



There is always time
for your safety!



March 2020

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March 2020 - STOP Think!



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www.osborne.co.uk

Introduction

March 2020 - STOP Think!



Hello and welcome to our March STOP Think! Cascade Briefing. Well, could it have been any wetter?! As I write this introduction it feels a lot warmer and the sun is shining. Perhaps Spring is finally on its way after what feels like an exceptionally long month of February.

Thank You!

The weather of the last few weeks has certainly brought its challenges and I have been delighted by the response that I have seen from across our teams. Despite battling the wind and rain from Storm Dennis and rising river levels, our team at Yetminster successfully and safely completed the bridge replacement to provide a more reliable railway for passengers. We thank you for your unwavering commitment and dedication to enable this key possession to go ahead. In addition, our earthworks team have also continued to battle the elements and minimise the detrimental impact that this winter is having on the railway infrastructure; with the team currently working on six different embankment slips across the Wessex region. Indeed, across all of our rail and highways projects, there are so many examples of our teams working hard to keep our transport networks operational. Thank You!

Facing Challenges Together

Whilst Brexit and IR35 continue to exacerbate difficulties within the industry, we are now all faced with another challenge that is already impacting the global economy and causing wide spread concern. As a business, we are taking the Coronavirus risk very seriously and doing everything we possibly can to keep all our people safe and ensure we mitigate any potential impacts to our projects and services.

We are monitoring the situation daily and acting in accordance with Public Health England guidelines, and currently all our business activities are continuing unhindered and unaffected by the situation. Thank you all for listening to the advice of the experts and scientists. This is clearly a concerning time and one where we all need to pull together with customers and suppliers to ensure that we all act responsibly.

Working at Height

Whilst our key lagging indicators continue to show positive improvement, it is essential that we keep challenging ourselves to avoid any level of complacency. As part of this, I am keen that we continue to focus on the key risks that we face as a business, learning from close calls and daily reviews to ensure that we mitigate the potential for a high severity occurrence on our projects. Within this context, I am concerned by the number of working at height issues that have been identified in recent inspections. As a business, we are fully aware of the significant potential when the risks associated with working at height are not adequately managed. I still remember that day in December 2009 when an apprentice electrician fell 5.4m at Winchester Station, like it was yesterday. We should always use that as a sobering reminder of how important it is to be 100% sure that we are managing these risks effectively. Please review all working at height on your project and satisfy yourself that this is the case.

Cancer Awareness

Finally, please do take the time to read the information on Cancer Awareness that is contained in this month's issue. With the incredible developments in technology, many cancers are treatable with early diagnosis. Therefore, increased awareness of how to identify the signs, as well as following advice on how we can improve our lifestyle to reduce the risks are critical to us beating cancer together.

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

John Dowsett
Managing Director Infrastructure



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Fuel Spill and Fuel Box Disposal



Evidence of fuel spill during the refuelling process



Evidence of fuel spill during the refuelling process



Used fuel boxes disposed in mixed waste skip



Spill nappy placed below/against the unit whilst refuelling

What Happened – Fuel Spill?

During the refuelling of two Eco-10 welfare units, diesel was spilled down the side of the unit onto the ground.

What Happened – Fuel Box Disposals?

During site inspections we have seen used diesel fuel boxes disposed in the mixed waste skips (see photo below).

Why is it important?

- **Avoid environmental harm:** spills spread very quickly and can cause damage to the environment.
- **Avoid prosecution:** fines and clean-up costs and returned waste costs can be significant. To dispose of waste incorrectly is illegal.
- **Public relations:** Avoid negative publicity for Osborne, our customers and the industry.

Actions

- ✓ Brief this to site teams, display on site and share with supply chain.
- ✓ When refuelling ECO units, place sufficient spill nappy pads on the floor to collect any drips (disposed as hazardous waste of contaminated).
- ✓ Ensure that your site has the correct spill arrangements in place.
- ✓ Make sure that everyone knows where spill kits are kept and that they are briefed on how to use them.
- ✓ Remind teams that all spills, however small must be reported straightaway so that they can be dealt with.
- ✓ The fuel box foil liner, once used, will contain traces of diesel so should be disposed as hazardous waste once removed from the cardboard outer. Wear appropriate PPE when doing this.
- ✓ All sites please review your emergency arrangements so you are prepared should a spill occur.



Important internal note Changes to Network Drives G: and I:

As part of the migration work IT are carrying out, moving our services to the Microsoft Cloud, some changes will be made to our network drive storage.

Currently, as Infrastructure we have access to the Rail and Civil Engineering areas on the I: drive with one of these selected as your primary G: drive.

From April, this will be changing!

A new 'Infrastructure' drive is being created which will become the G: drive for all Infrastructure users. Everyone will have normal read and write access to this drive.

- All Infrastructure employees will continue to have access to the existing Rail and Civil Engineering folder structures but these will be set to **Read Only**.
- This means nothing new can be saved in these drives.
- All existing files will be accessible.

What do you need to do?

Right now - nothing! These changes will happen automatically as part of the work IT are carrying out.

When the new drive appears and the old drives are set to "Read Only", any files you actively need to save and work on will have to be saved to the new drive. Any existing files/folders and links to existing files or folders will continue to be valid – it is only "Saving" in the old folder structure which is being turned off!

Any files that have not been accessed in 5 years are going to be archived by IT at the same time. These files won't be visible in the folder structure any more – but IT will still be able to access them!



When this change happens, if a file you need is no longer available, please contact IT IT.Support@Osborne.co.uk who will be able to recover it for you.



Learning from:

- Are you Safe to Start Work?
- The Meaning of Value
- Fight Food Waste with "Too Good to Go"
- MOT Test Reminder
- Best Practice Measuring around Electricity

Are you **Safe to Start Work?**

Before starting any task there are three important Life Saving Rules that you must comply with to ensure your safety and the safety of your colleagues;

- Do you have the required plans and permits?
- Are you trained and competent?
- Do you have the right equipment?

STOP Think!

