



OSBORNE



MAKE BETTER DECISIONS

June 2021

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June 2021 - STOP Think!



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Introduction

June 2021 - STOP Think!



Hello and welcome to our June STOP Think! Cascade Briefing. Thankfully, it is finally starting to feel like Summer with the sun shining through and the temperature getting more like we would expect at this time of year.

Year End Reflection

Last month I held a "virtual" year-end reflection with our Senior team, to capture the highlights of the previous 12 months. I always enjoy this annual review, sharing a collective pride with the team as we look back on the volume and diversity of the work that we deliver, but this year was even more special.

To reflect on what we managed to deliver within the complex operating environment that was caused by the Coronavirus outbreak was truly inspirational. Given the immense challenges that we all faced over the whole year, I am incredibly proud of what we delivered together with our customers and suppliers. It really is quite a phenomenal achievement and I thank every single one of you and your teams that helped us deliver our projects!

Freedom Day?

As you have no doubt heard in the news, the country remains on a knife edge between reducing COVID restrictions on 21st June or needing to extend the current requirements to address the increasing concerns posed by the latest variants. Whether the restrictions are lifted or not remains the subject of much debate and we need to consider what the decision will mean for our business and our operations.

As an industry, we must continue to manage the COVID risks in the same way that we do all risks across our projects; understanding the likelihood and severity and continuing to put in place the

necessary control measures to mitigate the risk to an acceptable level.

We will be working with the Construction Leadership Council, Build UK and CECA to ascertain how the current Site Operating Procedures might be modified in relation to the lifting of the restrictions.

Looking further ahead, many positives have come from working differently over the past 15 months and it is important that we do not simply return to the "old normal". We must move forwards in a way that takes the best from how we used to operate, together with the positive benefits that have been brought about from working differently. Getting this balance right has the potential to create a different future for our industry and our collective businesses.

Pride Month – Celebrating Difference

Whilst it might still be a more muted affair for the second year in a row, June is Pride month, and it is important that our opportunity to celebrate difference is not lost. Respecting difference is something that we reflect as a business and this month provides us an opportunity to celebrate the progress that has been made since the Stonewall riots of 1969. As an industry, we know that we still have a significant way to go to progress the Equality, Diversity and Inclusion agenda and this month is a perfect opportunity to raise further awareness and promote continued improvement in inclusiveness.

As included in last month's edition, we have recently released our Inclusion Strategy, with the objective that every individual, regardless of their background, identity and situation should be able to achieve their full potential. I have a deep-rooted personal belief that all people should be treated with the utmost fairness and respect and that we must create a workplace with an inclusive culture that truly values diversity in every sense.

Please do promote this in every engagement that you have and feel empowered to call out any poor behaviour that falls below the high standard that is expected in our Business.

Stay safe and well over the coming month.

John Dowsett
Managing Director Infrastructure



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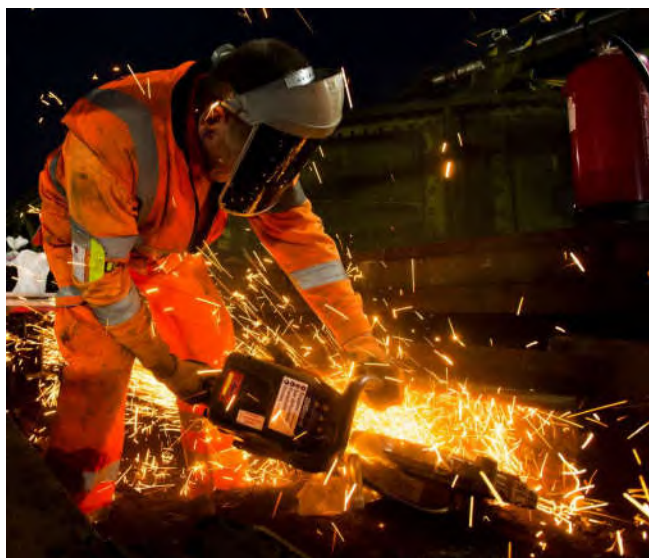
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Fire Safety and Hot Works

A new module can be found within "Your Learning" covering Fire Safety and Hot Works. The 5 minute module looks at several incidents whilst asking could this apply to your workplace and do you need to do anything to make your workplace safer in terms of the risk of a fire.

In 2018-2019 there were 365 fires on sites across the construction industry. Accidental fires often occur because of the mismanagement of hot works.

Hot works include any operation that uses open flames or the local application of heat and friction, for example soldering, grinding, welding and torch cutting.



Any works that are defined as hot work require a Hot Works Permit. This should be prepared in conjunction with the risk assessment for the work activity and be issued, checked, and closed out by an Osborne Manager. ALL control measures detailed within the risk assessment and permit are to be adhered to.

Remember...

- **Eliminate**
Check to see if there is a different way of carrying out the works that do not involve hot works.
- **Assess**
Assess the risks and carry out a specific risk assessment before works start.
- **Control**
If hot works are still required, complete a Hot Works Permit, making sure the control measures within the permit are in place and carried out by trained and experienced operatives.
- **Review**
Conduct regular checks of the work area. Post works fire watch to be carried out as detailed in the permit.

The potential risk to life as well as the enormous costs associated with fires means that we must pay great attention to hot works on our sites. Take the time to look and discuss the hot works taking place on your projects and review the measures you currently have in place.

Having a permit does not mean control is achieved! Working to the permit does.

STOP Think! Review the Hot Work Activities on Your Site

Please also use the Toolbox Talk on **Page 30** "The Increased Risk of Fires in Hot Weather".



Rail Supply Group Work Pipeline Visibility Charter



“We are committed to the Rail Supply Group’s
Work Pipeline Visibility Charter.”

www.railsupplygroup.org

Osborne Infrastructure Ltd is delighted to have recently become a signatory of the Rail Supply Group Work Pipeline Visibility Charter. By making our work pipeline visible to our suppliers we are helping to;

- Drive improvements in productivity by giving our suppliers sufficient time to plan the delivery of work efficiently and safely.
- Create the conditions that mean our suppliers can make planning and investment decisions with confidence.

- Mitigate delivery risks associated with resource availability and constraints.
- Improve value for money and delivery of outcomes.

Through committing to this Charter, we are supporting the industry in creating long-term **confidence** and **security**, helping to drive an **inclusive workforce** and attract **new talent**.

Temporary Works Forum Membership



Osborne has recently joined the Temporary Works Forum, joining a community of like-minded customers, contractors, consultants and suppliers.

The Temporary Works Forum is an industry-led initiative which seeks to promote best practice in the design and implementation of temporary works to contribute towards improved safety standards.

With almost 200 member organisations, being a corporate member gives us full access to;

- Temporary Works Guidance Documents.
- Webinars and Recorded Lectures.
- Discussion Boards for raising queries in the community.
- Research to facilitate more efficient solutions.



Our corporate membership enables anyone with an "@osborne.co.uk" email address to become a full member and it is well worth registering, particularly for Temporary Works Coordinators and Supervisors.



Click [here](#) for their latest yearbook which contains lots of great information, such as the article on page 32 that looks at reducing the need for temporary works.

If you have any questions, please contact Greg Wall or Malcolm Attrill from the Osborne Infrastructure Engineering Team.

Promoting best practice in the construction industry...

WHO WE ARE:

- A group of leading individuals from clients, designers, contractors and specialists interested in promoting and improving the consideration of temporary works issues for the benefit of the industry

BENEFITS OF MEMBERSHIP:

- Open access to the best information on temporary works through discussion and debate
- Networking with peers
- Influence other industry organisations
- Education and continuing professional development
- Promote, share and establish best practice

WHAT WE DO:

- Provide a forum for reasoned debate
- Give authoritative guidance and, when required, professional leadership to the industry
- Prepare guidance and alerts
- Work with the Health & Safety Executive
- Support education in temporary works and construction method engineering
- Consider whether unacceptable risk exists or might arise in the future and, if believed so, give warning to relevant bodies
- Promote research and development
- Work with similar interest groups worldwide

www.twforum.org.uk

We welcome new members

Contact the TWf Secretary at secretary@twforum.org.uk



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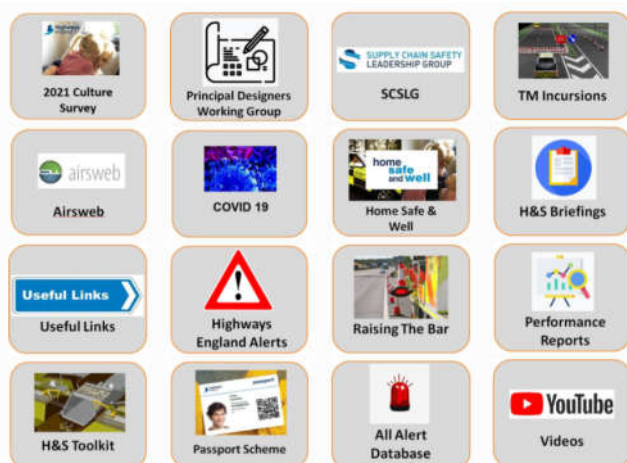
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Highways Safety Hub Newsletter, Passport, Alerts and Much More!

