent weeks we have had a number of reports of instances where social distancing has not been maintained on some of our sites.

In times where society is starting to tread the first steps out of lockdown, we must ensure that we all remain extra vigilant. Social distancing is not a choice – it is a Government Directive, one to keep everyone safe. Not complying with this puts you, your family, your friends and your colleagues at a greater risk of catching COVID-19.

Please STOP and THINK and ensure at all times you are maintaining a suitable social distance to others.

Why do we need to socially distance?

Social distancing is a public health intervention. It is used to reduce the likelihood of transmitting COVID-19. Social distancing involves minimizing the risk of exposure to infected individuals by adhering to spacing requirements in the workplace, and following proper personal hygiene practices.

Why is it important?

Along with regularly washing of your hands for 20 seconds, social distancing is one of the best ways of preventing the spread of COVID-19. This means that you will have a much lower chance of catching the virus and subsequently passing it on to someone else.

What you must do

You must ensure that at all times you are 2m apart from anyone else. This includes for teams congregating prior to shifts, briefings and inductions as well as normal work practices. For specific work activities where 2m separation is not viable, then reductions in the spacing can be risk assessed, with Directors approval, with additional control measures in place.

Next steps...

1. Undertake a stand-down on your site of all personnel.
2. Deliver this brief as a toolbox talk. If needed due to the number or people on site and the need to socially distance, carry this out over multiple briefings
3. Discuss the material provided with your teams and use these to reinforce the importance of what we are asking people to do.
4. Record the briefing and any discussions on a toolbox talk sheet and return to Matt Wright.

If at any point social distancing is not being followed on site, including congregating for work shifts, briefings and inductions, then safely stop the work, move everyone to a socially distanced position of safety, and remind them all of the need to maintain suitable distances.

Document number: 109
Last Updated: 07/07/2020



How do we make Tomorrow Safer than Today?

To support our teams in maintaining the highest standards of safety performance across our projects we previously launched our "How do we make Tomorrow safer than Today?" initiative.

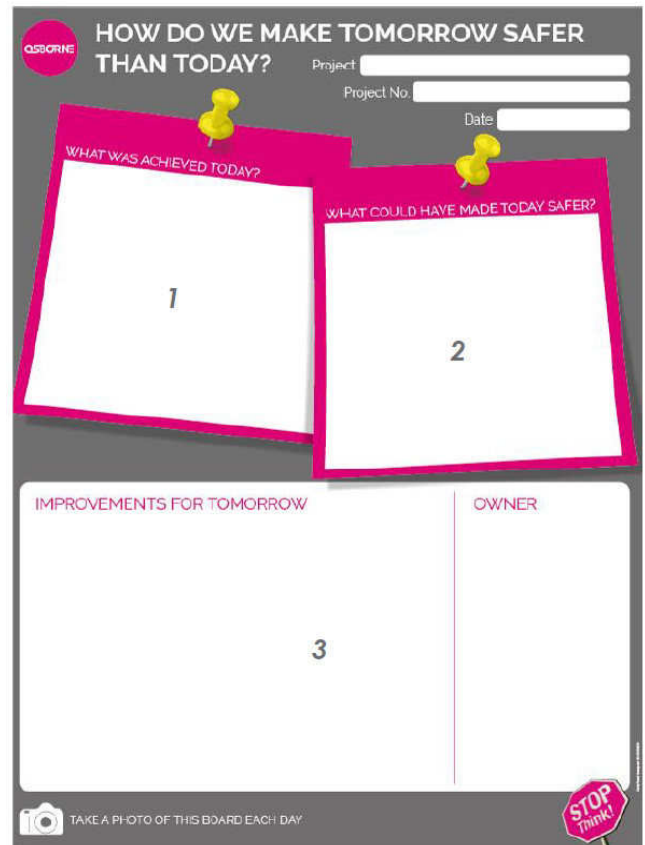
This initiative encourages our teams to undertake a 10 minute debrief on safety performance at the end of each shift, with a focus on learning to enable us to continually improve. The poster template and guidance notes for its completion can be found in iGO as linked below:-

[How do we make Tomorrow Safer than Today? - TEMPLATE in iGO](#)

[How do we make Tomorrow Safer than Today? - GUIDANCE NOTE in iGO](#)

At the end of a shift everyone is gathered together and asked three simple questions;

1. What was achieved today?
2. What would have made today safer?
3. What improvements can we make for tomorrow?



So please...

Use this simple tool to capture the positive impacts and conversations you are having and make tomorrow safer than today.

Lean Six Sigma

Thank you to Kimberley Wild who hosted her first ever Webinar on "What is Lean and Sigma Six" to help us to understand the difference between Lean and Six Sigma and the basic tools and methods.

- Lean practises seek to maximise value to the customer whilst **minimising waste of all kinds**.

- Six Sigma methods seek to maximise value to the customer by **eliminating variability and defects**.

By merging Lean tools and Six Sigma methodologies together we are given a very powerful, proven toolkit; a systematic approach to problem solving, removing



Helping us to Operate Safely



July 2020 - STOP Think!

waste, eliminating defects and variation, and pursuing perfection.

Our "Lean Launch Pad" is available to get everyone started in using Lean Six Sigma Tools and can found through the iGO Navigator Wheel here;

Lean Launch Pad

Please note:

Highways England has now released minimum standards for Lean Collaborative Planning and Visual Management for all major projects which will be integrated into our Lean Launch Pad. If you have any questions please do contact Kimberley Wild directly.

Lean Launch Pad

Use this Launch Pad to find links to learn more about lean and to use tools that will help you implement lean in your own work.

Upcoming Training:
Find out more and book upcoming training events through the e-learning link below.

Lean e-learning tools

Lean Understanding Survey

Lean Activity Register

Master Tracker for Timwood Opportunities

For support and advice on any lean activities you are planning, please contact Kimberley Wild.

Click Here

Useful Lean Websites

www.bourton.co.uk	Up to date Lean industry news.
http://www.bsl.org.uk/	Latest news and events about both quality and continuous improvement.
https://www.clarityvisualmanagement.com/	Check out the visual management options available
Inside Knowledge	Highways England Knowledge transfer Area - You can find case studies that may be relevant to your area of need
https://www.leanconstruction.org/	Lean education and tools specific to the construction industry.

Lean Tools and Guidance

Guidance

A3 Summary Step Control Guidance

S3 to Success

How to Collaboratively Plan

Weekly Collaborative Planning Agenda

Lean Implementation Guide

Templates

A3 Lean Project Summary

TILWOOD 7 Wastes

Osborne Scheme Lean Deployment Plan

Fishbone Diagram

Kanban Board

Lean Interventions Project Log

Project On A Page

All Lean Templates

Collaborative Planning Board

Lean Course Notes

White Belt Awareness Training (BQF)

Lean Awareness Course Slides (Bourton Group)

Lean Advocate Course Slides (Bourton Group)

Does it add value?

Lean Reading List

Black Box Thinking – Matthew Syed, 2016

The Lean Toolbox 5th Ed – John Bicheno, 2017

Deep Work – Carl Newport, 2016

Lean Six Sigma for Leaders – Martin Brenig-Jones, 2018

Will It Make the Boat Go Faster? – Ben Hunter-Davies, Harriet Beveridge, 2011

Lean Explained - Starting our Journey

Video of the Month:

DMAIC – What It Is in under 5 minutes

Latest Infrastructure Lean Case Studies (A3's)

Site signage comparison

- ▶ [Lean Project A3 – Yammer 5S](#)
- ▶ [Lean Project A3 – Reuse of Mudstone](#)
- ▶ [Lean Project A3 – Piling Mark-Up](#)
- ▶ [Lean Project A3 – Night Closures](#)
- ▶ [Lean Project A3 – Expanding Foam Piling](#)
- ▶ [Lean Project A3 – A500 Handrail](#)

Healthier Highways

Our team working within the M25 Community are part of a collaborative initiative called "Healthier Highways" who are working to develop a greater awareness of the health issues that exist within the construction industry.