Make a better Decision and Change Lives

On a non-Osborne site a worker fell from a trailer and was fatally injured by a concrete beam that then fell on top of him. The resulting investigation found that the operation to move the beams had been carried out at short notice without any proper planning. Hence the team decided how to complete the task themselves, even though none of them had been trained in lifting and slinging operations.

Safety leadership extends through every level of our business. Please help us to create safety families where we are all safety leaders and have a passionate to care for ourselves and each other.

Our Mission

"Through a step change in performance we will create a generative culture; an open and transparent environment where our people are empowered, have an inherent care for each other and are fuelled by an ambition to learn and grow, getting better every day."



The Meaning of Value

Over the last few months we have defined the seven wastes;



But are there still times when you are not sure whether what you are doing is wasteful? Is every activity you are carrying out throughout the working day adding value for our customers?

WASTE can be defined as anything other than the absolute minimum amount of equipment, materials, parts and working time required to complete a task or add value to a product. But... what is the absolute minimum? Every activity should be considered as non-value adding waste unless it:-

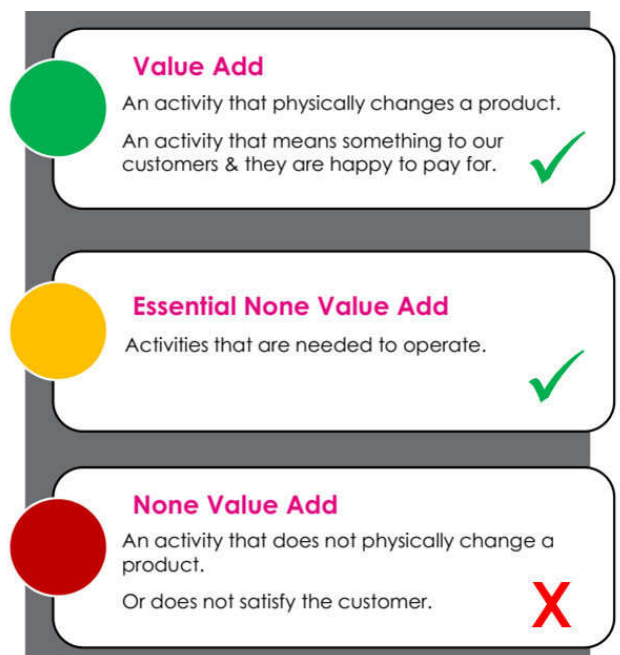
- Meets an explicit customer requirement.
- Cannot be shown to be performed more economically.

It is therefore essential to identify how **VALUE** is perceived by our customers; what do they really want and what are they willing to pay for?

What our customers want can usually be considered in terms of **Quality, Cost and Delivery**:-

- **Quality** - Every service we provide and asset that we build or maintain has to deliver exactly what the customer wants or has specified.
- **Delivery** - Our customers must get exactly what they want when they want it.
- **Cost** - No one wants to pay more than they need to for anything! Everything must be delivered in the most economical way possible without creating waste.

But in today's society our customer is often not just the company taking delivery of our product, or indeed the end consumers of our products. As a responsible business we need to consider all stakeholders and the wider impact on our communities and the environment. A value adding process is therefore one that satisfies the needs of many!



Use our Lean Launch Pad

Please do consider how you identify value and non-value adding steps in your daily routines. Don't forget to use our Lean Launch Pad where you will find links to training, guidance, templates, advice, and so much more:-

[Lean Launch Pad on iGO](#)

Fight Food Waste with "Too Good to Go"



Each year in the UK alone over 10 million tonnes of food is thrown away that is estimated to be worth £17 billion. That's £700 per family per year spent on food that ultimately just ends up in the bin. Nobody likes seeing food go to waste and there is a solution to help reduce this figure...

The "Too Good to Go" App

"Too Good to Go" is an innovative app that connects businesses who have surplus food with members of the public who are happy to purchase this food at a reduced price.

The app is used to order a "magic bag" of surplus food from participating stores for collection at a pre-set collection point.

There are already over 3300 bakeries, supermarkets, restaurants and hotels participating in the UK such as Yo!, Costa, OP, PAUL and Morrisons. Businesses not only get to reduce their waste but also have the potential to attract new customers to try their food whilst also supporting the environment.



"Too Good to Go" now has an incredible 2.7 million users in the UK and has saved more than 25 million meals globally, equating to over 81 tonnes of CO₂. But their vision is a world with no waste, so please do help to create a change in the way we all deal with food waste by downloading the app from the App Store and Google Play. More information can be found on the Too Good to Go Website:-

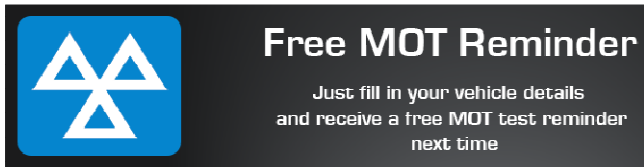
[Too Good to Go - Fighting Food Waste](#)

Fight Food Waste
Save delicious Food!

Thank you to Richard Peacock for sharing this great initiative with us.



MOT Test Reminder



Free MOT Reminder
Just fill in your vehicle details and receive a free MOT test reminder next time

Did you know that you can get a free reminder by text message or email when your MOT is due? You will get a reminder one month before your MOT is due and another reminder if you still haven't had your vehicle tested two weeks before your MOT is due.

To register go to:-

<https://www.gov.uk/mot-reminder>

Remember: You can be fined up to £1000 for driving a vehicle without a valid MOT.

Best Practice Measuring around Electricity

When working around electricity in traction or substations containing high voltage equipment, or trackside near electrified lines, there is a risk of measuring devices coming into contact with live equipment.

The Southern Shield Substation Working Group has produced a best practice guide for using insulated measuring tapes, measuring wheels or distance lasers in these locations. This can be found in the Best Practice Area of the Southern Shield website here:-

[Southern Shield Best Practice](#)



Southern Shield

Good/ Best Practice feedback

Nature of works	The use of measuring devices
Date of good practice note	27/01/2020

Insulated Measuring Tape, Measuring wheel and Distance Lasers.