The latest edition of the Highways Safety Hub Newsletter is now available as linked below;

Highways Safety Hub - Newsletter May 21

The Newsletter includes useful links, alerts and news updates. This month's edition includes an article on a driver who lost a court battle and was told to pay fines and costs amounting to nearly £1,000 for ignoring the red "X" on a motorway gantry and continuing to drive in that lane!



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

Highways Safety Hub

Highways England Passport Scheme

As Passport continues to embed across the Highways England network, there is a large amount of information to share with you on

the scheme. The May edition of "The Inside Lane" is also now available and includes everything you need to know about the upcoming Passport upgrade;

Inside Lane



For More Information on Passport please visit the Highways Safety Hub or the Passport Portal;

Highways Safety Hub - Passport Scheme

Highways Passport Portal



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Railway Benefit Fund Relaunching the Children's Fund



The grant can be used to purchase anything from school uniform, sports kit and equipment, to school trip expenses and tuition.



It is quick and easy to apply for and once awarded, the money will be paid directly into your bank account within days. For more information please click below;

[How to Apply for the Children's Fund](#)

People and Plant - Safety Stand Down

Thank you to all our teams who took part in the Southern Capital Delivery "People and Plant" Safety Stand Down last month.

To download a copy of the stand down briefing pack and the poster please visit the Southern Shield website;

[Southern Shield Library](#)

Not keeping people and plant separated could mean you, your teammate or even a member of the public not going home safe.

Always make sure that people and plant are correctly segregated.



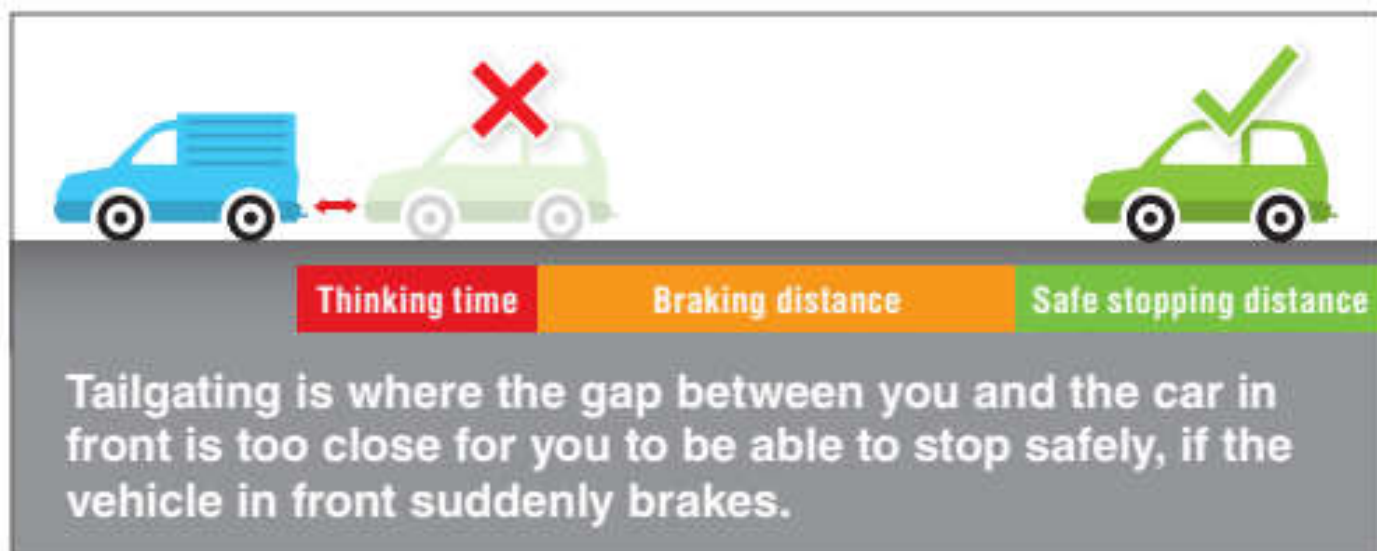


Look at all these accidents just waiting to happen! It's a fun cartoon, but it has a serious message – not keeping people and plant at a safe distance could mean a worker, or member of the public, not going home safely.

SEE IT, FIX IT, REPORT IT – If you find any issues or potential hazards on your site, raise a Close Call.



Tailgating



As recently described in their Safety Alert HEi240, Highways England are trialling detection technology to identify tailgating and to encourage road users to change their behaviour.

Driving too close to the vehicle in front is dangerous, intimidating and causes accidents, especially when driving at speed.

Tailgating is a factor in **1 in 8** casualties on England's motorways and major A roads.

Tailgating is an offence of driving without due care and attention, carrying a minimum £100 fine and penalty points and in some cases more severe penalties or court appearance.

Keeping a safe distance from the vehicle in front gives you time to react and stop if you need to, so we can all get where we want to safely.

For more information, including a leaflet with a great diagram to help understand safe stopping distances please click the links below;

[Highways England - Stay Safe Stay Back Campaign](#)

[Don't Be a Space Invader - Tailgating Leaflet](#)

70 mph
(112 km/h)

21m

75m

= 96 metres (315 feet) or
3.1 seconds





INFORMATION

Safety Alert Tailgating

12 May 2021

Background information

Highways England are currently trialling detection technology to identify tailgating and nudge road users, to change their behaviour, through early interventions comprising of; warning letters and educational material.

Tailgating is a factor in 1 in 8 casualties on England's motorways and major A roads* and is an offence of driving without due care and attention. This carries a minimum £100 fine and 3 penalty points and, in some cases, more severe penalties or court appearance.

Pre-COVID trials demonstrated offence rates of 200-300 per hour. Since November 2020 we have captured over 50,000 instances of tailgating and sent over 2,000 warning letters to repeat offenders (those identified two or more times).

Amongst these we have identified tailgating behaviour among HE staff and our supply chain. We worked with the local site team to feedback behavioural insights as part of a proof of concept which saw a 100% reduction in tailgating behaviour at this site, where site staff were identified, since intervention.

An informative leaflet, including a diagram to help understand safe stopping distances, can be found [here](#)

* <https://highwaysengland.co.uk/road-safety/stay-safe-stay-back/>



Lessons Learnt

- Keeping a safe distance from the vehicle in front gives you time to react and stop if you need to.
- The Highway Code says you should leave 'at least a two-second gap between you and the vehicle in front'. This gap is made up of the time needed for thinking and stopping. This gap should be at least doubled on wet roads and increased further on icy roads or when visibility is poor. Dependant on your vehicle type, a greater distance may be necessary.
- If you are being tailgated, just drive normally and do not speed up, signal left and move over when it is safe to do so.

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

HEi240

home **safe**
and **well**



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Wellbeing Wednesdays

Don't forget to visit the Rail Wellbeing Live website each month for new and FREE bespoke informative materials that focus on improving the physical and mental wellbeing of everyone who works in our industries;

www.railwellbeinglive.co.uk

This month they are focussing on "Anxiety", discussing what signs to look out for, when and where to get help, along with practical advice for people feeling anxious about coming out of lockdown.



Wellbeing Wednesday livestreams are hosted on the first Wednesday of each month. These free 30 minute sessions feature top rail industry professionals alongside wellbeing experts. They can be viewed live at 11am or viewed later on catch-up. Please do subscribe via the website!

Whilst it is being delivered in partnership with Network Rail, the content applies to EVERYONE and you are all welcome, regardless of where you work.

REMINDER - Rail Wellbeing Live 2021
17th and 18th November
Registration opens 1st September 2021

The Shield May 2021

Network Rail Southern Capital Delivery recently published their May 2021 Edition of "The Shield", aimed at increasing our safety engagement and communication direct with our workforce.



This month there is a great double page spread on our bridge replacement at Huntley and Palmer which also appears on the front page!

It can be downloaded from the Southern Shield website and is linked below for ease;

[The Shield May 2021](http://SOUTHERNSHIELD.CO.UK)



GOLD Street Quality Completion



At "The Street" Embankment, after a challenging few weeks to bring the project to a close our team were delighted to receive the Period 13 GOLD status from Network Rail and also to be the top scoring site in the southern region.

The rapid response embankment stabilisation works in a stunning natural location, involved track monitoring, sheet piles at the toe of the embankment, access staircases and wing wall modifications, along with a re-vegetation scheme to enhance the ecological value of the completed scheme.