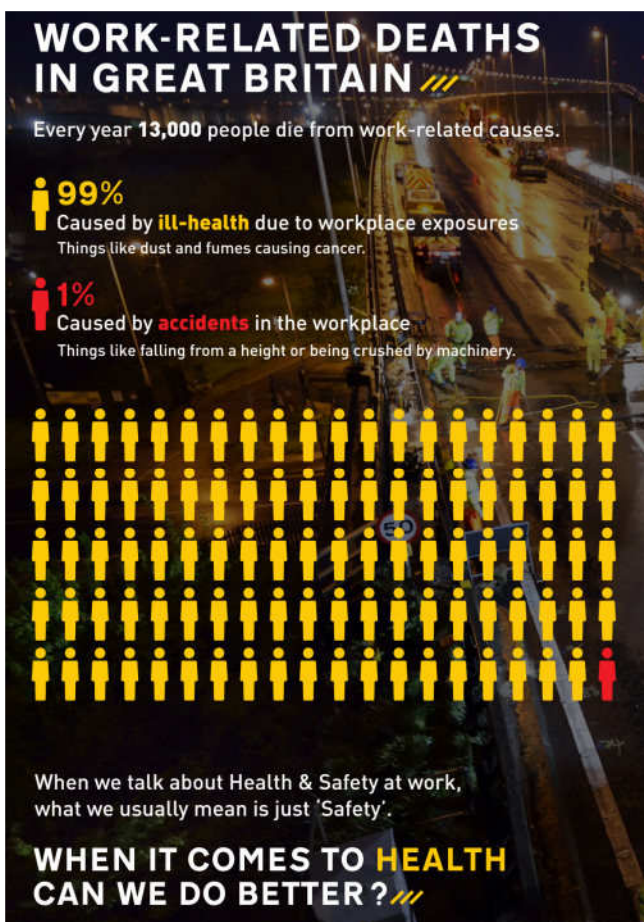
Connect Plus working in partnership with Steve Perkins Associates



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The statistics on work-related illnesses are quite startling. The Health and Safety Executive estimates that 13,000 people die each year from work-related causes and **99%** of these are caused by occupational ill-health.

In the construction industry there are estimated to be 79,000 new or long-standing ill-health cases, 3,500 cancer deaths, and 5500 new cancer cases each year.



Working with Steve Perkins Associates, the aim of Healthier Highways is to make workplaces healthier on the M25. A website has been developed that provides a growing resource of information to enable everyone to stay wise, reduce risk and protect health.

Please do take a look;

Connect Plus M25 - Healthier Highways

Look at the health hazards in your work environment with a fresh pair of eyes and think about your own focus on health.

Coming Soon...

Keep a look out for Healthier Highways online resources.

Project Efficiencies - Preventing Birds Nesting on Structures

On the A14 Cambridge to Huntingdon Improvement Scheme there are many structures where nesting birds are causing corrosion of the bearings caused by the ammonia and acids found in their faeces.

Due to difficulties with the installation of bird screen mesh, an alternative preventive method was sought by the A14 Integrated Development Team. Their proposal was to install "Bird Free" at 20cm centres.





“Bird Free” keeps birds of all varieties from all structures without harming them by altering their behaviour, not by acting as a physical barrier. Birds see ultraviolet light, so to them, “Bird Free” looks like fire as demonstrated below;

Bird Free - Bird Control

On the A14 Cambridge to Huntingdon Improvement Scheme this bird control method proved to be cheaper, easier and quicker to install than bird screen mesh. By using “Bird Free” for both abutments on four bridges, exposure of the workforce on the roads was limited, and the reduction in time and cost produced an efficiency saving of over £200,000.

For more information please visit the [Highways England Lean Tracker](#).

Item	Quantity	Unit Price	Total Price
24 Bird Free Boxes & 10 tubes of adhesive	24	£1,210	£29,040
60 Bird Free Boxes & 10 tubes of adhesive	60	£1,200	£72,000
10 Bird Free Boxes & 10 tubes of adhesive	10	£300	£3,000
40 Bird Free Boxes & 10 tubes of adhesive	40	£1,100	£44,000
10x47 Poly web x 6.5 hour setting time x 1.5m length	10	£207.45	£2,074.50
Total			£78,114.50

Benefits Summary
The efficiency saving is £201,436.91

Various items were previously trialled with great success – particularly the “Cool Towel.”

BEAT HEAT STRESS

Summer Welfare Cooling Pack
Our summer Welfare Cooling Pack is perfect for the warmer months, it offers a range of essential cooling products, as well as a free cooling bag.

- Crown Cooler
- Cooling Brow Pad
- Cooling Towel
- FREE Cooling bag - Ideal for keeping your water cool

Cool Towel Pro
• PVA Cooling towel, ideal for wearing around the neck or wiping your face
• Soak the towel in water, gently squeeze out any excess water and enjoy the benefits
• Provides effective relief from heat stress

HYPERKEWL PLUS Cooling Hard Hat Liner
• Attach with a hook and loop directly to hard hat liner
• Provides 5-10 hours of cooling relief per soaking
• Lowers the thermal skin temperature by up to 8 C
• Hygienic - Machine washable up to 40 C

HYPERKEWL PLUS Cooling Tank Top
• Provides 5-10 hours of cooling relief per soaking
• Lowers the thermal skin temperature by up to 8 C
• Hygienic - Machine washable up to 40 C
• Ventilation panels are built into the front and back
• Water-repellant nylon liner - stay comfortably cool but dry

HYPERKEWL Crown Cooler
• Hook and loop attaches easily to hard hat liner
• Provides 5-10 hours of cooling relief per soaking
• Lowers the thermal skin temperature by up to 8 C
• Hygienic - Machine washable up to 40 C

HYPERKEWL Cooling Hi-Vis Vest
• V-neck/snap closures with three large front pockets and ANSI Compliant Class II colour w/3MA retro-reflective striping
• Provides 5-10 hours of cooling relief per soaking
• Lightweight, durable
• The only cooling vest on the market to meet the ISO 20471:2019 Class II

Giorgio Cammarano
giorgio@selectequip.co.uk | 07483060489

SELECTEQUIP HUB
www.selectequip.co.uk

Cool Products for Hot Days

With the promise of more hot weather don't forget we have cooling PPE that is available through our Buying Department such as:-

- Crown Coolers that fit inside your hard hat.
- Cooling Brow Pads.
- Cool Towels.

The Cool Towel is made using a highly absorbent PVA material with a special dimple design for more effective water absorption and evaporation. Water is released through evaporation, energy is consumed and an immediate chill effect is created to help manage heat stress.

The towel remains activated for hours and is simply re-hydrated by submersing in water and squeezing out the excess.

If you have any questions please speak with our Buying Department.



Looking after your Skin

Facts & Stats

The average person has about



300 MILLION SKIN CELLS



- The average person's skin covers an area of **2m²**.
- Skin accounts for about **15%** of your body weight.
- The skin of an average adult contains approximately **11 miles** of blood vessels.

Work-related skin diseases, for example dermatitis, are very common and can affect people in a wide range of occupations.

Work-related skin problems are caused or made worse by exposure to, or from coming into contact with substances such as chemicals, and also through having wet hands for long periods. Exposure to the sun can also cause problems.

Although dermatitis is by far the most common skin disease, urticaria and skin cancer can also be work-related. But they are preventable through taking simple measures;

- **Avoid** direct contact between unprotected hands and substances, products and wet work.
- **Check** hands regularly for the first signs of itchy, dry or red skin.
- **Protect** the skin.

For more details and advice on how to keep your skin healthy visit the HSE and NHS websites;


[HSE Skin at Work](#)

[NHS Look after Your Skin](#)

Skin contact

Distance your skin from chemicals and wet work

Use a Safe Working Distance (SWD)



Save Your Skin

Safe Working Distance

Chemicals & wet work

- Avoid skin contact
- Do not immerse hands
- Use a tool
- Use suitable gloves

www.hse.gov.uk





Avoid work related skin disease **IT'S IN YOUR HANDS[©]**

The 2 main work related skin diseases are dermatitis and skin cancer. **Both** can be avoided in most cases by following these **4 STEPS**:

STEP 1
SAFE WORKING DISTANCE (SWD)
Keep a safe working distance from any chemicals or immersion in water wherever possible

STEP 2
AVOID SKIN CONTACT
Minimise skin contact with hazardous substances or wet working where possible

STEP 3
CHECK YOUR SKIN
Check your skin regularly and consult your doctor with any symptoms or changes which concern you

STEP 4
PROTECT THE SKIN
USE PPE provided to protect your skin
Use all skin care products provided (including pre and after work cream where relevant)

SKIN SAFETY CENTRE

SKIN CANCER TYPES

Dermatitis Symptoms include:

- Redness/swelling of hands/fingers
- Cracking of skin on hands/fingers
- Blisters on hands/fingers
- Flaking/scaling of skin
- Itching of hands/fingers with cracks

Skin Cancer:
Seek medical advice if you find any unusual moles/spots or other changes to the skin