Description of good practice

Whilst undertaking surveys, inspections, deliveries or work within traction or sub stations containing high voltage AC or DC equipment, or trackside near AC or DC electrified lines there is a risk of measuring devices coming into contact with live equipment.

The following points should be implemented when using measuring devices:

- All tasks should be risk assessed and processes put in place to make sure that any electrical equipment is fully isolated, and details recorded in the Work Package Plan. Everyone must be inducted on site and briefed on a Task Briefing Sheet.
- Everyone working on or near electrical equipment must hold the relevant competency (i.e. Level A, B) and suitable supervision must be in place.
- Always Wear as a minimum for this task: Protective clothing to EN ISO 11612 which is also Arc Flash (EA) rated as a minimum to IEC 61482-2 and a base layer of either 100% cotton or Flame-retardant material.
- Measuring devices must be insulated in accordance to BS8020:2011; checks must be made prior to undertaking any work to confirm that the device is not damaged such as insulation missing, and that it is dry. If the equipment is wet, then it should not be used until dry. Additional precautions should be taken when using measuring equipment in wet conditions.
- Report any structural damage (i.e. leaking roofs) immediately to the ECO and vacate the structure until a safe system of work can be established.
- Do not enter any structure containing electrical equipment if you are unsure of the conditions; report it to the ECO and do not enter until it can be made safe.

Remember...

Many incidents can be prevented by a simple challenge or by taking a time out to consider the possible consequences.

Never be afraid to express your concerns... your challenge could save a life!

Contact shield@networkrail.co.uk for hard copies of the "Time Out Take Five" and "Scared to Speak Up" posters or "Feel Safe to Ask" stickers which will be sent to your worksite.



TAKE A TIME OUT TAKE FIVE

Reasons for a Time Out Take Five:

- New hazards?
- Task changed?
- People changed?
- Unexpected problem?
- Confused?
- Unsure of procedure?

Remember:
A Time Out Take Five may be called by anyone at any time.

Scared to speak up?

FEEL SAFE TO ASK

Concerns:

- I won't be taken seriously?
- I'm too inexperienced
- They will get upset with me

Responses:

- I'm willing to listen
- I value your comments
- I will say 'thank you'

LOOK FOR THE GREEN BADGE



Sharing from:

- Safer Journeys on the A500
- Solum Twickenham Station Open for Business
- Uplifting Work at Nazeing New Road Bridge
- Fresh Air for All at Gade
- Ravens Lane Canal Bridge Heritage Renovation
- Exemplar Stakeholder Management at Romsey
- Praise for Debden Step Free Access
- The Shield February 2020 Edition

Safer Journeys on the A500

Our team working to widen the A500 at Etruria are now embarking on the second phase of the upgrade that will improve safety, reduce delays and queuing and improve journey time reliability for drivers.



The team have surfaced the new southbound lane and work now continues on the A500 northbound. Phase 2 will involve the removal of the existing central reserve safety barrier and drainage, followed by installation of new drainage and a concrete central reserve barrier.

The A500 connects the M6, Nantwich, Crewe and other Cheshire towns with Stoke-on-Trent and carries around 85,000 vehicles a day.

Over time, the number of vehicles using the A500 has increased, leading to an increase in collisions, congestion and delays. The works will increase the number of lanes from two to three in both directions and will also support Stoke City Council's Etruria Valley Development.

Thank you to ALL involved!

For helping to keep traffic flowing on this important scheme that will improve safety and reduce journey times for the thousands of people that use this road every day.

Solum Twickenham Station Open for Business

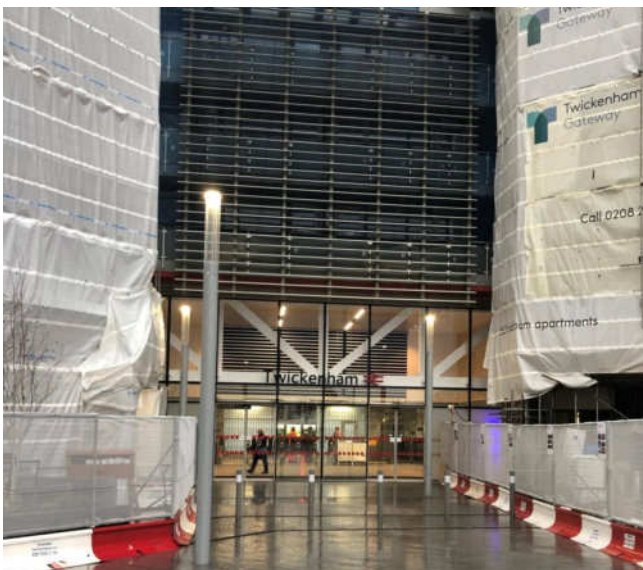
Well done to the collaborative Construction and Infrastructure team for their formal opening of the brand new station to the public. The remodelling of the station and plaza development is the largest project to date that our Construction and Infrastructure team have delivered together.





At the end of last year a “pre-opening” event was held to showcase the new facility to dignitaries.

The new station is just the start of this exciting journey!
Thank you to all involved for your collaboration, teamwork and communication to ensure the safe delivery of this complex project.



Our Construction colleagues have also recently handed over the Marks and Spencer's outlet and Core 1 Block A Flats. Congratulations all for the safe delivery of these milestone achievements of this technically challenging and ever demanding scheme.