Congratulations to the Whole Team

For your excellent work to recover another piece of Victorian Railway whilst also ensuring the natural beauty and diversity of the area was not lost.



Logistically Challenging Progress

Swindon White Hart Junction



The comprehensive White Hart Junction major upgrade project continues to present challenges for our team to overcome. Despite our customer commencing other significant works at either end of our scheme, our team continue to provide solutions to keep the travelling public on the move.

They are progressing with the new rail bridge and have recently successfully completed a full weekend closure of Oxford Road to complete the final surfacing and road markings to one approach of the roundabout.

Planning is now underway for the 9 week closure of the roundabout to undertake full depth reconstruction.

Congratulations and Thank You

For your safe and efficient work to progress this major junction upgrade that will support the New Eastern Villages Development.

Improving People's Lives

Liphook Station Access for All



Our team at Liphook Station are progressing their delivery of the new access for all scheme, including the installation of lifts that will enable mobility impaired access between the two platforms.

Steelwork for the lift shaft, the covered footbridge, staircases, and trestles have been safely lifted into place during overnight possessions of the tracks, minimising disruption to the live station environment.

Once the new structure is complete, the services will be transferred from the existing life expired footbridge to allow for its safe removal.

Enormous Congratulations to ALL.

For the safe delivery of this important piece of infrastructure!



Leak Free at Waterloo Station



Congratulations to our team at Waterloo Station who have now safely and successfully completed the highly challenging roof waterproofing of the Waterloo General Offices. The old leaky felt roof has been upgraded to a Sika System which is guaranteed to last at least 25 years.

As the fourth floor of the Waterloo Offices was not being used due to Covid restrictions, the team were able to set up camp here and bring in all the equipment and material overnight when the station was at its quietest. The internal lifts and staircases were padded to avoid any damage, and the installation of comprehensive scaffolding edge protection was coordinated with the night shifts.

Well done to the whole team!

Who worked tirelessly to provide a quality solution whilst battling throughout the elements!

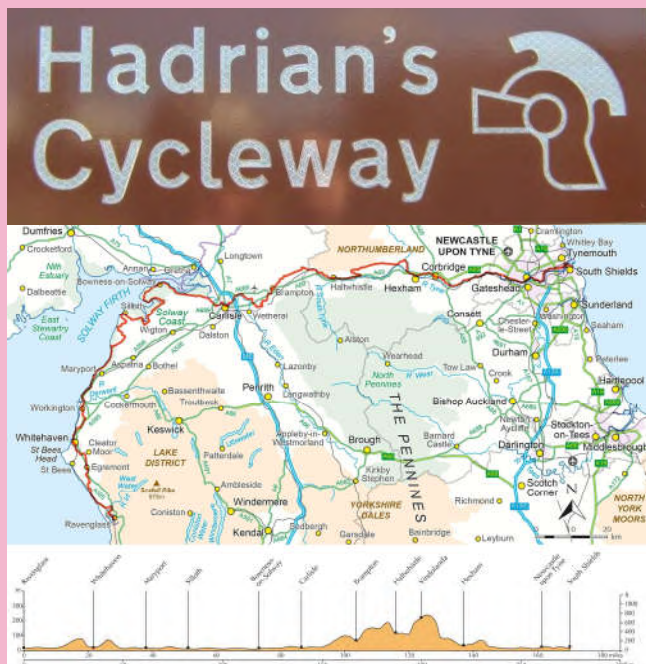


100-mile Charity Ride for St. Rocco's Hospice

Peter Collins, Chris Charnley, Jamie Harrison, and Costain's Tim Leather have decided to take on another gruelling "Coast to Coast" cycle ride to raise money for a very good cause. This year they are tackling Hadrian's Cycleway in aid of St Rocco's Hospice in Warrington.

The Hospice is close to their hearts and provides end of life care to those diagnosed with a life-limiting disease.

The stunningly beautiful 100-mile Hadrian's Cycleway heads from the west coast to the east coast of England. It follows the defensive wall that was built by the Emperor Hadrian in AD 122 to defend the northern edge of the Roman Empire from the invading barbarians in the North - the Scottish!



If you would like to support Peter and the team please do contact Peter.Collins@Osborne.co.uk directly for details of their Just Giving page.

Any donations will be received with great thanks and put to great use by the Hospice. Thank you.

Congratulations Period 1 GOLD Rated Sites




Congratulations to our teams at Huntley and Palmer Bridge Replacement, Landport Viaduct, Liphook Access for All and Millway Road Bridge for receiving the Network Rail Period 1 Gold Award. Huntley and Palmer Bridge Replacement was also the top scoring site in the Southern Region.

These awards are only given to the best sites across Network Rail - not just our Framework, but across the whole country.
A massive Well Done to all involved!



Wellbeing Moments A303 Stonehenge Preliminary Works

As part of their monthly meetings, our team at the A303 are including a comprehensive presentation to promote discussion and engagement with our monthly Health and Wellbeing topic and put the mental and physical health and wellbeing of all our people at the fore.



February
Healthy heart

February 2021 - Healthy Heart



Healthy Heart – How to maintain a Healthy Heart

Things we **can't** control:

- Getting older
- Ethnic background
- Family history

Things we **can** control:


- Eating less saturated or trans fats
- Stop smoking
- Reducing the amount of alcohol we drink
- Being more active
- Reducing the amount of body fat we have




Cancer Awareness – Cancer in the Construction Industry

The Big Six

1. Asbestos
2. Silica
3. Diesel emissions
4. Painting
5. The Sun
6. Hazardous Substances






March
Cancer awareness

March 2021 – C

05/03/2021




May
Mental health

May 2021 – Mental health

07/05/2021

Mental Health – Tips for to improve your mental wellbeing

1. **Relax and reduce stress** – relax, break, enjoy & tech-free.
2. **Find ways to learn and be creative**
3. **Spend time in nature** – go outdoors, bring indoors, & animals
4. **Connect with others** – trust family & friends
5. **Look after your physical health** – water, diet, self-care, active
6. **Try to get enough sleep** – Routine, avoid screens



Many thanks to Graduate Engineer Luke Stride for his dedication to researching and creating these monthly Wellbeing Moments for the benefit of the whole team. Luke goes to enormous lengths to make his presentations informative and engaging through using a range of images, tips and monthly goals.

If you would like a copy of these great packs, please do contact Luke directly.



Supporting the Duke of Edinburgh Scheme First Footsteps on the New River Bridge Footpaths

As our New River Bridge project for Hertfordshire County Council in partnership with Hertfordshire Local Enterprise Partnership and the Borough of Broxbourne nears completion, our team have been working hard to ensure that the vast environmental elements of the scheme are delivered to the same high-quality as the infrastructure. And they have had some very special visitors!



At the beginning of May, the New River Bridge hosted a visit from 15 Cadets undertaking an expedition as part of their Duke of Edinburgh Award. The Cadets were among the first people to cross the newly opened footbridge as part of their first training weekend for more than a year.



Since opening the bridge to traffic earlier this year, the team has now reopened all the Rights of Way. The scheme provides improved walking and cycling routes, including enhancing the cycle way access attached to the Old Essex Road bridge structure.

They have **planted more than 130 new trees** along with hundreds of square metres of **woodland mix planting and wildflower seeding** to support and enhance wildlife around the New River Bridge.



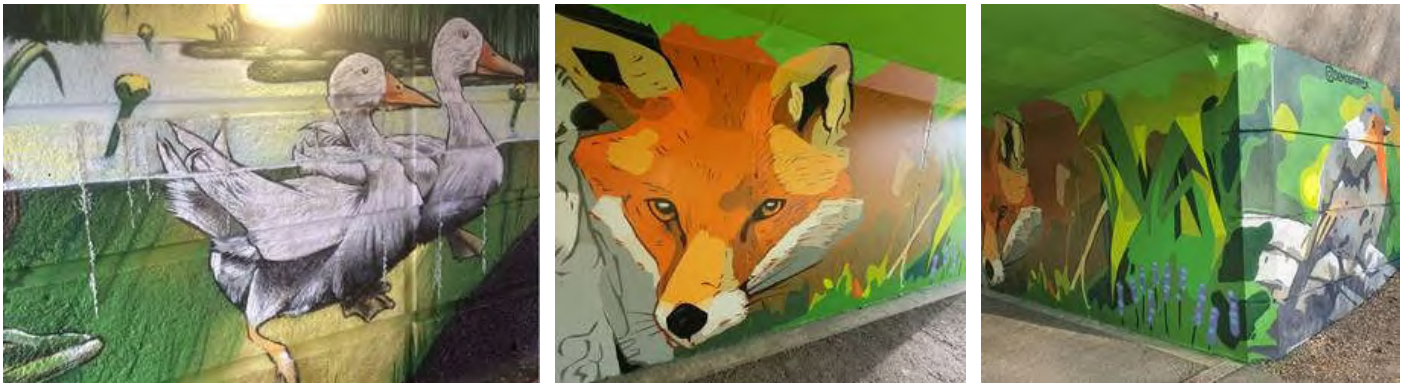
What Good Looks Like

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The team have also been busy collaborating with a local artist to design and paint his stunning artwork onto the abutment walls beneath the bridge. Mark Tanti's work can be found on his website <https://www.demografix.com/gallery> and a few examples of his underpass murals are included below.