FOR MORE INFORMATION
Your Health & Safety Representative is:

Campaign initiated and managed by:

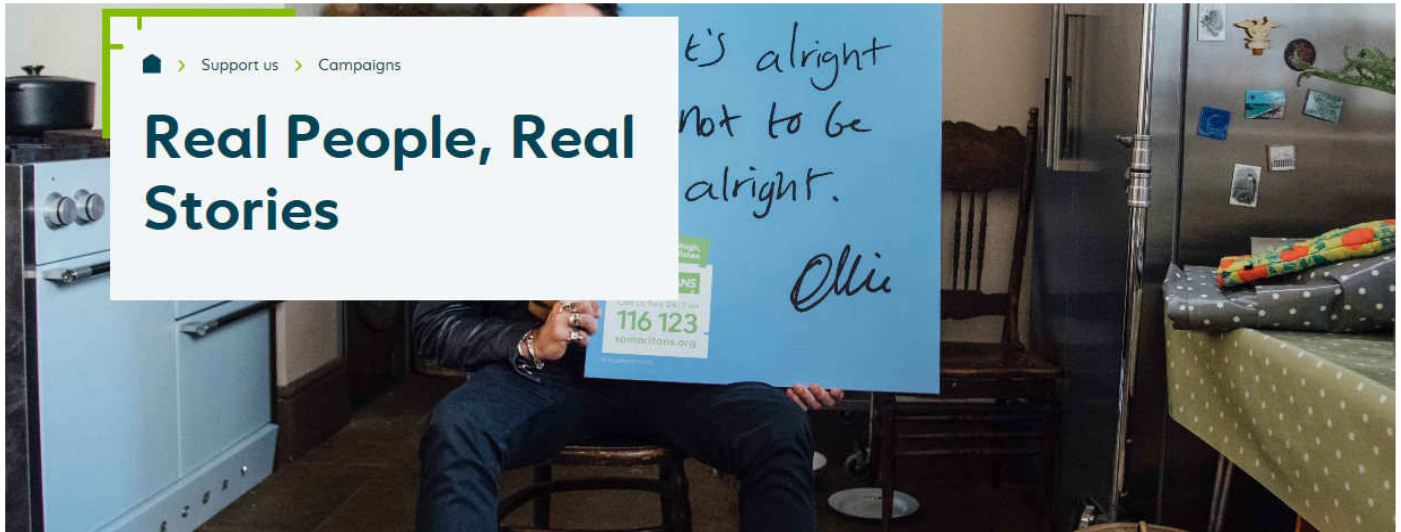
Campaign supported by:

2013 update produced by Deb in association with original campaign initiators and supporters.





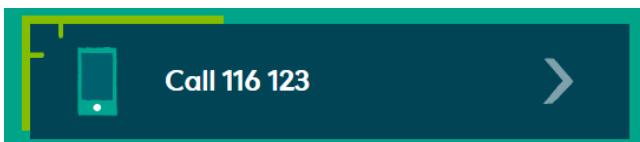
Samaritans Awareness Day 24 July 2020



Each year, Samaritans Awareness Day is celebrated on the 24th July to raise awareness that the Samaritans are there for anyone who needs someone to listen, 24/7, without judgement or pressure.

Two in five men in England, Scotland and Wales aged 20-59 don't seek support when they need to. They prefer to solve their own problems or don't want to feel like a burden. The new Samaritans Awareness Campaign shares real stories from men who have been through tough times to encourage other men to seek help.

The Samaritans is a free to call number and they offer a safe place for you to talk in your own way – about whatever is getting to you.



When life is tough, the Samaritans are there to listen.

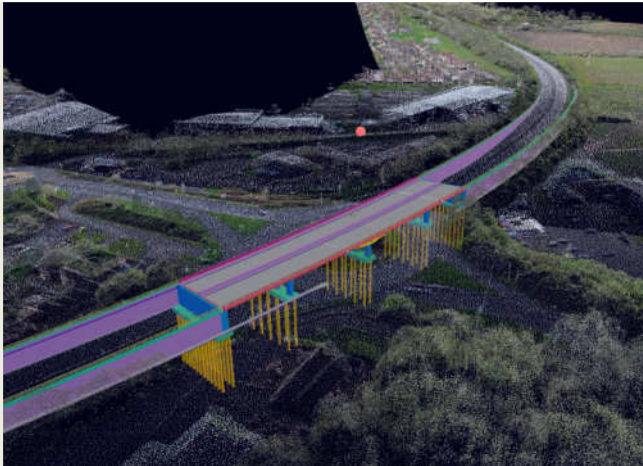
For all our permanent employees, you have the use of our completely free "Supporting You" Programme. We also have many Mental Health First Aiders you can talk to.

See the front page of iGO for full details.



Our Teams **Keeping Networks Flowing**

Green Light for Major A46 Binley Upgrade



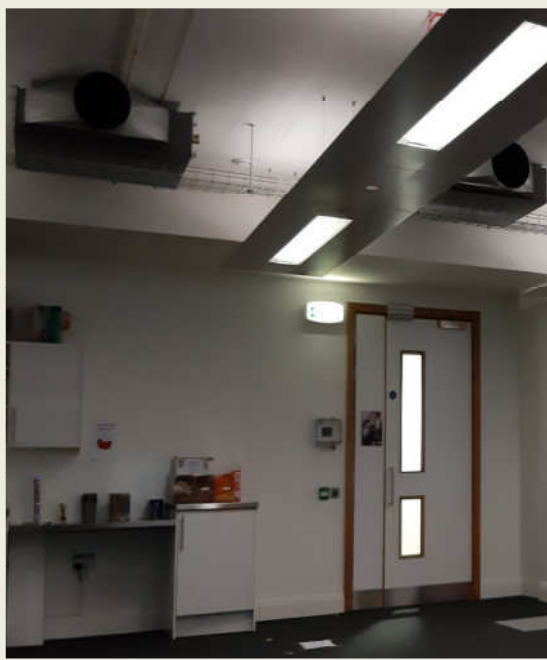
Thanks to the enormous efforts of our A46 Team the Secretary of State for Transport has now given permission for the A46 Coventry junctions upgrade at Binley Woods to proceed.

This decision came after many months of collaborative work with our customer and the designer who worked closely with residents, special interest groups, businesses and local authorities to develop the design, removing local objections and negating the need for a public inquiry.

Currently, congestion and journey reliability issues at this junction are a significant constraint to future investment and economic growth in the region and our team have already been carrying out essential utility works around the junction in readiness for the Order being granted. This work will continue throughout the summer until the major improvement work, which includes the installation of a flyover that will separate the local traffic from the A46, begins in the autumn.

Well done to all involved.

Cooling Operations at Three Bridges



At Network Rail's Three Bridges Operating Centre, where many of the country's rail movements and interfaces are managed, the building's cooling system cannot cope with the heat generated by all the equipment in the building or indeed the recent hot weather.

Thankfully our team are installing 24 No. air conditioning units across the two operating floors in this particularly sensitive environment. They are working hard to ensure that the signallers are informed of all operations, which must be carried out without dust or noise and they have to be prepared to stop at a moment's notice.

Thank you to Joel Gold, Darren Dawe, Bruce Williams and our specialist suppliers Airtemp and AJ Electrical for building great relationships with our customer's teams, which is so important when trying to work in such a live and sensitive environment.



Romsey Road Bridge draws to a Safe Conclusion



As the incredible technically and logistically challenging Romsey Road Bridge Project draws to an end the team's safety performance throughout the project has been congratulated by the Highways England Project Manager;

"I am delighted that this £19m two-year long project has concluded with the Accident Frequency Rate remaining zero throughout the project. This is the result of much hard work by Highways England, Kier, Osborne and indeed the whole supply chain."

The whole teams professional and supportive engagement with the community and all impacted by the works made a tremendous difference to the success of the project, turning what could have been a seriously disruptive scheme into an impressive, meticulous and well-coordinated operation and compliments continue to be received;

From a Local Resident to the whole team;

"Thank you for the professional way the project was handled and the condition the site has been left in, even the horses look happier now they have their field back! We are sure it was a team effort and it is a job well done, thank you."

From the Chief Constable with personal thanks to Laura Harvey;

"You engaged early with partners, explained the process and during all of the closures, maintained an hourly update and key input into the teleconferences they were holding. I know you were personally mentioned in the debriefs from these closures because of your positive approach. I know this was a very challenging project and I see it as testament to your hard work that partners felt informed and the whole project went as smoothly as it did."