Uplifting Work at Nazeing New Road Bridge

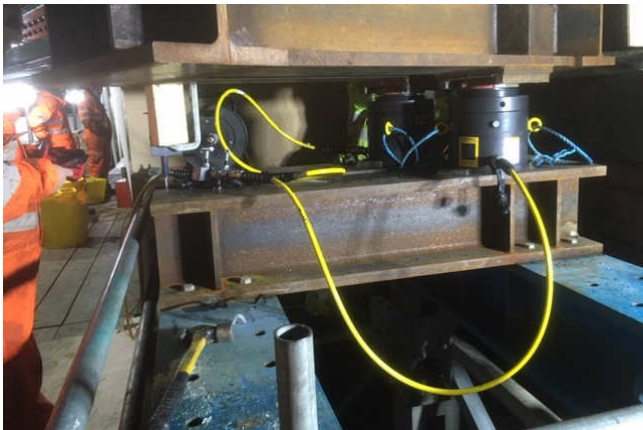
Congratulations to Billy Knight-Wood and our team at Nazeing New Road Bridge for completing the next phase in the replacement of the bearings.

Following the detailed design and installation of temporary supports, the full weight of the “live” deck has now been removed from the existing bearings using a bespoke jacking system, without any disturbance to the utilities or the traffic above.





The complex temporary works include a cantilevered scaffold to allow access around the jacking frames whilst not placing any additional load onto the river wall.



With the load from the deck now transferred onto the temporary jacks, the team can now begin the delicate task of replacing the bearings starting with hydro-demolition of the existing bearing plinths.

Well done to the WHOLE Team, including our customer and suppliers!

For your excellent set up, organisation and planning in this technically challenging scheme that has demanded innovation and collaboration from the outset.

Fresh Air for All at Gade

Thank you to our team at Gade Valley Viaduct for their consideration of the health and safety of all members of their team and visitors to the project by providing air-fed hoods and masks for anyone who is planning to enter the box girders.

Gade Valley Viaduct is a steel/composite multi-box girder bridge which consists of 11 spans carrying the M25 motorway. Whilst strengthening and refurbishment operations in the boxes are designed to keep dust to a minimum, the team are determined to reduce any residual risk to an absolute minimum for ALL people.

Air-fed hoods have been mandated for all operatives working inside the boxes; but when the team realised that any supervisors or visitors entering the boxes would not have the same level of protection they decided to purchase more of the specialist air-fed hoods.



The "JSP Powercap Infinity" provides filtered fresh air to the users face. It doesn't require the need for face-fit testing hence is suitable for anyone who needs to go in to the boxes.





Thank You Team Gade!
For embracing our Safety, Health and Wellbeing Vision and protecting every person impacted by our works. Your care for each other is admirable.

Ravens Lane Canal Bridge Heritage Renovation



Our team working for Hertfordshire County Council have recently commenced the renovation of a bridge over the Grand Union Canal in the centre of Berkhamsted. The logistically complex project to refurbish Ravens Lane Bridge includes blast cleaning and re-painting of the parapet and steel deck beams, isolated repairs, waterproofing and resurfacing.

As part of the scheme, the team have agreed with Hertfordshire County Council and the local community group "Berkhamsted Citizens" to paint the bridge in a "Canal Heritage" style. This will include painting the bridge in canal heritage colours, mounting existing "Port of Berkhamsted" community signs and adding new hand painted canal art plaques.

The bespoke artwork is being jointly funded by Hertfordshire County Council, Osborne and Berkhamsted and is being carried out by a leading "Canal Art" expert.

Due to the restricted area around the bridge, all equipment is being brought to site on a barge that is also serving as a working platform for the scaffold installation. The site welfare is also on a barge that is residing inside the lock. The works are being carried out whilst the canal is closed for maintenance works and has got off to a great start as reported in the local Newsletter:-

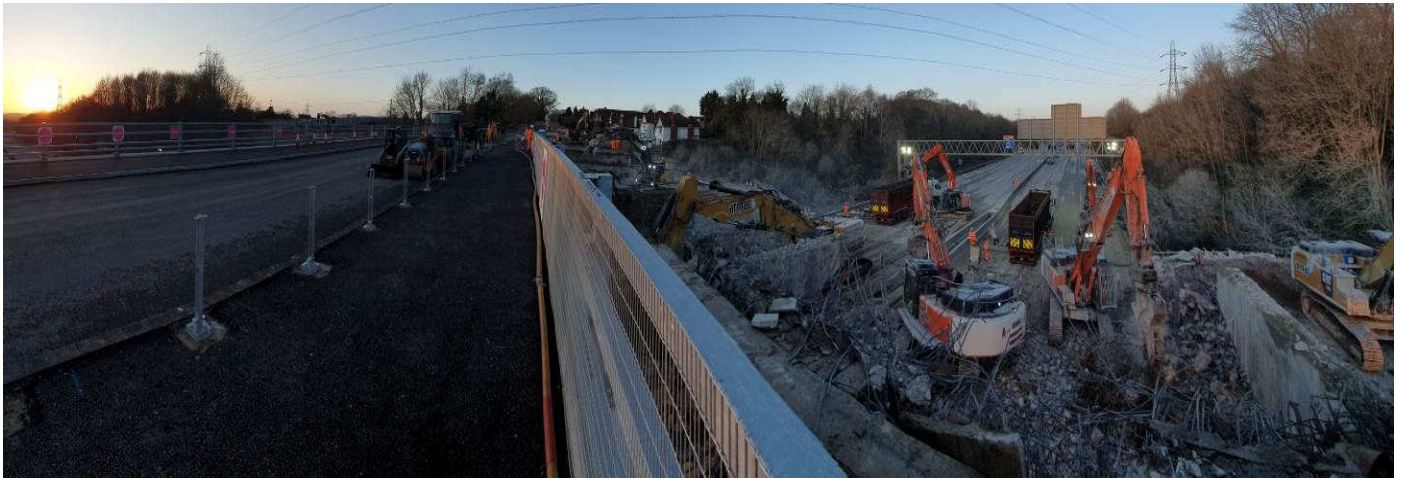
"Working with Jon Millar of Osborne just shows us how great it is to work with contractors who understand and love the heritage of our town. We are so grateful for this very positive partnership to enhance our town and know both you and visitors will all derive a great deal of pleasure from the enhanced bridge."

Thank you to Jon Millar and the team at Ravens Lane Canal Bridge
For delivering the difference that makes us Osborne! Improving peoples' lives through your work that will have a lasting positive impact on the local community.