The artwork will be developed around an environmental theme to celebrate nature along the New River, brightening up the blank walls to further enhance the journey for walkers and cyclists using the route.



Please do look out for more information on the artwork and on proposals to celebrate the hard work and support from partners and the community in helping the scheme complete on time. We will hear from our partners and unveil the new name for the bridge and footbridge!

With very little to complete, the site team will soon be departing from this scheme that provides a new, modern, and resilient road link. Along with improved access and safety for vehicles, cyclists and pedestrians coming in and out of Hoddesdon Business Park, these businesses are now better connected with the strategic highway network.

You should all be very proud of this stunning result!



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Sun and Hydration

June's Health and Wellbeing topic is "Sun and Hydration," how to protect yourself from the sun and keep well hydrated.

Working in the Sun

Too much sunlight is harmful to your skin. It can cause skin damage including sunburn, blistering and skin ageing and in the long term can lead to an increased risk of skin cancer.

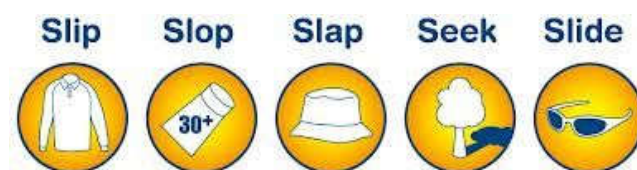
Skin cancer is one of the most common forms of cancer in the UK with over 50,000 new cases every year.

A tan is a sign that the skin has been damaged by ultraviolet (UV) rays in sunlight.

You should take particular care if you have;

- Fair or freckled skin that doesn't tan, or goes red or burns before it tans.
- Red / fair hair and light coloured eyes.
- A large number of moles.

Sun Protection Measures



Protect yourself in five ways from skin cancer

Who is at Risk?

If work keeps you outdoors for a long time your skin could be exposed to more sun than is healthy for you.

Slip on clothing, **Slop** on SPF30 or higher sunscreen, **Slap** on a hat, **Seek** shade and **Slide** on sunnies!



Look After Yourself & Each Other

June 2021 - STOP Think!

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- Reschedule work to take place at cooler times of the day.
- Provide more frequent rest breaks and introduce shading to rest areas.
- Provide free access to drinking water.
- Introduce shading in areas where individuals are working.
- Encourage the removal of personal protective equipment when resting to help encourage heat loss.
- Educate workers about recognising the early symptoms of heat stress.

For more information visit;

[HSE Guidance on working outside](#)

SUN SAFETY AWARENESS AND ACTION: FAST FACTS

WORKING TOGETHER TO BEAT OCCUPATIONAL CANCER

if you've had one non-melanoma skin cancer, you're **nine times more likely to get another one**

getting painful sunburn just once every two years can **triple the risk of melanoma**

90% OF ALL SKIN CANCER DEATHS COULD BE PREVENTED IF PEOPLE CONTROLLED THEIR EXPOSURE TO UV

5 WORKERS A DAY GET SKIN CANCER IN BRITAIN

UP TO 80% of dangerous UV rays can get through a cloudy sky

two-thirds of UK construction workers outside for nearly seven hours a day **don't know they are at risk of getting skin cancer**

Follow the campaign at twitter.com/_NTTL
www.notimetolose.org.uk



Hydration



It is well documented that keeping fully hydrated is key to maintaining a healthy lifestyle. However, the average person in the UK only drinks 1.7 litres per day.

Water makes up around 60% of our body, with every system reliant on it, therefore making sure that you consume enough fluid is essential for staying hydrated and healthy, especially as the weather gets warmer.

Being just **2% (mildly) dehydrated** can cause fatigue, tiredness and impaired physiological and psychological performance.

Being **10% (severely) dehydrated** can cause much more serious issues such as circulatory collapse and heat stroke.

Activities that increase the risk of Dehydration

Consider the impacts of;

- Working in a loft
- Working on a roof
- Long periods of driving
- Working on a scaffold
- Lack of regular breaks
- Hot works such as welding

The amount you need to drink depends on how much you sweat, the duration and intensity of exercise, fitness, environment, genetics, size and gender. During exercise you can lose up to one litre of fluid an hour, mainly through sweating and breathing, so it is important to hydrate before, during and after exercise.



Look After Yourself & Each Other

June 2021 - STOP Think!



If you are feeling thirsty, you are already mildly dehydrated. Relying on thirst as a reminder to take a drink leaves you at risk of dehydration.

What can you do to keep hydrated?

Keeping hydrated at work is essential, especially in the summer.

- Have something to drink when you first get up in the morning.
- Remember to drink before you get thirsty.
- Use the Dehydration Urine Colour Chart to monitor your urine, this is a quick way to recognise if you are dehydrated.
- Monitor your fluid intake, factoring in foods. Most of what we eat contains some water, especially fruits and vegetables.

- Packing ready-to-eat fruits in sealable plastic bags can be a great way to restore fluids and vitamins during outdoor activities.

Staying hydrated in hot weather can help reduce the risk of heat-related illness. For more information visit;

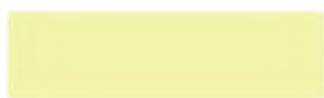
[NHS - Sunscreen and Sun Safety](#)

[NHS - Dehydration](#)

Don't forget to visit our interactive Health & Wellbeing Calendar each month;

[Health and Wellbeing Calendar 2021](#)

It provides a wealth of information, including Toolbox Talks, useful websites, videos and posters.

	Doing ok. You're probably well hydrated. Drink water as normal.
	You're just fine. You could stand to drink a little water now, maybe a small glass
	You're dehydrated, this will affect your performance. Drink about ¼ litre of water within the hour to rehydrate yourself, if you are outside and/or sweating, aim to drink about ½ litre.
	You're dehydrated, this will affect your performance. Drink about ¼ litre of water now to rehydrate yourself, if you are outside and/or sweating, aim to drink about ½ litre.
	You're dehydrated, this will affect your performance. Drink about 1 of litre of water now . If your urine is darker than this and/or red or brown, then dehydration may not be the issue, see a doctor

Dehydration Urine Colour Chart



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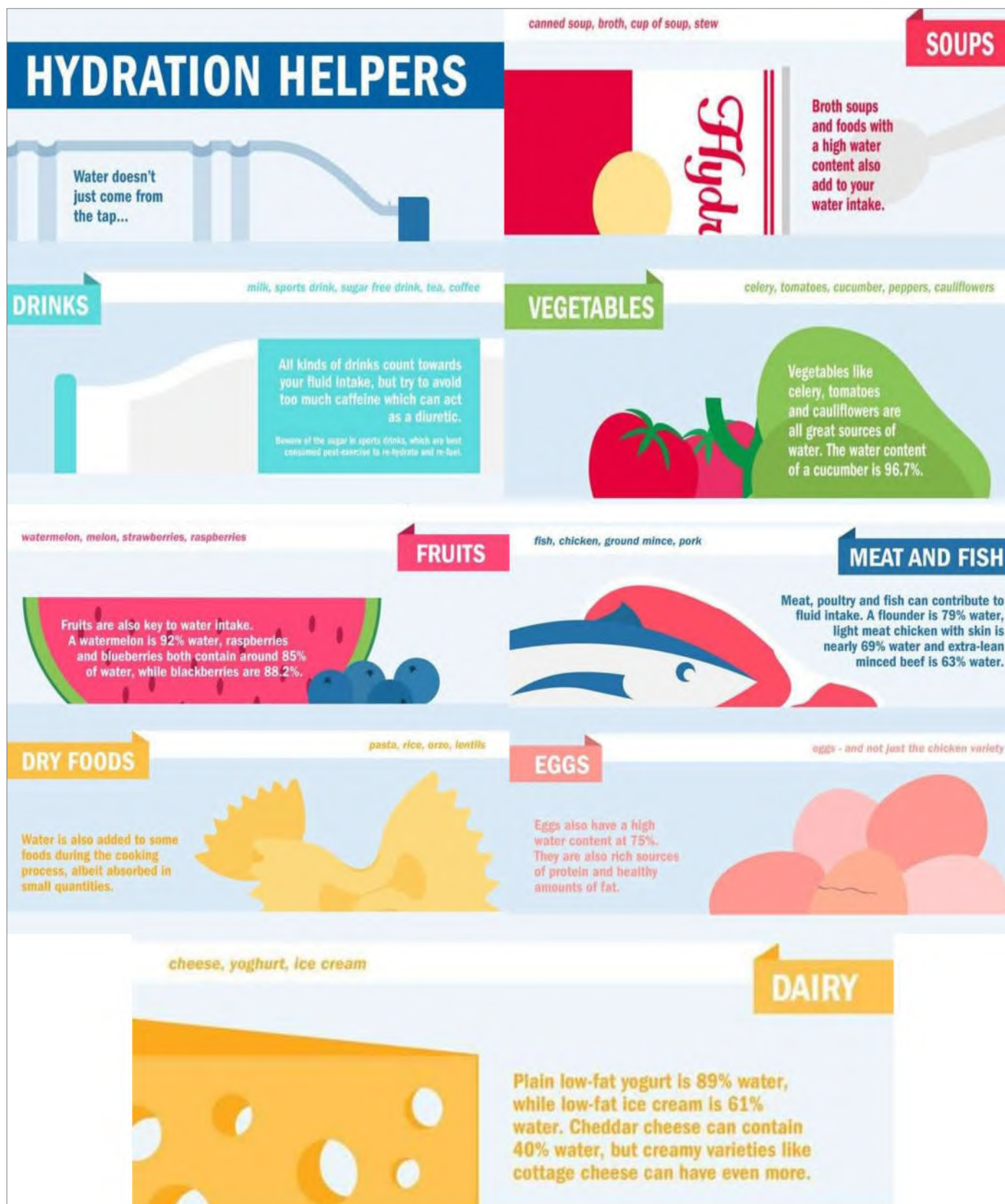
Feedback to: julie.king@osborne.co.uk