Thank you to everyone involved in the completion of this fantastic civil engineering project that has been completed to a very high quality, and most importantly, with everyone returning home safe and well. This achievement has been driven through the collaborative, safe behaviours of Highways England, Kier, Osborne and wider supply chain teams. The teams shared commitment to the safety, health and wellbeing of everyone working on the site as well as the road users and the local community has been exemplary. You should all feel very proud



Congratulations! Gold Rated Sites Period 2



Congratulations to our teams working at Mortimer and Feltham who both received the Period 2 "GOLD" rating from Network Rail. At Feltham, the complex works to install the ramps and stairs and link to the new cycle bridge was also the Period 2 Top Scoring Site with our customer commenting;

"This site has always been a well performing site which has overcome many issues. The site has maintained an excellent performance in safety, innovation and compliance... The site has developed and lead the way forward with what is now the new norm. The works are progressing safely and will deliver a fantastic piece of new infrastructure to the ongoing regeneration of Feltham and the capacity of the station."

Our team at Feltham were also recently awarded the Network Rail Southern Capital Delivery "Sustainability Award" for investing in communities and material reuse with the footbridge which has been designed for reuse.

A massive well done to all involved in these projects.

New River Bridge Considerate Construction



Our team at the New River Bridge, Essex recently had their first "Virtual" Considerate Constructor's Audit, scoring a very respectable 40 /50. The project was rated as "Excellent" for their care about appearance, respect for the community, protecting the environment, safety and valuing their workforce. Our customer commented:-

"As usual the report is very positive on the works on site and it's interaction with the community. Well done to you and the team for continuing to keep the standards high on site."

Congratulations to the whole team for this great achievement, particularly whilst addressing the additional challenges presented by Covid-19.



THANK YOU for a True One Team Effort! Templecombe Nine Day Blockade



Around the Templecombe area in Somerset and at Sherborne and Gillingham in Dorset, our highly collaborative team, including One Team Wessex, Rail Services, our customer and suppliers, came together to stabilise the failed railway cutting, replace track and refurbish two stations - all within a nine day blockade, without incident or accident and all without a single compliant despite more than 600 deliveries and work continuing around the clock!

Following a landslide last year, our team first visited site at the beginning of May to begin mobilising for an emergency blockade to stabilise the failed cutting. With only two weeks' notice, the additional track and station works were then added into the blockade works. With an enormous amount of work to complete, the team were then faced with further challenges from torrential rain that caused the already failed cutting to move again. The planned works had to stop temporarily to implement emergency measures to stop the section of cutting from subsiding further.

With more than 80 people on each shift, the team used 6 RRV's, 3 mobile cranes, two long reach excavators and an Engineering train to deliver the main works with extensive support plant feeding the other working areas to;

- Install soil nails to stabilise the cutting to prevent further landslips.
- Build a gabion wall for further protection.
- Replace 400 metres of track.
- Refurbish Sherborne and Templecombe Stations with roof, canopy and platform works, painting, vegetation clearance and new fencing.

A speed restriction that was imposed late last year following the landslide, has now successfully been removed much to the delight of the travelling public and our customer who stated;



What Good Looks Like

July 2020 - STOP Think!



"...It is pretty staggering to think when looking at how safely and professionally delivered the works were that the planning only started two weeks before. I know that many of you gave up a lot of your own time in the lead up to and during the blockade and went really above and beyond to get this over the line, which is hugely appreciated. The speed restrictions at Templecombe have been the biggest performing impacting speeds on the Wessex Route this year, and being able to get these increased is going to make a real difference to services."

"Thank you for your hard work in delivering this complex job at short notice, going from no scope to a fully delivered scheme in just a few weeks. The outcome has exceeded what we thought was possible at this site..."



Enormous Congratulations to the WHOLE Team including Network Rail, Arcadis and our amazing suppliers!

Not only did the team have to manage traditional construction risks and those brought about by Covid-19, but they also had to battle the elements and considerable changes in design, methodology and sequencing. To safely and calmly mitigate these risks and deliver such a fantastic level of safety performance whilst handing back on time for the rail passengers is an excellent achievement. It is only true personal commitment from each of you involved, together with fantastic teamwork that makes projects like this successful.



07971 125 180 24 hour Infrastructure Advice & Reporting

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

www.osborne.co.uk

A500 Etruria Widening Opens Ahead of Schedule Benefitting residents, commuters and businesses!

Huge congratulations to our team at Etruria who have safely and successfully widened the dual carriageway to three lanes of traffic in each direction to increase capacity, relieve congestion and improve safety on this important section of the network.

After 16 months of work, journey times will be shorter and more reliable, therefore supporting local businesses and attracting more investment to the fast growing and developing city of Stoke-on-Trent. A new pedestrian and cycle path along the northbound carriageway will also link in with cycling facilities on the city council's new Stoke Etruria Valley Development.



With all lanes now open, the finishing touches will be added over the summer including the final landscaping works. Since work began our teams has;

- Installed 655 metres of concrete safety barrier in the central reservation.
- Laid 2000 tonnes of tarmac.
- Installed 380m of sheet piled retaining wall.
- Placed over 40,000 tonnes of crushed stone, sand and gravel.
- Installed over 1,100 metres of new vehicle restraint system.

Our customer commented;

"Please pass on my thanks and congratulations to all involved in achieving open for traffic today. This is a huge milestone for the project made possible by the hard work of you, the Osborne team and everyone from the supply chain who has contributed to this success. I would encourage everyone involved to take a moment to celebrate this achievement. All the long hours and hard graft have resulted in a much improved road which will benefit thousands of people who use the A500 every day, for many years to come."

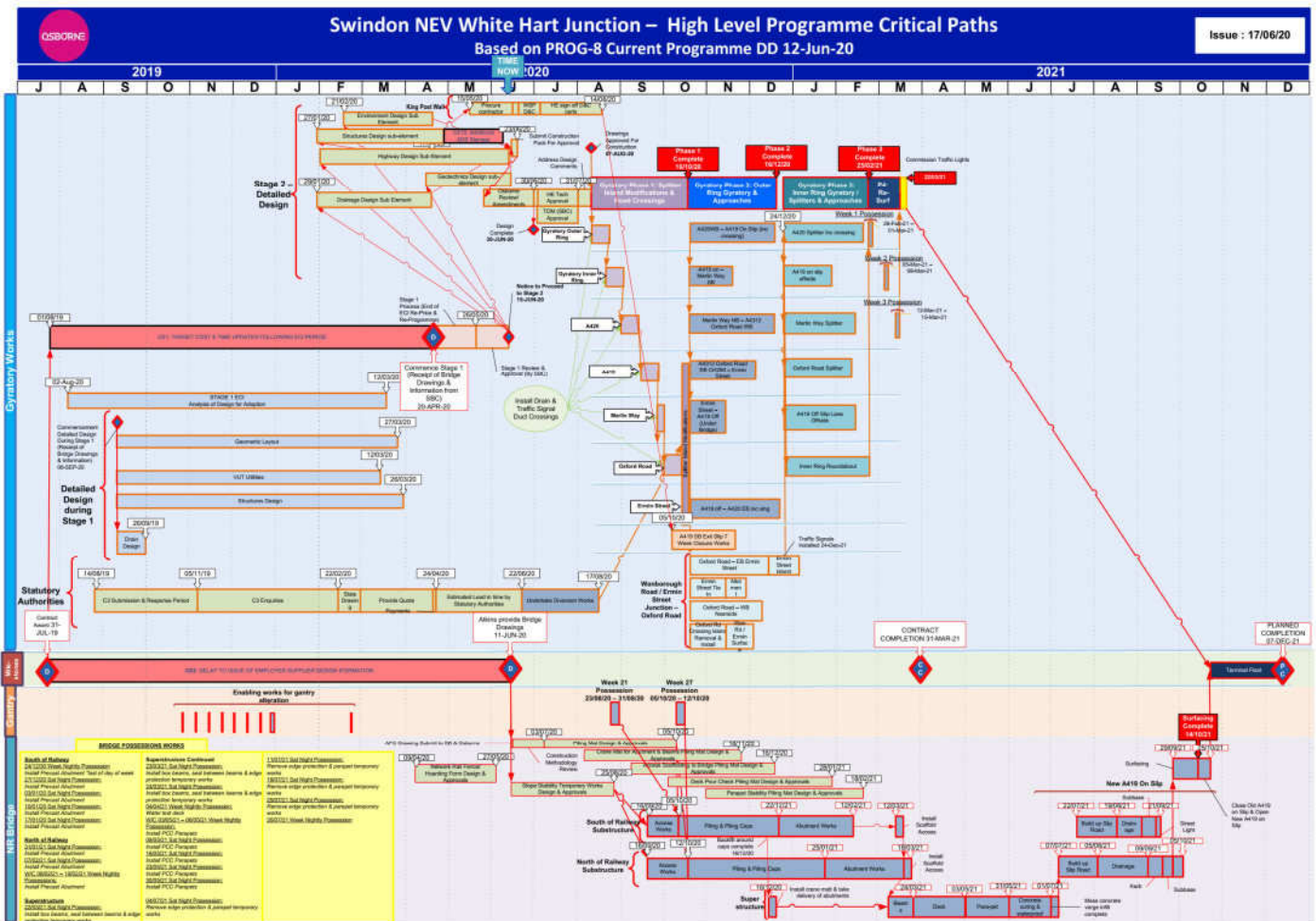
Many thanks to the WHOLE team including our customer and suppliers. For your successful opening of six lanes on this busy road to benefit the travelling public and the local community.