The bridge will shortly be opened with an event to celebrate the renovation.





Exemplar Stakeholder Management at Romsey

Our team at Romsey Road Bridge recently safely and successfully delivered the third and final motorway closure to demolish the remaining east half of the life-expired structure - all without incident. For the third time running, the road was also opened earlier than planned; ensuring that there was no impact on the Monday rush hour - but this was not by coincidence...

In addition to the meticulous technical and methodology planning, our superb management of the local and national stakeholders has not gone unnoticed.

Indeed, Southampton and Portsmouth's Head of Emergency Planning and Preparedness has suggested that Laura Harvey receive a formal letter of thanks for:-

"...the way in which she project managed and engaged with the multi-agencies over the entire project."

The strategic importance of the route meant that over 450 local and national stakeholder

groups would be directly affected by the project including:-

- Emergency Services
- Southampton Hospital
- Five Universities
- Two Motorway Service Stations
- Two Football Clubs
- The UK's busiest Cruise Port
- Two Airports
- And more than 5000 residents living within a mile radius!

The 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.

Thank you Laura!

For your outstanding performance in ensuring the smooth delivery of this high profile scheme, enhancing our reputation and that of our customer through exemplar stakeholder management.





Praise for Debden Step Free Access



Our collaborative team working at Debden Station delivering step free access for London Underground recently received more great praise from our customer following installation of the pre-fabricated steelwork for the lift shafts.

"This was an incredibly well organised lift, credit to Osborne's James Devoir and Val and the Galdris team. Also well done to McNealy Brown who built the shafts and fitted them and Ainscough who lifted them into position..."

Your team were brilliant they made it look easy, which it was not. They were well prepared and briefed by James Devoir. Val controlled the site so well. We could even allow a third party team working on the track drainage to carry out their works at the opposite end of the station. Please thank everyone involved"

Thank you to the WHOLE team including our customer London Underground and our suppliers!
For your professional and safe delivery, and for displaying admirable team behaviours. You should be very proud!

The Shield February 2020 Edition

Network Rail Southern Infrastructure Projects recently published their February 2020 Edition of "The Shield", aimed at increasing our safety engagement and communication direct with our workforce. Whilst we appreciate that this is a rail based publication, the content is varied and much of it is appropriate to all our projects. So please do encourage your workforce to share it.

This month it is great to see our Jas Rupra describing the emergency embankment works at Ashmead, Epsom and Guildford Sands! Arron Dolan also describes their great approach to "Back to Work Briefings" at Feltham.

The Shield can be downloaded from the Southern Shield website here:-

The Shield February 2020 Edition



Health & Wellbeing

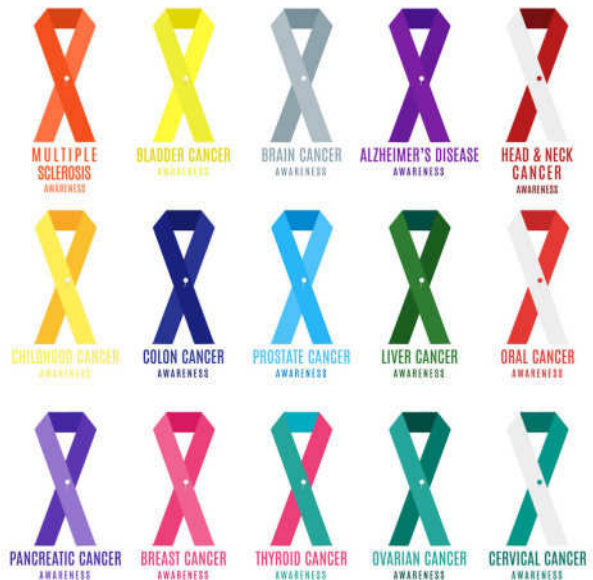


- Cancer Awareness
- Prostate Cancer Awareness Month
- National No Smoking Day 11 March 2019
- Caffeine Awareness

Cancer Awareness

March's Health and Wellbeing topic is Cancer Awareness and the statistics are frightening:-

- Work-related cancer claims at least **742,000 lives** worldwide each year.
- Past occupational exposure to known and probable carcinogens is estimated to account for about **5% of cancer deaths**.
- The construction industry has the largest estimate of occupational cancer cases, with about **3,500 cancer deaths** and **13,500 cancer registrations** each year from the industry.



Our risk of developing cancer actually depends on a combination of our genes, our environment and our lifestyle.

- It is estimated that only 2 – 3% of cancer cases are linked to inherited gene faults.
- Various things we come into contact with or consume, such as UV rays, or the cancer-causing chemicals in tobacco, can damage our DNA. This damage can build up over time and if a cell develops too much damage it can start to grow and multiply out of control – this is how cancer starts.

Please do visit the Macmillan and Marie Curie websites for great information, advice and support on dealing with cancer in its numerous forms:-

Macmillan

Cancer Information and Support

Marie Curie



07971 125 180 24 hour Infrastructure Advice & Reporting

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

www.osborne.co.uk

+ TIME TO TAKE A STAND

Be proactive with your health

32%

A third (32%) of 13 of the most common cancers in the UK could be prevented through improved diet, physical activity and body weight.**

Making lifestyle changes can help to reduce the risk of developing cancer.

- Be smoke free
- Keep a healthy weight
- Eat fruit and veg
- Drink less alcohol (Try to aim for 2 alcohol free days a week)
- Be SunSmart
- Eat less processed and red meat
- Eat a high-fibre diet
- Be active
- Eat less salt

1 in 10

Experts think that nearly 1 in 10 UK cancer cases could be prevented through healthy diets.*

Some foods, such as red and processed meats and salt, increase the risk of developing cancer. While others, such as fruits, vegetables and high fibre foods can help prevent the disease.*

1 in 5

1 in 5 breast cancer cases could be prevented through not drinking alcohol.**

Current guidelines
Men – 3-4 units per day
Women – 2-3 units per day

1 = unit	A small bottle (275ml) of lower strength (4%) alcohol	A half pint of lower strength (4%) lager, beer or cider	A single measure of spirit (40%)
2 = units	A standard glass (175ml) of lower strength (12%) wine or champagne	A half pint of lower strength (4%) lager, beer or cider	A 440ml can of medium strength (4.5%) lager, beer or cider
3 = units	A half pint of lower strength (5%) lager, beer or cider	A large glass (250ml) of lower strength wine	A double measure of spirit (40%)

1 in 9

We could prevent about 1 in 9 cases of bowel and breast cancers just by being more active.**

Aim for 30 mins of moderate exercise a day

*Cancer research UK.
** World cancer research fund.