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Look After Yourself & Each Other

June 2021 - STOP Think!

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Look After Yourself & Each Other

June 2021 - STOP Think!

OSBORNE

Men's Health Week 14 – 21 June 2021

Men's Health Week runs every year in the week before and including Father's Day. From the 14th to 21st June 2021 Men's Health Week this year will focus on Mental Health in a Covid World.

There are five days of the week and five ways to wellbeing. The CAN DO Challenge is calling on everyone to choose a different way to wellbeing to try each day of Men's Health Week.

- **Connect** with other people.
- **Be Active** - go for a run, walk, swim, dance.
- **Take notice** of the environment around you.
- **Learn** something new.
- **Give up** your time to do something for someone else.

You CAN DO it by yourself, or with friends. You CAN DO it for fun, or you CAN DO it to fundraise!

One man in five dies before he is old enough to retire. Together, we can change this statistic.

So Please...

Visit the Men's Health Forum website. There is so much great information including a selection of posters to raise awareness.

Men's Health Forum




07971 125 180 24 hour Infrastructure Advice & Reporting

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

www.osborne.co.uk

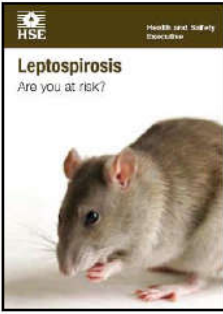
Toolbox Talk - **Leptospirosis “Weil’s Disease”** (Page 1 of 2)



Health and Safety
Executive

Leptospirosis

Are you at risk?



This is a web-friendly version of leaflet INDG84(rev1), reprinted 02/12

What is leptospirosis?

Two types of leptospirosis infection can affect workers in the UK.

- **Weil's disease**
This is a serious and sometimes fatal infection that is transmitted to humans by contact with urine from infected rats.
- **The Hardjo form of leptospirosis**
This is transmitted from cattle to humans.

What are the symptoms?

Both diseases start with a flu-like illness with a persistent and severe headache, which can lead to vomiting and muscle pains and ultimately to jaundice, meningitis and kidney failure. In rare cases the diseases can be fatal.

Who is at risk?

Anyone who is exposed to rats, rat or cattle urine or to fetal fluids from cattle is at risk.

Farmers are now the main group at risk for both Weil's disease and cattle leptospirosis: the cattle form is a special risk for dairy farmers.

Other people who have contracted leptospirosis in recent years include vets, meat inspectors, butchers, abattoir and sewer workers.

Workers in contact with canal and river water are also at risk.

How might I catch it?

The bacteria can get into your body through cuts and scratches and through the lining of the mouth, throat and eyes after contact with infected urine or contaminated water, such as in sewers, ditches, ponds and slow-flowing rivers. People working in dairy parlours are often in contact with cattle urine. Rat urine may also contaminate animal feed stuffs on farms.

Page 1 of 2



Toolbox Talk - Leptospirosis “Weil’s Disease” (Page 2 of 2)

Health and Safety
Executive

How can I prevent it?

- Get rid of rats. Don't touch them with unprotected hands. Consult your vet about the cattle infection.
- Wash cuts and grazes immediately with soap and running water and cover all cuts and broken skin with waterproof plasters before and during work.
- Wear protective clothing.
- Wash your hands after handling any animal, or any contaminated clothing or other materials and always before eating, drinking or smoking.

What else should I do?

Report any illness to your doctor. Tell the doctor about your work and show this card. Leptospirosis is much less severe if it is treated promptly. If your doctor decides you have leptospirosis tell your employer, who must then report it online at www.hse.gov.uk/riddor. If you are self-employed you must report it yourself.

To the doctor

The card holder's work may expose him/her to the danger of leptospirosis (either *L. icterohaemorrhagiae* or *L. hardjo*). Early diagnosis and treatment are vital in Weil's disease as jaundice is often absent in the early stages. The illness in *L. hardjo* may also be greatly shortened by appropriate antibiotic treatment. (Your local Public Health Laboratory Service or hospital consultant microbiologist should be able to offer advice and serological testing.)

Further information

For information about health and safety, or to report inconsistencies or inaccuracies in this guidance, visit www.hse.gov.uk/. You can view HSE guidance online and order priced publications from the website. HSE priced publications are also available from bookshops.

This leaflet contains notes on good practice which are not compulsory but which you may find helpful in considering what you need to do.

This leaflet is available in priced packs from HSE Books, ISBN 978 0 7176 6455 9. A web version can be found at: www.hse.gov.uk/pubns/indg84.pdf

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Toolbox Talk – Working in the Sun (Page 1 of 2)



Infrastructure Projects Southern Toolbox Talk

Working in the sun

16 June 2017

The sun is dangerous...



If you work outdoors for a long time your skin could be exposed to more sun than is healthy for you.

In the short term, even mild reddening of the skin from sun exposure is a sign of damage. Sunburn can blister the skin and

make it peel. In the longer term too much sun speeds up ageing of the skin, making it leathery, mottled and wrinkled. The most serious effect is an increased chance of developing skin cancer.

What are the dangers?

The danger from sunlight, which is caused by the ultraviolet rays, includes the following:

In the short term:

- Sun burn causing the skin to peel
- Mild reddening of the skin or a sun tan which is a sign of skin damage.

In the longer term:

- An increased chance of developing skin cancer
- Too much sunlight that will speed up ageing of your skin
- Skin becoming leathery, mottled and wrinkled.

Could you be more at risk?

Some people are more prone to skin cancer and developing health problems due to extreme sunlight than others. This includes those with:

- A serious chronic condition, especially heart or breathing problems
- Fair skin colour
- Moles or freckled skin that reddens quickly in the sun
- Red or fair hair and coloured eyes.



Always keep hydrated

Check your skin

It is important to check your skin at least once a month if you have had exposure to sunlight, to look for signs of skin cancer.

Signs can include:

- Growth of moles and skin
- Moles that are growing, bleeding or changing in appearance
- Scabby spots and sores that do not clear
- Skin discolouration.

If the skin does not improve in four weeks you must seek medical advice.



Contact us: shield@networkrail.co.uk



07971 125 180 24 hour Infrastructure Advice & Reporting

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

www.osborne.co.uk

Toolbox Talk - Working in the Sun (Page 2 of 2)

Health and Wellbeing

How do I protect myself in the heat?

- Plan your day- carry out more strenuous works during coolest parts of the day
- Walk and work in the shade as much as possible
- Take frequent short breaks, in a shaded cool area
- Stay hydrated- drink plenty of water
- If possible wear loose and lightweight clothing
- Always use sunscreen to all areas of your skin and reapply regularly throughout the day. Look for a sun protection factor of at least SPF15
- Avoid eating large meals before working in hot environments
- Report any medications that can affect you working in hot environments.

Heat exhaustion can lead to heat stroke

Tasks that involve high air temperatures, exposure to radiant heat sources, high humidity or direct physical contact with hot objects are most likely to induce heat stress.