Programme on a Page Visualising Critical Paths at White Hart Junction

Over the past couple of months the team at Swindon have been taking full advantage of the quieter roads to progress the major upgrades at White Hart Junction and are now pleased to have been issued the Notice to Proceed with Stage 2 of the works.

With the works currently planned to complete at the end of next year, the full Primavera P6 programme, with its hundreds of work activities is not only rather large – our customer does not have the software to open and view it electronically. Working with large paper printouts is not only unsustainable, it is impractical for all, therefore working with our specialist programme partner MBM Consulting, the site team have developed a “Programme on a Page”.



This high level visualisation of the programme can be converted to a pdf. It is therefore particularly useful to share with our customer and is proving to be a great tool for understanding at a glance the high level Progress of the scheme and the complex interconnectivity between the numerous deliverables.



What Good Looks Like

July 2020 - STOP Think!



The main works consists of installation of a new A419 north bound slip road including a road-over-rail bridge. Alterations to the OHLE have allowed the old gantries to be removed to make space for the new precast concrete bridge and works continue to create access off the dual carriageway to the new northern abutment.

The redundant A420 gantry has now been removed, verges widened on the A419 and narrow lanes and vehicle restraint systems installed.

With the Stage 2 Notice to Proceed issued, works quickly commenced starting with the installation of the new road crossing for the traffic signals and street lighting ducting works around the gyratory and approaches. These works will be ongoing for another week after which works on the road crossing for the new drainage will commence.



Thank you to Jake Burnage of MBM Consulting for leading the development of the "Programme on a Page" and well done to the whole team for your safe and efficient work to progress this major junction upgrade that will support the New Eastern Villages Development.



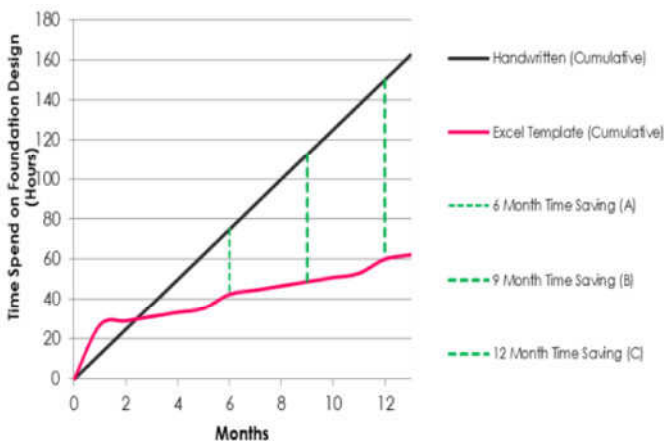
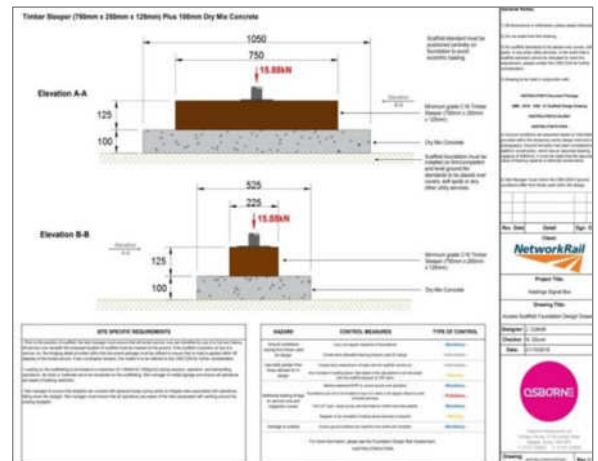
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Automating Scaffold Foundation Designs Annual Cost Reduction of 60% in Rail Services

When our Rail Services Team looked into the time that was being spent on repetitive hand-written scaffold calculation, they decided to develop a solution that would help to make the whole process more efficient.

Whilst hand calculations were perceived as being the best way of capturing the calculations, this was because no other method had actually been explored. When the team began to delve into the detail, they soon worked out that each of the repetitive designs was taking at least 1.5 hours.

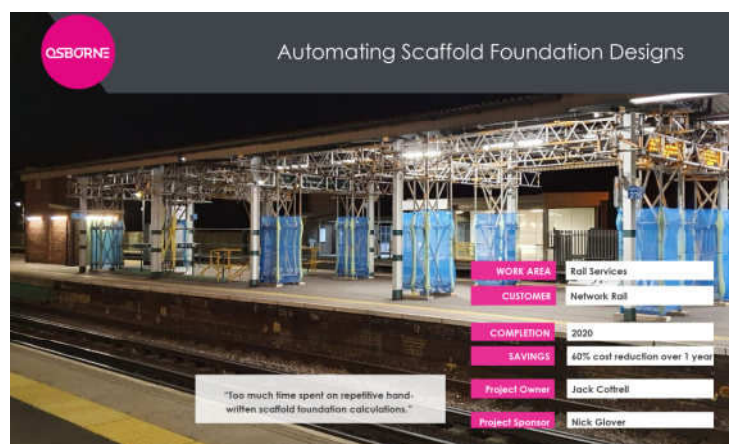
Their solution was to automate the calculation using Excel and produce a suite of template drawings. The calculator was checked and approved at the end of last year and is now being used regularly to provide right first time scaffold foundation solutions, providing time, quality and therefore measurable cost benefits.



Time	Handwritten Calculations/Drawings	Excel Template Calculations/Drawings	Saving (£ or %)
6 months	75 x £20 = £1500	43 x £20 = £860	£640 or 43%
9 months	113 x £20 = £2260	49 x £20 = £980	£1280 or 56%
12 months	150 x £20 = £3000	60 x £20 = £1200	£1800 or 60%
24 months	300 x £20 = £6000	95 x £20 = £1900	£4100 or 68%
36 months	450 x £20 = £9000	130 x £20 = £2600	£6400 or 71%

To visit the case study on the automation please click below;

[Automated Scaffold Foundation Calculations - Case Study](#)



Congratulations to Jack Cottrell and Nick Glover for this great initiative to provide a Lean Solution and eliminate waste from the process.



Tool Box Talk – Adders and the Dangers of Snake Bites



Infrastructure Projects Southern Toolbox Talk

Adders and the danger of snake bites

03 May 2016

Did you know?

- Adders are the only venomous snake native to Great Britain. They are extremely widespread and can be found on some of our construction sites
- They are unlikely to bite unless they are alarmed or disturbed; bites can be painful but are rarely fatal
- Adders are protected by law from being killed or injured



What is the danger?

Only 10 cases of human death from an adder bite have been recorded in the last 100 years. However, although an adder's venom poses little danger to a healthy adult human, the bite is very painful and requires urgent medical attention.

Bites appear to happen when adders are surprised and they don't have time to retreat.

How do I recognise an adder?

- A stocky snake, the adder is easily identified by the dark zigzag line passing along the back bordered by rows of spots
- The adder is typically active during the day when it hunts, mainly for small mammals
- The adder hibernates in winter, typically from September/October to March

What are the symptoms of a bite?

- Pain, redness and swelling in the area of the bite
- Nausea and vomiting
- Dizziness and fainting

Seek urgent medical attention

Do

- ✓ If you see an adder, stop work and report it to a supervisor
- ✓ The adder should be left to move of its own accord
- ✓ Any harm or injury that does occur to an adders must be reported
- ✓ In the event of being bitten by an adder, seek immediate professional medical help

Do not

- ✗ Injure or harm the snake in any way – this is illegal
- ✗ Handle adders – if this is necessary leave it to trained professionals

**This and other
toolbox talks can be
downloaded from:**

www.southernshield.co.uk

For further information please contact a member of your Environment Team



07971 125 180 24 hour Infrastructure Advice & Reporting

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

www.osborne.co.uk

Tool Box Talk – Caterpillars of the Oak Processionary Moth

Toolbox Talk - Environment

Ecology – Oak Processionary Moth

What?