How many cancers could be prevented?

Experts estimate that **more than 4 in 10 cancer cases** could be prevented, largely through lifestyle changes, such as:-

- Not smoking
- Keeping a healthy bodyweight
- Eating a healthy, balanced diet
- Cutting back on alcohol
- Enjoying the sun safely
- Keeping active
- Doing what you can to avoid certain infections (such as HPV or hepatitis)
- Being safe at work, e.g. using the right PPE

Surprisingly, many studies have shown that people aren't necessarily aware that all of these things can be linked to cancer.

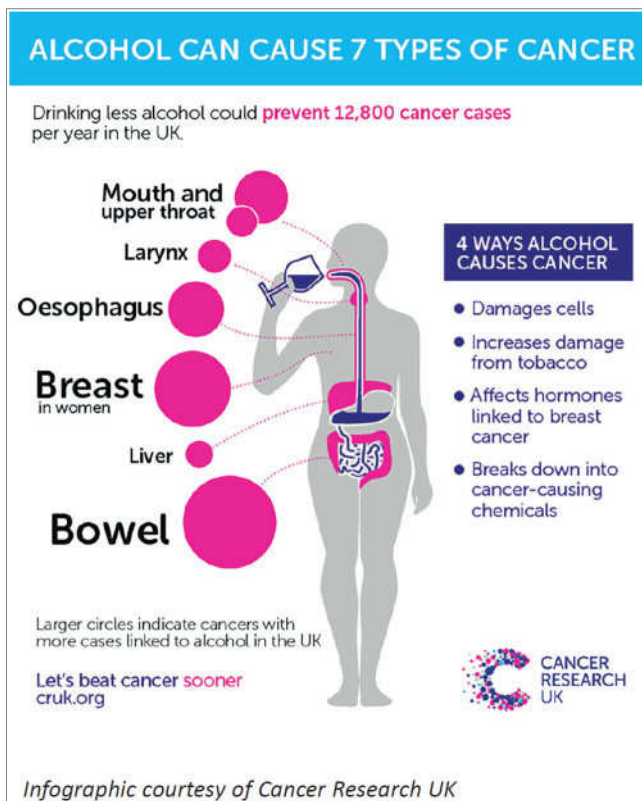
Three quarters of people are not aware that **obesity** can be one of the causes of cancer.

Even more do not know of the scientific link between **alcohol** and cancer.



Alcohol and Cancer

Around 4% of cancers in the UK are directly attributable to alcohol – around 12,800 individual cases every year.



This makes alcohol one of the most preventable causes of cancer after smoking.

- Worldwide, one in five of alcohol-related deaths are caused by cancer.
- Just one alcoholic drink a day can increase the risk of developing cancer and the risk increases with every drink.

This lack of knowledge about the relationship between alcohol and cancer constitutes a significant health risk.

There is no "safe" level of alcohol consumption when seeking to reduce the risks of certain cancers.

Work and Cancer

Cancer is a very real workplace challenge with 10% of all new cancer cases in the UK being adults aged 25-49.

People who have or have had cancer are protected by law from discrimination at work.

Making reasonable adjustments at work, for people living with cancer not only prevents discrimination but also protects the mental health of the person living with cancer. It also means that we as employers retain valuable skills within our workforce.

The Macmillan Charity has much useful information on their website on how to make reasonable adjustments including their Top Ten Tips:-

10 top tips

- 1 Communication is key
- 2 Be sensitive to your employee's needs
- 3 Respect your employee's right to privacy
- 4 Be prepared to make adjustments
- 5 Check guidelines and policies
- 6 Find out about financial support
- 7 Respect carers' rights at work
- 8 Discuss a return-to-work plan
- 9 Recognise the impact on your team
- 10 Macmillan is here to help

Please do visit their website:-

Macmillan - Work and Cancer



Prostate Cancer Awareness Month

What is the Prostate?

Only men have a prostate gland. The prostate is usually the size and shape of a walnut and grows bigger as you get older. It sits underneath the bladder and surrounds the urethra.

What is Prostate Cancer?



Prostate cancer can develop when cells in the prostate start to grow in an uncontrolled way. Prostate cancer often grows slowly to start with and may never cause any problems but some men have prostate cancer that is more likely to spread. This needs treatment to stop it spreading outside the prostate. Common signs and symptoms to look out for include:-

- Needing to urinate more often than usual.
- Difficulty starting to urinate.
- Straining or taking a long time to finish urinating.
- A feeling that you're not emptying your bladder fully.
- Needing to rush to the toilet.
- Dribbling urine after you finish.

Less common symptoms include:-

- Pain when urinating.
- Pain when ejaculating.
- Blood in your urine or semen.

Ways to prevent Prostate Cancer

No one knows how to prevent prostate cancer, but a healthy lifestyle may be important. The latest research suggests that being overweight or obese probably increases your risk of aggressive or advanced prostate cancer. A balanced diet and regular exercise can help you stay a healthy weight, so these may be important for lowering your risk.

If you are experiencing any of these symptoms or conditions or would like to talk to somebody about Prostate Cancer contact your GP.

Prostate Cancer UK is a National Charity focussing on this specific male cancer. Information is also available from the **NHS Website** and **Cancer Research Website**.

Facts...

Am I at risk?

In the UK, about 1 in 8 men will get prostate cancer at some point in their lives. Older men, men with a family history of prostate cancer and black men are more at risk.