Heat stress occurs when the body is unable to cool itself through sweating. The most common heat-induced illnesses are heat exhaustion and heat stroke.

Heat exhaustion symptoms include:

- Headaches
- Dizziness
- Light-headedness
- Weakness
- Mood changes such as irritability, confusion, or the inability to think straight.
- Upset stomach
- Vomiting
- Fainting or passing out
- Pale and clammy skin.

If left untreated, heat exhaustion could progress to heat stroke, and possible death.

Heat stroke symptoms include:

- Dry, pale skin with no sweating
- Hot, red skin that looks sunburned
- Mood changes such as irritability, confusion, or the inability to think straight
- Seizures or fits
- Unconsciousness with no response.

Heat stroke is a medical emergency call the emergency services!

Steps to treat heat stress:

- Keep cool in a shaded area to rest
- Loosen or remove any heavy clothing
- Drink water
- If you feel dizzy or light headed, lay down and raise your legs 6-8 inches
- Apply a wet cloth to your skin, cool yourself with a fan and spray with a mist of water.
- If symptoms do not improve call 999 for help immediately.

Did you know?

Caffeine, alcohol, food and drinks that are high in sugar work against the body in high temperatures. It is best to keep hydrated drinking water.



Remember:

This and other toolbox talks can be downloaded from:

www.southernshield.co.uk

Contact us: shield@networkrail.co.uk



07971 125 180 24 hour Infrastructure Advice & Reporting

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

www.osborne.co.uk

Toolbox Talk – Risk of Fires in Hot Weather



Infrastructure Projects Southern Toolbox Talk

Risk of fires in hot weather

23 July 2018

Increased risk of fires in hot weather



During the summer period, the risk of lineside fires is greatly increased. Fires not only risk the safe running of trains but also risk damage to the infrastructure and equipment that runs the railway. The land around the railway is dry at present and a number of embankment fires have been reported recently.

Legislation requires a suitable and sufficient fire risk assessment to be carried out by a responsible person. All fire assessments should:

1. Identify the risks
2. Identify the people at risk
3. Evaluate, remove, reduce and protect from risk
4. Record, plan, instruct and train
5. Review

You can read more on fire risk assessments in the HSE [Fire Safety in Construction](#) guidance document.

Reducing the risk

Hot works

A major cause of fires on construction sites is hot works. If you are planning to do hot works, consider the following:

1. Are hot works necessary or can the work be done differently?
2. Can the hot works be delayed until the weather has changed?
3. If the hot works are necessary, are additional controls required, for example a hot works permit?
4. Are means of fighting fire available and are staff trained in their use?
5. Are emergency arrangements documents on site and is everyone briefed on these?

Smoking

Another cause of fires on site is smoking. A 'no smoking policy' should be established throughout the site except for designated smoking areas.

1. Check your site arrangements for smoking and fire precautions.
2. If your site has designated smoking areas, you must ensure that it is situated away from any dry areas where a fire might start.
3. Consider placing additional fire firefighting equipment in this location as a further precaution.

In the event of a fire

Emergency procedures should be in place including:

- **Fire instructions** - written emergency procedures, displayed on-site and communicated to all personnel within the building.
- **Fire alarm** - an adequate means of raising the alarm must be in place; typically, air horns, push-button 'howlers' or, on larger projects, a linked wired or wireless fire alarm system.
- **Fire escape signs and lighting** - provision of prominent fire escape signs and temporary lighting, where permanent provisions have been impaired.
- **Escape routes** - escape routes must be available at all times from all areas of the building. Dead-end situations should be avoided or kept to the absolute minimum for the shortest possible time.
- **Fire drills** - the emergency procedures should be checked by carrying out fire drills to evacuate the building to an assembly point. Any shortcomings in the procedures should be addressed.

Additional resources

Health and Safety Executive – [Fire Safety in Construction](#)

A free to download guidance for those managing and carrying out construction work involving significant fire risks.

Contact us: shield@networkrail.co.uk



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www.osborne.co.uk

Improvement Opportunities

May IO Statistics

During the month of May the level of engagement with the IO System has again reduced when compared to last month and the same time last year. The IO panel noted Incidences of PPE compliance slipping, especially for delivery drivers.

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

Top Projects in May

• A46 Binley	77
• Gade Valley Viaduct	40
• Ashmead 2 Embankment	24
• CP6 HV Feeder Renewals	20
• White Hart Junction	20

Top IO Originators in May

• Hakeem Ali	38
• Jon Blackman	29
• Gene Payne	19
• Nigel Howell	19
• Jarrod Parkin	16

Top Suppliers in May

• Deploy (UK) Rail Ltd	4
• UKES Rail	2
• Coleman Construction	1
• Whitehouse Electricals	1

Top SHE Categories in May

• Site Housekeeping	64
• Access / Egress / Site Security	54
• Site Welfare	23
• Personal Protective Equipment	18
• Moving Plant and Machinery	15

Infrastructure Improvement Opportunities

Month	Total No. IOs	Total No. People Raising IOs
March	754	119
April	445	95
May	408	94
How many did your site submit last month?	?	?



SHE ALERT

SHE H189 A 2021
Issued by: Kier Highway SHE
Department
Date: 28/04/2021



Area 13 RIDDOR Incident.



On 25/04/2021 at 00:20 am a 3 person Kier traffic management crew were laying out temporary signs for future traffic management closures around the A595 Blackbeck Roundabout.

The TM crew were using an 18t TM truck with sign frames loaded against the vehicle headboard. The sign frames were secured with a horizontal steel load restraint bar that slots into holes in the vehicle hand rails.

As the vehicle moved forward a branch over hanging the carriageway caught on the top corner of the sign frames causing the load restraint bar to detach, allowing the sign frames to topple over backwards.

One of the operatives was struck by the sign frame and knocked on to the ground. The rear wheel of the TM truck hit his right foot causing lacerations and abrasion injuries to his foot and ankle. The operative was treated by paramedics at the roadside & taken to hospital where he remains.

Immediate actions taken to prevent reoccurrence:

TM works that night were suspended and an investigation was launched. Safety stand downs arranged for TM operatives.

Learning points/Initial Findings:

- Load restraint bar used to secure the sign frames on the TM truck had potentially failed.
- The vehicle is a 21-plate truck however further investigation is needed into operation and maintenance of the bars across the TM fleets.
- Smaller TM vehicles with lower load bed height would normally be used on this road but these vehicles were off the road for routine maintenance.
- Area not surveyed prior to work in which the overhanging branches could have been identified as a hazard.



Safety Alert

A serious incident has taken place



Contact with Overhead Line Equipment (OLE) – serious injury

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

Ref: NRX21-09

Date: 18/05/2021

Location: Wolverton, West Coast South NW&C Region

Contact: Jimmy Pettit, Accident Investigation Manager NW&C Region



Overview

On the 14 May 2021 at 00:38, a technician working in a mobile elevating work platform (MEWP) basket came into contact with live OLE. He suffered serious injuries and is now in hospital.

The MEWP operator also sustained a minor injury requiring hospital treatment and has now been discharged.

The team were undertaking routine planned OLE overhead line adjustments for the Central Rail Systems Alliance.

BTP, ORR and formal industry investigations have started. We are co-operating with them.

The investigations are on-going to establish the key facts but in the meantime all staff are reminded to:

- Know and understand what your task is and how to keep yourself safe.
- Have a clear understanding of the isolation safe working limits identified on the OLE permit/Form C for the work being undertaken.
- The Test before Touch lifesaving rule requires that a test be witnessed or performed every time before touching OLE.
- Retest if you move beyond any inline OLE feature, move to different track or work on a different conductor.
- Use the [guide to electrical lifesaving rules](#)

Discussion Points

- How do you clearly identify / mark the safe working limits of isolations?
- How do you reach a clear and common understanding with others regarding the safe working limits of the isolation?
- Is the right equipment available with each group to 'test before touch'?
- How and where do you test before you touch electrification assets?
- What do you do if something is different to your understanding?



Q E H SAFETY ALERT

**MORGAN
SINDALL**
INFRASTRUCTURE

RIDDOR incident - plant immobilisation

16/04/2021: A 3 tonne 360° excavator was being used to spread/trim type1 sub-base on a footpath. The machine operator dismounted the machine to use a hand shovel but did not switch off the machine when he left the cab.

Whilst getting back into the machine his foot slipped off the rubber tracks and, in an attempt to save himself from falling, he tried to grab onto the cab. In doing this he knocked the hydraulic isolation lever (dead man's handle) to the **on** position and at the same time nudged the tracking control lever, causing the machine to move forward and track onto his right foot.