- Caterpillars of the Oak Processionary Moth (OPM) are a pest which can be a hazard to the health of people.
- The greatest risk period is May to July, but nests should always be avoided.
- They have been recorded in the following IMDM areas;
 - ◆ Clapham
 - ◆ Reading
 - ◆ Croydon
 - ◆ Saltley
 - ◆ Euston
 - ◆ Tottenham
 - ◆ London Bridge
 - ◆ Wessex Inner
 - ◆ Orpington
 - ◆ Bedford

Why?

- Their tiny hairs can be blown about by the wind and cause itchy skin rashes, eye and throat irritations and, occasionally, breathing difficulties.

DO

- ✓ Keep away from caterpillars
- ✓ Report any suspected sightings
- ✓ Use EcoReporter app and send to opm@forestry.gsi.gov.uk
- ✓ Call NHS111 or seek medical advice for serious allergic reactions

DON'T

- ✗ Start work on a suspected tree until you have written authorisation from the Forestry Commission
- ✗ Process or remove arisings from site without written authorisation from the Forestry Commission

V2.2019

For further information please contact a member of the Environment Team



Tool Box Talk – Giant Hogweed



Infrastructure Projects Southern Toolbox Talk

Giant Hogweed

03 May 2016

Did you know?

Giant hogweed sap contains toxic chemicals which react with light when in contact with human skin, causing blistering within 48hrs



How is it identified?

- The stem starts growing in March/April and is green, but develops dark red/purple spots or blotches during summer. It is hollow, furrowed or ribbed and has sparse spiky hairs
- Leaves are dark green, have deeply cut lobes with ragged edges, can be one metre across and form in a rosette
- Flowers are white, umbrella like and up to 500 millimetres across and appear from June in the fourth year

Why does it matter?

- **Environmental harm:** the plant endangers the survival of native plants and this may lead to excessive erosion of soil as the giant hogweed dies back in winter. It can also cause significant harm to grazing animals
- **Prosecution:** it is illegal to plant or otherwise encourage the growth of giant hogweed. This includes moving surrounding soil that may contain either seeds or plant material unless as part of an eradication process
- **Health Hazard:** the plant contains large amounts of poisonous sap that, on contact with the skin and in the presence of sunlight, causes severe irritation, swelling and painful water blisters. This reaction can occur up to 24 hours after exposure to sunlight. Contact with eyes can cause temporary blindness

Do

- ✓ Immediately stop all work near to any plant you suspect may be giant hogweed
- ✓ If you come into contact with the sap, cover the affected area to prevent a reaction with sunlight. Wash with soap and water and seek medical advice

Do not

- ✗ Enter an identified area of giant hogweed during treatment
- ✗ Excavate or move soil that may contain seeds or other plant material
- ✗ Stockpile material suspected to containing giant hogweed within 10 metres of watercourses, gullies or drains.
- ✗ Move plant through Giant Hogweed

This and other toolbox talks can be downloaded from:

www.southernshield.co.uk

For further information please contact a member of your Environment Team



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

www.osborne.co.uk

SHE Performance Summary – June 2020

Improvement Opportunities Frequency Rate (IOFR) the Current Rolling IOFR Is: 3.93 (Target of 2.5 per 1000 hours worked)			
Accident Frequency Rate (AFR) Days since the Last RIDDOR Accident: 98 The Current Rolling AFR Is: 0.05 against a threshold of 0.01			
Service Strike (SSFR) Days since the last Service Strike: 116 The Current Rolling SSFR is: 0.54			
June Total Number IOs 489		June No. Safety, Health & Environmental IOs 440	
June No. Business IOs 49			
Reference	Date	Incident Name	Description of Incident
Ill Health			
I/025453/002	04 Jun 2020	Gade Valley Viaduct	Supply chain operative taken ill – suspected food allergy.
I/044030/001	28 Jun 2020	Ashmead	Machine operator became unwell with a suspected stomach bug.
Near Miss / Close Call			
I/044015/001	29 Jun 2020	Alton Footbridge Removal	Operatives observed stood on roof of building with no edge protection – they were not using towers as planned.
Other			
I/178005/001	18 Jun 2020	Port Creak Junction Not Site Related	Site team assisted a member of the public who crashed a pushbike at speed into a bench, receiving a number of injuries.
I/070380/005	23 Jun 2020	LUL	Complaint of unsafe working around live cables.
Property Damage			
I/025467/004	15 Jun 2020	A27 Adur Interchange	Tarmac lorry was reversing back to the paver when its mirror caught a parked lorry causing damage.
Theft			
I/025331/032	08 Jun 2020	Romsey	Theft of 25m of hedgerow.
I/044019/001	15 Jun 2020	Shawford	Water bowser stolen from site.
TM Incursions			
I/025468/007	01 Jun 2020	A46 Binley	A car decided to jump a queue by pulling into the traffic management and another car followed.
I/025468/006	02 Jun 2020	A46 Binley	Articulated lorry driver pulled into the works access to for a break. TCO spoke to the driver and when he said he wasn't going to move the police were notified.
I/172001/002	05 Jun 2020	Joints Renewals Package	Member of public entered lane closure seeking refuge due to punctured tyre. Recovery arranged and vehicle removed.
I/172001/003	05 Jun 2020	CP D&B Joints	Member of public entered road closure in early stage of TM installation. No workforce was present in the closure.
I/025468/008	11 Jun 2020	A46 Binley	Lorry broke down in live lane - other drivers moved traffic management cones to go around.
I/025455/003	15 Jun 2020	Colindeep Lane	Member of public car cut through the cones after the traffic lights and a second car followed.





Improvement Opportunities

June IO Statistics

During the month of June the level of engagement with the IO System has again reduced when compared to last month and the same time last year. However, our IO Frequency Rate at 3.93 remains consistently above our target of 2.50 for every 1000 hours worked. Please do continue to submit your IOs and help us to share learning across the business and the wider industry.

Top Projects in June

- Bournemouth LMD 104
- CP6 HV Feeder Renewals 46
- Templecombe Cutting 41
- Laverstock Embankment 27
- Ashmead 2 26

Top IO Originators in June

- Majid Nassiri 104
- Darren Bradford 35
- Nigel Howell 32
- Jon Blackman 26
- Jas Rupra 22

Top Suppliers in June

- Deploy Rail 1

Top SHE Categories in June

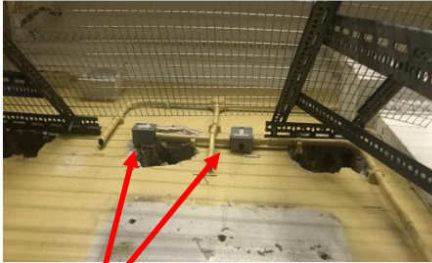
- Personal Health 69
- Access/Egress/Site Security 66
- Site Housekeeping 56
- Third Party Interface 40
- Rail Protection / Possessions 30

Infrastructure Improvement Opportunities

Month	Total No. IOs	Total No. People Raising IOs
April	480	92
May	414	88
June	489	88
How many did your site submit last month?	?	?



London Underground Electrical Safety (STOP Think! Moment No. 110, 02/07/20)



2 electrical spurs still in-situ. The circuit had been switched off previously by LUL contractor at the distribution board, labelled but not locked off.



Circuit switched off & labelled at the distribution board, but not locked



What Happened?

During works at Wimbledon Park Underground Station, 3 EIRFs (Electronic Incident Reporting Form, LUL near miss) were raised by a London Underground Construction Manager in relation to electrical safety

Detail of these is:

1. Earlier works by another party to remove electrical equipment ahead of Osborne works left cable, containment and 2 electrical spurs behind. This meant propping works ahead of the creation of a wall opening could not be carried out. – The previous contractor had switched off the circuit at the distribution board, but not locked it off in accordance with LUL protocol.
2. In an effort to resolve the above issue the distribution board was opened whilst being live, during traffic hours and the circuit to the redundant cable was disconnected by an electrician. LUL protocol is for the board to be isolated prior to removal of the cover and for the activity to be carried out in engineering hours.
3. A week later an Osborne Construction Manager attended site to carry out electrical works when his LUL level 3 electrical qualification had expired. This was an oversight, although when he realized he stopped works.