Age

Prostate cancer mainly affects men over 50, and your risk increases with age.

Family History

You are two and a half times more likely to get prostate cancer if your father or brother has had it.

Black Men

We don't know why black men are more likely to get prostate cancer, but it might be linked to genes. In the UK, about 1 in 4 black men will get prostate cancer at some point in their lives.



National No Smoking Day 11 March 2020

This year the National No Smoking Day campaign will be held on Wednesday 11th March. Smoking is the single greatest preventable cause of death in the world today. There are more than one billion smokers worldwide and it kills up to half the people who smoke.

Smoking

If you smoke, quitting is the single most important step you can take to protect the health of your heart.



Over the last few decades, it has become very clear just how dangerous smoking is, due to the toxins that cause many different forms of cancer from the mouth to the lungs. So why not take the opportunity to choose to quit? It will improve your health within days of stopping.

Visit the British Heart Foundation for more information and advice:-

[BHF - STOP Smoking!](#)

How to Quit Smoking



1. Motivation

Write down your incentives:-

- For your health
- For your family
- To save money

For example, after a year of quitting, your heart attack risk will have halved and in 15 years it will be the same as that of someone who has never smoked.

Your teeth will be whiter and your breath will smell better. Things will even begin to taste better!

2. Share your Goal

Fill in an online form on the NHS Smokefree website and promise to quit on a set date. Having a goal is proven to boost your chance of success. Email this to a friend or write it down and display for all to see.

3. Get the Right Help

Try the NHS Smokefree Quit Kit, which contains information on quitting aids.

[NHS Smokefree Quit Kit](#)





4. Think like a Non-smoker

Rid your home of ashtrays and lighters and practise saying "No thanks, I don't smoke." This may help convince you as well as others.

5. Do the Maths!

If you smoke 20 cigarettes a day, giving up could save you nearly **£4,000** a year!

So why not join the No Smoking Day Campaign and see how quickly you are seeing the results!

After 20 minutes

Pulse rate returns to normal.

After 8 hours

Nicotine and carbon monoxide levels in blood reduce by more than half and oxygen levels return to normal.

After 48 hours

Carbon monoxide will be eliminated from the body. Lungs start to clear out mucus and other smoking debris.

After 48 hours

There is no nicotine in the body. Ability to taste and smell is improved.

After 72 hours

Breathing becomes easier. Bronchial tubes begin to relax and energy levels increase.

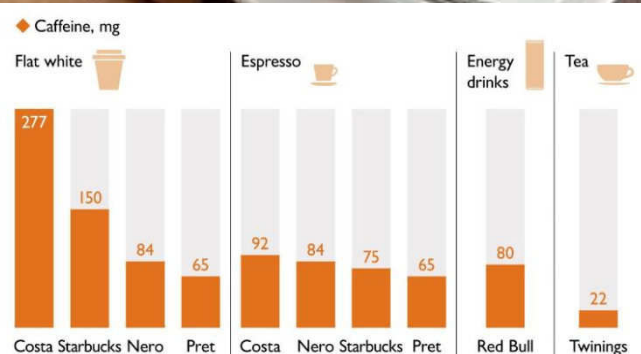
dopamine, making us feel invincible! This is until the caffeine leaves our system when we feel the crash!

Caffeine has a "half-life" of about six hours, so if you have a coffee at midday, you will still have caffeine in your system at midnight.

Ultimately, caffeine consumption will result in increased feelings of fatigue as you become reliant on it and your body will begin to "crash" sooner.

How much caffeine are you consuming?

NHS guidance states that adults should have no more than **400mg** of caffeine – equivalent to **four cups of coffee** each day to stay healthy.



Caffeine Awareness

Caffeine is a naturally occurring and addictive stimulant most commonly found in tea, coffee and cacao plants.

It works by blocking the build-up of "adenosine" which is a chemical that regulates brain function. Caffeine basically stops the fatigue message from being received in the brain whilst also increasing the release of adrenaline, serotonin and

Drinking water is much better for feeling alert and energised than drinks that are high in caffeine.



Quality Parking Completed in Less than a Week! Minor Works Team Success at Fleet Car Park

Enormous congratulations to our Minor Works Team who recently completed an urgent car park upgrade at Fleet Station safely and ahead of programme to benefit rail travellers at the earliest opportunity.

Due to the rapidly deteriorating condition of the existing car park and complaints from public, the project had to be delivered within one week only, over the half term holidays when the number of commuters would be reduced! Working 24 hours a day our Minor Works Team and supply partner BPN successfully opened the car park snag-free, a day earlier than scheduled and most importantly with no injuries, incidents or formal complaints.



Our Network Rail Customer was highly complimentary of the enormous team effort commenting;

"I just wanted to drop you a formal line to say thank you, to you and your team for completing the works at Fleet to such a high standard and ahead of schedule too! ...I wanted to say a special thank you for putting as much planning and man-power into the job as you did, in order that the works were undertaken fully within the school holidays – as was our requirement. ... The fact that you've completed the works with no injuries, no formal complaints, and plenty of happy people at the end is testament to your skill and integrity. I think it looks great. A really professional finish and a HUGE improvement for the users of Fleet Station. A job you should be very proud of."

HUGE CONGRATULATIONS and THANK YOU to Alan Webb, Graham Bowers, supply partner BPN and the WHOLE team for going above and beyond to deliver this project to an incredibly high quality finish within incredibly tight timescale – much to the delight of the travelling public.



Battling the Elements - Yetminster Bridge Replacement

Congratulations to our team at Yetminster who have safely replaced an aged bridge during a six day possession of the railway despite the most atrocious weather conditions and rising water levels. The team worked around the clock to replace the deck of the 129-year-old bridge, as part of a series of improvements on the Heart of Wessex line to deliver a more reliable railway with better performing train journeys for rail passengers. The enormous team work received great praise from our customer;

"What a fantastic achievement completing the full scope originally planned for the blockade despite the numerous challenges the project has faced. The team has worked tirelessly for months to plan and re-plan the works, and without the collaboration between Network Rail, Osborne and their supply chain, this would not have been possible. This demonstrates what the framework can achieve. Credit to Osborne and their supply chain for adapting to the ever-changing environment throughout the blockade. All involved really did pull together to make the project a success."