At this point his injuries were not too severe because he was wearing the correct safety boots. He then tried to track the machine back off his foot by reaching into the cab and pulling the tracking control lever. Unfortunately, he moved the lever in the wrong direction causing the machine to track further forward onto his leg. He managed to attract the attention of a General Foreman nearby who raised the alarm and called for an ambulance.

The IP was taken to A&E where he was diagnosed as having a fracture to his tibia and underwent surgery to plate and pin the fracture. He was discharged after three days with crutches and a Velcro support boot and will require physiotherapy to rehabilitate his leg. IP will be off work for several weeks.

Investigation findings:

- The IP had the correct qualifications to operate the machine and was wearing the correct PPE.
- He had undergone the site safety induction training which included rules about switching off plant and removing keys.
- He was working alone because the squad were at lunch.
- Despite the slip and fall he thought he could move the machine off his foot un-aided.

Lessons learned

- Despite the provision of isolation / dead man levers all plant should be switched off and the key removed before dismounting.
- Nobody should work alone regardless of the circumstances.
- All plant operative inductions should highlight this incident to share learning.

Possible further learning of plant development

- Consider company standard for double isolation / immobiliser precautions such as seat sensors or seat belt switches

SHEQ Alert date: 05/2021

Display until: 01/06/2021

Everyone has the right to be

Distribution: Morgan Sindall x Supply Chain x Plant Hire Desk x Morgan Sindall Group x
Communication: Toolbox talks / briefings x Noticeboards x SHEQ update x

100% Safe



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April 2021

INTERNAL SAFETY ALERT

Ref 019

Ringway Worcestershire – Service Strike on 11kV Electric Cable

DATE: 08 April 2021
TIME: 12:30hrs
LOCATION: Leamington Road, Broadway
DIVISION: Worcestershire TMC

A Supply Chain Partner was using a breaker to break out concrete around a manhole chamber for a new drainage connection. In doing so the breaker chisel struck an 11kV electric cable, which was encased in the concrete and was at a shallower depth than expected.

The individual sustained minor burns to his torso, damage to his PPE trousers and the breaker chisel was damaged.

Utility drawings had been obtained, a Cat & Genny survey had been used in conjunction with trial holes, however the 11kV electric cable had not been fully exposed.

This is a stark reminder that the Safe Dig Procedure must be followed at all times and communicated to all Supply Chain Partners involved in excavation.

The internal investigation is currently ongoing, the incident has been notified to the HSE and a Yellow Card has been issued to the contractor.



SAFETY ALERT

DP Campbell

David Campbell
Health, Safety and Environment Director
Eurovia UK

EUROVIA RINGWAY



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

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INCIDENT FLASH REPORT



Working on
behalf of

HS2

Title of the Incident	Contact with Moving Equipment (Stihl Saw Blade) – Laceration to Nose.		
Incident Report N°	INC09838	Date and Time of Incident	19-05-2021 @ 15:30hrs
Location of Incident	A429 Kenilworth Road – Road Crossing	Type of Investigation	Injured person
Chainage	CH 142+500	Trade/Company Involved	BBV/BB
Section of Works	SL2B1	Potential Severity	Major/HiPos
Reported By	Robert Adam	Risk/Hazard Category	Contact with moving tools, machinery or equipment

Outline of the Incident

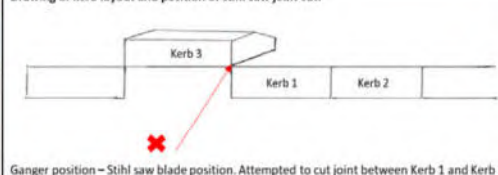
The BBV HS2 project located within Sub-Lot 2B is currently undertaking a new drainage crossing on the A429 Kenilworth Road for a temporary pond outfall. A BBV Ganger (Injured Person) working on the A429 crossing was in the process of reinstating 3 concrete splayed kerbs.

Using a stihl saw, the Ganger cut the joint of a kerb to allow it to fall into position. The first cut through the joint was successful but the kerb was still considered too tight. The Ganger decided to complete a second cut which caused the kerb to drop resulting in the stihl saw blade jamming. Consequently, the stihl saw travelled upwards coming into contact with the Gangers nose, which left a cut to the nose. First Aid was administered on site before he was then taken to A&E by a member of the Site Team for treatment – he returned to work the following day. Site Management stopped all works pending a full investigation. Investigation continues.

Relevant Photo(s)



Drawing of kerb layout and position of stihl saw joint cut:



Ganger position – Stihl saw blade position. Attempted to cut joint between Kerb 1 and Kerb 3.



Initial Lessons Learned

- Site Team to carry out methodology, skills and PPE assessment on all Operators.
- RAMS to be checked in relation to the activity and use of cut-off saws
- Behavioural Safety – rushing the job.

Immediate Actions Taken

- Works Stopped immediately
- IP was immediately taken to Warwick A&E for treatment
- Senior Management Notified
- A local Incident Investigation Team was coordinated to conduct a full investigation.

HS2 Incident Level	Level 2
Horace Number?	INC09838
Report Completed By:	Rob Adam / Graham Ward

1MC08-BBV-HS-TEM-N001-000021

Incident Flash Report

Rev P04

Date of Rev 01/07/2020

Page 1 of 1



Reference: SB-0129.00

Safety Bulletin



Chemical Toilet Incident

15 minutes after checking the portable toilet, within a welfare van, an operative started to experience minor chest pains and coughing.

As a precaution and following advice from the NHS 111 helpline the operative attended their local A&E.

After tests the operative was diagnosed with irritation of the airways which subsided within a couple of hours without any medication.

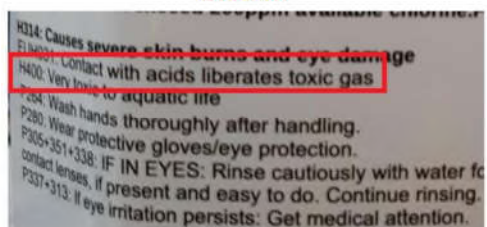
The investigation into this incident identified that the operative had recently emptied the waste cassette and topped it up with bleach.

The waste cassette had previously been filled with chemical toilet disinfectant which had not been washed out before the bleach was added.

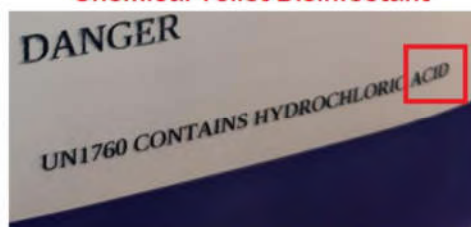
As the 2 substances mixed the acid within the disinfectant caused the bleach to release a toxic fume which was then inhaled by the operative as they checked the toilet.

The labels on both substances contained sufficient information to prevent this incident from occurring.

Bleach



Chemical Toilet Disinfectant



REMEMBER

- **Always** read and understand the instructions of all hazardous substances prior to use; this includes any general-purpose cleaning products.
- **Always** ensure you have read and fully understood the CoSHH assessment produced for the use of any hazardous substance.
- If you do not have a CoSHH assessment do not use the substance **STOP** what you are doing and report this to your supervisor.

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

D Pitcher (SHEQ Manager) – May 2021





Ref 020

April 2021

INTERNAL SAFETY ALERT

Eurovia Contracting North – Dumper Overturned

DATE 23 April 2021
TIME 11:30hrs
LOCATION Holdingham Roundabout, Sleaford
DIVISION Contracting North

A Supply Chain Partner was carrying out drainage installation works along the A17 East, West Bound approach verge. As part of these works, spoil was being excavated and loaded into a Wacker Neuson DV60 Dual View 6 tonne dumper. The spoil was then transported from the exaction area to a stockpile on site.

The driver had decided to reverse up the stockpile, facing backwards in the incorrect manner. The driver misjudged their position, driving the dumper off the side embankment of the stockpile resulting in the dumper rolling onto its side. The driver exited the cab of the dumper shaken up, but with no apparent serious injuries.

Emergency services were called to the site. The dumper was pushed back to the upright position to prevent any diesel spill from occurring.

D&A testing was called, and all 3 members of the team were tested. The driver was found to have alcohol in their system above the legal limit and was removed from site and taken home by his work colleague.

A full investigation into the immediate and root causes of the incident is underway.

Immediate actions to take:

- Dumper driver induction, competency and previous experience drivers checks to be carried out for all dumper drivers.
- Check and review method statements on plant movements, haul routes to and from stockpiles.
- TBT to be carried out on operating dumper procedures, highlighting seatbelts to be worn when operating dumper/seat belt indicator beacons to be fitted.