Learning for ALL projects:

1. Electricity at Work regulations hierarchy should be followed
2. Should it be not possible to undertake works in accordance with the Safe System of Work (LUL version of WPP / MS) and/or Task Briefing Sheet, then works should not commence.
3. Works should not be undertaken on a live MCB without fully locked off circuits or another suitable and authorised methodology.

Action for ALL LUL projects:

1. Until notified formally, no electrical isolations or electrical works are to be undertaken on live LUL equipment
2. Undertake a full review of the competence certificates of all personnel on site – this is especially relevant following the sites being closed due to COVID-19 and re-training suspended.
3. Review that all SSoW and TBS are valid, approved and detail all works to be undertaken for every shift.

Brief this STOP-think! Moment and the Osborne Electricity at Work toolbox talk to all operatives

If works cannot be undertaken safely then STOP Think! and seek further guidance and advice



Safety Advice



Non-compliant dust masks

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

Ref: NRA20-08

Date of issue: 27/06/2020

Location: National and all routes

Contact: [Caroline Meek](#), Head of SHEQ, Route Services



Overview

Since the start of the COVID-19 pandemic our normal supply chain has been unable to fulfill the significantly increased demand for face masks FFP3 (dust protection) and FFP2 (COVID-19 protection). Alternative supplies were sourced with the correct certification from Europe and China. Certificates and test reports were checked before purchase, but we also requested independent testing by the British Standards Institute (BSI).

BSI informed us on the 19th June 2020 that the FFP3 and FFP2 safety masks we had requested for testing did not pass the dust and mist penetration tests. The masks were immediately quarantined by the Route Services Supply Chain team, and the Network Rail health and safety teams were informed.

The following four masks should NOT be used for activities where dust inhalation (e.g silica) is a risk:

0111/121006
0111/121033
0111/121005
0111/121030

Where these masks have been used for COVID-19 mitigation, there is no concern to health for the users. (Based on our supply chain feedback this is a large proportion of the supply).

We have shared the findings of our testing with the regulator for relaying to other organisations who may have brought the same non-compliant masks as respiratory protective equipment.

If staff have concerns that they have used one of the above masks for dust protection purposes, such as track staff working with ballast and works delivery staff drilling concrete, please inform your line manager and they will arrange an occupational health screening for you.

Route Services arranged testing with BSI for the latest supplies of FFP3 face masks and these have passed the dust and mist penetration tests required. The mask item number is 0111/121061 which you may order through istore with the assurance that it is fit for purpose. If this model is different to the ones you have used before, you will need to redo face fit testing.

Immediate action required

- Check the mask type you are using.
- Do not use the above four types of FFP2 and FFP3 face masks for dust protection.
- Quarantine any supplies of the non-conforming face masks to prevent inadvertent use.
- Remember that FFP3 face masks require you to have a face fit test for the specific model.





INFORMATION



Safety Alert Drilling Rig Safety

16 June 2020

Background information

- Geotechnical Engineering were using a Commacchio 305 drilling rig for borehole works.
- The incident occurred when the IP (injured person) was removing the drilling rod from the clamps (see photo below)
- The IP took the weight of the rod and the barrel, causing their hand to slip behind the clamp. The IP then instructed the driller to open the clamps which trapped their wrist. The IP sustained two fractures to their wrist and will make a full recovery.



Learning

- The correct procedure instructs using a winch on the machine to take the weight of the rod and the operator should guide its movement.
- This procedure was not followed by the operatives, the method they used had become custom practice.
- Video of the incident including interviews by those involved to be produced for wider learning



Recommendations

- Review working practices with drilling rig teams
- A new clamp configuration that covers the gap will be retrofitted to all rigs
- The RAMS are being updated to be more pictorial showing a storyboard of the process.
- All operators within the company have been briefed on the incident using the reconstruction videos

Further Recommendations

- Highways England's Principal Contractors should review monitoring arrangements to ensure that:
 - Their supply chain are aware of this incident
 - Safe systems of work are being followed

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

HEi168

home safe
and well



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

www.osborne.co.uk

INTEGRITY
Always be honest and treat others as you would like to be treated!

QUALITY
Be professional and do a job of which everyone can be proud.

OPENNESS
Be open and prepared to listen.

CARING
Encourage, support, understand and respect each other.

PROGRESSIVE
Continually adapting and improving the best.

SAFETY ALERT **FALL FROM HEIGHT – FALLING OBJECTS**

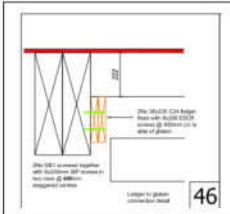
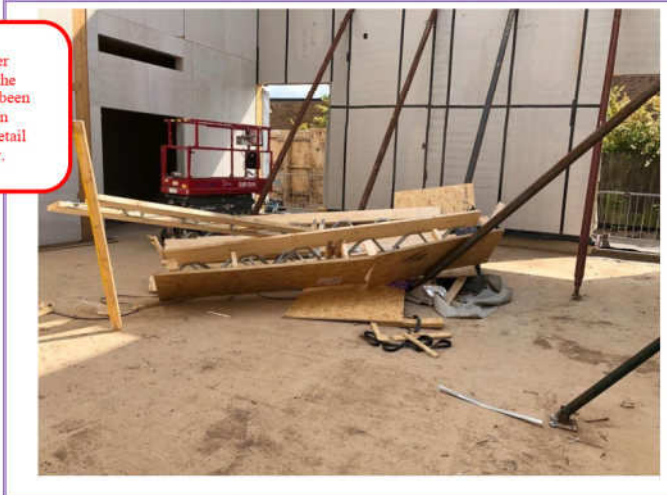
Overview:
At approximately 15:10 on 11/06/20 an Innovare sub-contractor operative fell through a roof cassette at the Turves Green site near Birmingham. The individual was wearing all the correct PPE including a full body harness and was safely clipped on to a secure anchor point via a retractable fall arrest block.

The operative dropped approximately 2m before his fall arrest equipment deployed, the broken cassette fell about 8m to the ground below, a full exclusion zone was in place and no injuries were sustained.



Simulation of fall arrest set up.

Glulam beams – timber ledgers for mounting the cassettes should have been secured to both sides in accordance with the detail shown in fig 46 below.



- Preliminary findings from the investigation have established the following:
1. Timber ledgers should have been fixed to the glulam beams to support the cassettes; they were not.
 2. The cassette was only supported by the 18mm OSB deck resting directly on the glulams which collapsed when the Operative walked across it.
 3. The emergency rescue plan was initiated promptly and effectively.

- Key Learning Points:**
- The right Personal Protective Equipment **CAN** save your life.
 - When working at height secure and robust exclusion zones below **must** be established and maintained.
 - Critical safety hold points for ledger installation, safe working platforms etc. must be considered and embedded within the project QMS (i.e. Inspection and test plans).
 - Drawings should be clearly marked to show the position and detail for fixing ledgers.
 - Rescue plans should be documented, tested and rehearsed (a drill not a real fall!).

Author: Jim Turnbull

Rev. - Safety Alert 20.004
17/06/20



Safety Advice

Action required following a serious incident



Wooden poles on the railway infrastructure

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

Ref: NRA20-06

Date of issue: 04/06/2020

Location: National

Contact: [Felix Langley](#) / [Dave Hewings](#)



Overview

A passenger train recently hit a wooden pole that had fallen onto the line. This bulletin contains a brief overview of the incident and provides initial findings and recommendations.

This incident was reported by a driver whose train stopped after striking the pole, which was blocking both lines. It was a redundant lighting pole that had failed due to heavy rotting at its base.

Further investigation revealed that this pole had been recently inspected and recommended for removal several times on grounds of its age and condition.

This finding has led to an urgent review of Route structural examination and escalation processes.

It has since been ascertained that there are likely to be other similar assets on the infrastructure (both on main lines and depots or sidings) that present danger due to their age and condition and should be removed.

It has also been established that ownership of these assets may not be clear in all cases.

Immediate action required

The following measures are being undertaken by Wales and Western Region and must also be taken across other Regions:

- Route databases to be reviewed to identify any similar structures in dangerous condition (rotting, fatigued or poorly secured) that require removal.
- Further investigation is also required to determine any unrecorded or unowned assets that pose a similar risk.
- Affected structures to be prioritised for removal from Network Rail infrastructure based on defect safety criticality.
- Review Route processes for reporting and escalation of train safety hazards to Route Control.

Discussion points

- What wooden assets could be similarly affected in your Route?
- How effective are your processes for prioritising action when defects are found?
- What would you do if you found a rotten or unstable pole on the lineside?
- How does your assurance check the effectiveness of asset inspection and resolving defects?



SHE ALERT



Ref: SHE H166 A 2020
Issued by: Kier Highways SHE Department
Date: 19/06/2020

HIPO: Asset Damage.

On 17th June 2020 during nightshift work a TL 90 mobile tower light was being towed following the completion of the vegetation clearance works. The vehicle towing a mobile tower light was about to exit the temporary traffic management area on the M6 southbound between Junctions 13 & 14.

The mast of the tower light which was not lowered prior to transit, struck the north face of Thorney Lane Road bridge spanning the M6 carriageway.

The impact caused the mobile tower light to overturn, resulting in the mast resting within lane 1 and 2 of the temporary closure.

No damage to the road bridge was sustained, however the mast and head lighting of the tower light were significantly damaged.

A temporary rolling road block was implemented to safely remove the tower light and debris from the lane closures.

No injuries were sustained.

Key Findings

- The mast of the tower light was not lowered prior to transit.
- The mast was extended to approximately 5.5 metres
- The operative did not use the side primary controls for lowering the mast.
- The operative used the hand break (secondary control mechanism) to lower the mast.
- The hand break lowering mechanism was not fully engaged with the interlock system.
- The operative assumed the mast had lowered and did not complete checks prior to transit.
- The operative did not follow the manufacturers operating instructions.

Actions.

- **Ensure familiarisation training is completed prior to use.**
- **Follow the manufacturers operating instructions at all time.**
- **Tower light masts are to be fully retracted prior to transit.**
- **Carry out checks prior to transit.**



Secondary control was not in full contact with the interlock.



Rapid Incident Notification

Damage to Underground Service

What happened?

The Principal Contractor was undertaking trial hole investigation works as part of London Power Tunnels project to establish positions of existing services to allow a road widening to be installed.

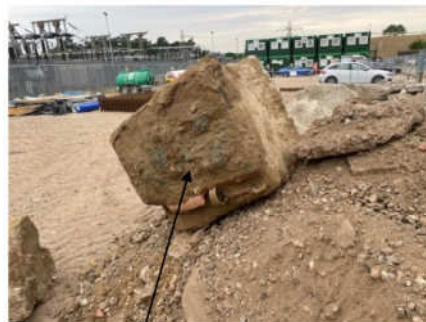
This activity was planned, had agreed RAMS and was being performed in accordance with HSG47 including the use of a Vacuum Excavator. A Cat and Genny survey was performed prior to breaking ground with re-scanning every 150mm as the work progressed.

During these Vac Ex works a concrete block was uncovered and needed to be removed. This was discussed on site between ET operations, Capital Delivery and the Principal Contractor on 2nd June during a site walkover.

When lifting the concrete block, the watcher saw a clay duct stuck to the concrete, so they stopped the activity. The clay duct was embedded into the concrete. As the block was lifted the clay duct shattered, revealing the duct and its contents (5 cables).

To make the area safe the concrete block needed to continue to be moved. Once the block was safely removed it could be seen that there was damage to one of the cables (the outer sheath of a 15mm cable).

The approximate position of the concrete block is shown by the red outline on the picture to the right.



Concrete block (after removal)
Approx position prior to removal



Immediate actions taken/Initial learning

All excavation works were stopped immediately

All relevant parties informed within timescales

Drawings and CAT+Genny surveys are not a guarantee that all services have been identified.

Additional actions are required to prove an area is sterile of buried services (e.g. perimeter slit trench using safe digging methods)

Investigation underway to understand learning

Categorisation of the incident: Medium

Incident Details

Date of incident: 3rd June 2020

Time: 16:30

Location/Site: Hurst Site

Principal/Contractor: Hochtief Murphy Joint Venture

Key Contacts

Philip.Billington@nationalgrid.com

Benjamin.Muncey@nationalgrid.com

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Shared Learning

Key learning following a serious incident



On track plant derailment at Worcester

Ref: NRL20-06

Date of issue: 08/06/2020

Location: Wales and Western

On the 25th November 2019 a Komatsu PC138 Road Rail Vehicle (RRV) derailed whilst lifting a 20ft track panel and travelling over a set of points at Worcester Shrub Hill station sidings. This caused damage to baseplates and securing bolts. The derailment category was classed as moderate to severe.

At the point of derailment, the RRV was travelling in an unsafe mode due to a fault in the axle control system. This fault was known to exist by the Machine Operator (MO) and was being exploited to achieve a perceived increase in stability. This action was in contravention to the machine operating instructions and the MOs competence.

The fault permitted the machine to travel without the rail axles being fully deployed and had also locked the axles thereby preventing machine compensation for poor rail geometry. The MO carried out the lift operation with the Rated Capacity Indicator (RCI) in a non-lifting mode so it had no visible or audible warning of the limit of the machine's safe lifting capacity.

Operating the RRV in an unsafe mode with the rail axles not fully deployed, rail axles locked and the RCI being in a non-lifting mode, were the significant immediate causes of the derailment.

The Crane Controller (CC) and the On-Track Plant Operations Scheme (POS) Representative failed to notice as part of their checks that the machine was being used in an unsafe mode and that the RCI indicator light was showing the machine was in a non-lifting mode.

The MO, CC and POS Rep failed to follow the correct procedures and actions following the event so evidence of the cause was not preserved. This hindered the investigation, so the information had to be gained from the data logger download and by carrying out a re-enactment.



Underlying causes

- The machine had a known fault on the axle control system which was being exploited to adopt an unauthorised working mode for the machine.
- The MO contravened the machine's operating instructions and the MO's competence in the use of the machine.
- Insufficient briefing of the lift plan / Plant Operations Scheme (POS) pack by the POS Representative to the MO and CC.
- The Crane Controller and POS Rep failed to identify the machine was being used in a degraded manner and were therefore not in full control of the RRV and its movements.

Key messages

- All machine faults and defects must be reported and recorded in accordance with company procedures.
- Safety-related plant defects must be reported using NIR-Online and in accordance with RIS-8250-RST.
- RRV's must be operated in accordance with the machine operating instructions and the competence requirements.
- The correct lifting mode must be selected on the RCI before the machine carries out any lifting activity.
- Machine Operative, Machine Controller / Crane Controller and POS Representative must ensure the plant is deployed in the correct mode for the activity to be undertaken.
- POS Representative must brief the Machine Operative, Machine Controller / Crane Controller on lift plan and POS pack before work commences.
- If an incident happens, it is essential that evidence is preserved on site:
 - Ensure suitable photos are taken of the environment, plant and equipment, damage to the plant and equipment, and damage to the infrastructure.
 - Consider re-enactment of the incident.
 - Make sure you have authority to resume work following an incident, after checking the plant and infrastructure for damage.





HEALTH & SAFETY ALERT



Issues regarding the Vaisala Weather Station Equipment Rack and its non-compliance with BS7671:2018 Requirements for Electrical Installations



Issues Identified

- Where the incoming mains flexible cable is terminated there are exposed single insulated cables and unprotected live 230v terminals on the connectors and associated switchgear. *Regulation 416 Basic Insulation of Live Parts (refer to regulation 416.1, 416.2)*
- There is no method of cable restraint provided to prevent the mains flex being pulled out of the terminals (Stuffing Gland Cord Grip, Etc). *Regulation 526 Electrical Connections (refer to regulation 526.5, 526.6, 526.8)*
- Additional Issues:
 - No designated connection point provided for the supplementary bonding conductor
 - No mains isolation switch or power on indication provided
Hard wired mains connection (Not IEC 320 Connector)

Normally all equipment intended to be mounted within the 19" equipment rack in the 600 cabinet is housed within a specialist enclosure to overcome most of the issues raised above. These always incorporate a mains isolation switch, connection point for the incoming mains (IEC connector) and an earth connection point for the bonding conductor. All other functional connection ports are either located on the front or rear of the unit depending on the specific use.

Actions

- Discussions ongoing with Vaisala, modifications are still to be agreed. Once approved, changes to be implemented within the Weather Station Equipment rack before installation on site.
- Report this potential issue to the wider motorway technology community in case there are similar installations installed on the network that do not comply with BS7671:2018 regulations.



Alert No. 001
Date: 10/06/2020
Authorising Manager: Ian Bateman
Project: M62, J10-12 Smart
Motorway





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