SAFETY ALERT

DP Campbell

David Campbell
Health, Safety and Environment Director
Eurovia UK

EUROVIA RINGWAY



07971 125 180 24 hour Infrastructure Advice & Reporting

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

www.osborne.co.uk

Safety Advice



Contractor accident while using Premier Compact 110 Series Soil Sampling Machine

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

Ref: NRA21-07

Date of issue: 10/05/2021

Location: Heaton Down Yard Development Site, Newcastle

Contact: [Adam Binney](#), Group Property, Head of Safety and Sustainable Development



Overview

At around 14:00 on the 22nd February during the setup of the Premier Compact 110 Series (a 2.5 metre high, tracked compound soil sampling machine), the carriage and enclosed weight (a 110kg percussive hammer) detached from the guide rails of the mast, swung sideways, and struck the lead driller in the right hand side of his head and face. No injuries were sustained, and the driller was able to resume work the next day.

An investigation has been completed, and it is thought that the incident occurred because an essential 'lock bolt' was not inserted or had not been inserted sufficiently into the guide rod. As a result, the carriage came away from the main body of the drilling rig. This event has subsequently been reported into the Safety Management Intelligence System, and also as a 'RIDDOR DO1 - LIFTING EQUIPMENT - COLLAPSE, OVERTURNING OR FAILURE'.

As part of the ongoing investigation it has been suggested that similar incidents have occurred before, and specifically as a result of incorrect insertion of the 'lock bolt'. While anecdotal (at this time) this points towards a more systemic failure in relation to use of this specific machinery, and not necessarily solely 'operator failure'.

Although this activity relates to a specific piece of machinery, please ensure when using any machinery, you undertake the checks below.

Immediate action required

- All machinery/equipment must be properly maintained and have evidence of maintenance.
- Always ensure machinery is set up correctly and pre-use checks have been undertaken.
- There is a safe system of work in place and it has been suitably briefed.
- Only use machines/equipment you are trained and competent to use.
- Advise contractors that they must undertake the above checks and be competent if they are to use this machine.
- Brief the contents of this safety advice to all relevant staff and contractors.



SHE ALERT

Ref: H193 A 2021 Unsafe position of worker alongside live traffic.
Issued by: Kier Highways SHEA Department
Date: 11/05/2021



A customer complaint was received in Area 3, providing images from their Dash Cam of a lone worker on the grass verge of the A3, extremely close to live traffic.

The customer shared their concerns surrounding the work practice they'd observed and were worried that no Traffic Management, or safe systems were in place to protect the worker.

The event was immediately investigated and summarised as follows;



"...the operative in question was aware of the operational procedures for working within the 1.2m safety clearance zone, and at the time believed he was observing the required distance from the rib line of the carriageway. In hindsight, he has acknowledged after reviewing the pictures that he may have encroached the 1.2m safety zone by 30cm, but was not in any other contravention of the existing safe system of work..."

To aid our response to this following the investigation, all operational staff must be re-briefed and reminded whilst carrying out short-stop works to;

- always follow the approved Safe System of Work
- stay vigilant, be aware of your surroundings and never cut corners
- carry out a regular dynamic risk assessment and not become task focussed
- follow the Kier 5 SHE basics



Safety Advice



On Track Plant machine / crane controllers

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

Ref: NRA21-08

Date of issue: 11/05/2021

Location: National

Contact: Malcolm Miles, Network Technical Head of Plant, Technical Authority



Limited visibility from a second seat (image courtesy of RAIB)

Overview

Machine (and crane) controllers are required by the Rule Book to play an important part in supervising the use of on track plant. They are responsible for authorising movements, and checking that permitted speeds are not exceeded and that clearances between machines are maintained. They are also an important check on movements over level crossings, across points etc.

Machine controllers should normally discharge their role on foot, accompanying the item of plant, and must use duplex communications equipment for open-channel communication with the operator.

Some on track plant is equipped with a second seat. That seat may only be used by the machine controller while they are supervising movements if the seat is designed and installed to provide the machine controller with a clear view in the direction of travel. If the second seat does not enable the machine controller to have a view that is at least as clear as the operator, then the machine controller must discharge their role on foot and not ride on or in the machine.

For Mobile Elevating Work Platforms (MEWPs), the machine controller must never ride in an elevated basket. This is because their role includes emergency rescue using the ground level controls should that be required.

In certain circumstances (e.g. when movements are required over long distances), movements using 'send and receive' controls may be implemented where it has been shown to be safe by a risk assessment. Any 'send and receive' movements shall be controlled strictly in accordance with the Rule Book and Infrastructure Plant Manual.

Only in these circumstances, where a machine controller is not required to control the movement, can supplementary seats without full visibility of the line ahead be used to convey the machine controller as a passenger.

During the COVID pandemic, second seats in constrained, enclosed cabs must not be used as doing so compromises the social distancing requirements.

Immediate action required

- All those with machine controller or crane controller competence must be briefed by their Sentinel Sponsor on the limitations of not using second seats or riding in MEWP baskets detailed in this Safety Advice.
- Plant Operations Scheme Representatives must check that on track plant operators and machine/crane controllers understand and are following the instructions in this Safety Advice and the Rule Book.
- Site managers should use site safety checks to test that these instructions are followed.
- Those planning worksites should consider traverse distances to and from access points for on track plant to make sure safe use does not require excessive walking distances for machine/crane controllers.





INFORMATION



Safety Alert Environmental surveys

30 April 2021

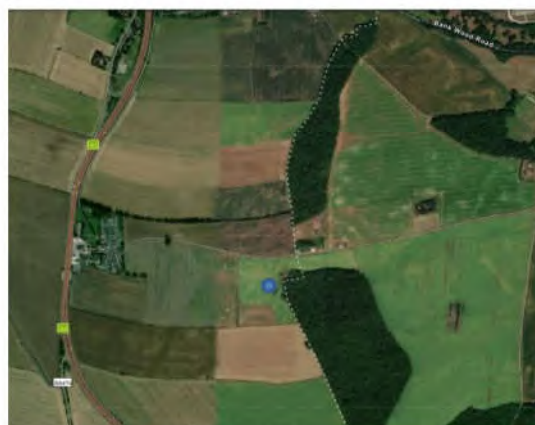
Background information

During a non-intrusive environmental walkover survey on private land, someone unseen, started shooting in the vicinity. The survey team had been in the area for a period of time prior to any gunfire being noted. The surveyors left immediately, away from the direction of the noise through an area of rising ground until they considered they were shielded from the source. Once in a position of safety, they arranged to leave the site through their original access point, in accordance with the SHE plan for the site visit. No individuals were harmed in this incident.

An investigation is currently ongoing, but initial investigations with the landowner have confirmed that he has an arrangement for licenced pigeon shooters (who were operational at the time) to undertake pest control on an 'ad-hoc' basis within his land holding.

A specific risk in relation to shooting was not identified in the SHE plan. However, the plan did recommend that wherever possible contact should be made with the landowner/tenant before entering the land, and that should the surveyors feel threatened or the working conditions are considered not to be safe, they should stop work, leave the site or retreat to a safe location.

The landowner had not highlighted any particular hazards during correspondence received.



Location of incident

Lessons Learnt

The investigation is ongoing. Initial recommendations include the following:

- Eliminate the risk: assess if access to the land parcel is essential to the assessment work in the current stage.
- If the significant risk cannot be avoided or eliminated it should be assessed and recorded. Include 'shooting rights' risk in any hazard logs / SHE plans etc.
- If access is essential identify mitigation: phone the landowner/tenant and ask if there are specific hazards on the land to be aware of, including permitted shooting. We have a list of closed questions, designed to prompt landowners
- Could a remote technique (such as aerial photography/drones) be used to obtain a similar outcome.

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

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

www.osborne.co.uk



INFORMATION

Safety Alert Corroded Drain Cover

5 May 2021

Background information

What happened?

A member of the public was taken ill as they were leaving a Motorway Service Area on the M6. Their vehicle ended up parked on the slip road just before the main carriageway.

The emergency services were called and upon arrival began to treat the member of public.

As one of the paramedics walked around the scene, they stood on a metal grate over the top of a catch pit. The metal grating was severely corroded and did not hold the weight of the paramedic, who fell through the grating and into the water below. The paramedic, was helped out by 2 traffic officers who were on scene and taken to hospital for treatment.

The investigation established that the metal grating was not the responsibility of Highways England and that it was the service area owner who had the duty to inspect and maintain it. However, we recognise that we can play a part in ensuring this does not happen again. If you see a drain, manhole, gully or any type of cover or asset that appears to be in a dangerous condition on or near our Network, please report it via the local Regional Operations Centre (ROC) or if you don't know this call the Customer Contact Centre (CCC) on 0300 12350000 who will liaise with the ROC and arrange for an Inspector to investigate and raise a defect report. We should then contact the asset owner with accurate details of location and condition. If there is confusion over who the asset owner is, HE should instruct the Maintenance & Response contractor to make the area safe and confirm this work has been done.



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

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