Existing 129 year old bridge deck



Deck removal using rail mounted crane



Containment of river, backfill excavation and reduction of existing masonry abutments.



Lifting in precast concrete cill beams.



Final preparation including installation of holding dowels ready for receiving new bridge deck.



The new Network Rail standard design "U" deck ready to be lifted into position.



What Good Looks Like

March 2020 - STOP Think!



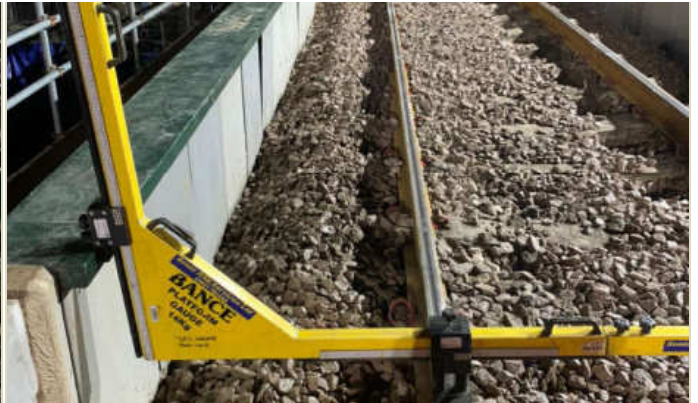
Bearings attached to the U-deck ready to be lined up with pockets in the cill beams.



Deck lifted into final position.



Track ballast distributed.



Rails positioned.



Installation of deck walkways, handrails and stairs.



New bridge ready for opening.

This scheme has presented numerous challenges, not least of all Storm Dennis! We thank you ALL for your unwavering commitment, dedication and tireless efforts to enable this key bridge replacement to be safely completed for our customer and the travelling public.



07971 125 180 24 hour Infrastructure Advice & Reporting

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

www.osborne.co.uk

SHE Performance Summary – February 2020

Improvement Opportunities Frequency Rate (IOFR) the Current Rolling IOFR Is: 4.22 (Target of 2.5 per 1000 hours worked)			
Accident Frequency Rate (AFR) Days since the Last RIDDOR Accident: 287 The Current Rolling AFR Is: 0.05 against a threshold of 0.01			
Service Strike (SSFR) Days since the last Service Strike: 19 The Current Rolling SSFR is: 0.74			
February Total Number IOs 557		February No. Safety, Health & Environmental IOs 421	
		February No. Business IOs 136	
Reference	Incident Date	Project	Description of Incident
Injury			
I/025418/023	06 Feb 2020	M25 J10 Wisley	Operative tripped over, hurting hand.
I/025414/015	09 Feb 2020	A500 Etruria Widening	Operative hurt finger.
Service Strike			
I/025449/001	13 Feb 2020	Swindon NEV	Street light cable strike.
Environmental			
I/025387/001	04 Feb 2020	Epsom Embankment	Historical report of minor fuel spill.
Traffic Incursion			
I/025418/021	05 Feb 2020	M25 J10 Wisley	MOP vehicle incursion
I/025418/022	06 Feb 2020	M25 J10 Wisley	MOP vehicle incursion
I/025418/024	06 Feb 2020	M25 J10 Wisley	Cars followed works convoy
I/025401/002	11 Feb 2020	M25 J21 Street Lighting	MOP entered TM on foot
I/025414/016	14 Feb 2020	A500 Etruria Widening	Driver moved cones to try and gain access
I/078063/003	26 Feb 2020	M20 J10	Three HGVs accessed exit slip the wrong way.
Near Miss /Close Call			
I/025414/014	25 Feb 2020	Debden	22 kV cable exposed in inspection chamber
Theft			
I/025418/023	28 Feb 2020	Nazing River Bridge	Theft of equipment
Other			
I/025414/014	03 Feb 2020	A500 Etruria Widening	Operative refused D&A test
I/025387/001	06 Feb 2020	Holmesdale Tunnel	Operator refused D&A test





Improvement Opportunities

February IO Statistics

During the month of February the level of engagement with the IO System has reduced when compared to last month and the same time last year. Our suppliers submitted 63 IOs which is over 11% of all IOs submitted. Thank you for helping us to share important learning across the wider industry and thank you all for your continued engagement.

Please do continue to submit your IOs on doing things differently and innovations; helping us to embed our learning culture and to continuously improve.

Top Projects in February

- Wimbledon Embankment 57
- Bournemouth LMD Rewire 41
- Yetminster Underbridges 38
- Feltham Combined Scheme 24
- Brookwood Embankment 21

Top IO Originators in February

- Jon Blackman 37
- Darren Bradford 21
- Hugo Wrampling-Pounsett 20
- Andy Sackley 17
- Majid Nassiri 17

Top Suppliers in February

- Arcadis UK 12
- Chevron 4
- JM Highway Management 3
- Deploy 2
- Suttle Projects 2

Top SHE Categories in February

- Access / Egress / Site Security 75
- Site Housekeeping 57
- Process & Documentation 29
- Personal Health 28
- Site Welfare 27

Infrastructure Improvement Opportunities

Month	Total No. IOs	Total No. People Raising IOs
December	418	137
January	664	123
February	557	134
How many did your site submit last month?	?	?





Tool Box Talk – Working with Concrete



Infrastructure Projects Southern Toolbox Talk

WORKING WITH CONCRETE

12 January 2016

Wet concrete is dangerous!

In IP Southern, an individual was kneeling on a concrete slab whilst carrying out concrete finishing works. Due to heavy rainfall, concrete run-off was washed onto the area where he was working. As the operative was not wearing waterproof trousers, his clothes became contaminated with the concrete slurry.

Some hours after leaving site, the operative began to suffer significant discomfort to both knees. Upon attending hospital it was confirmed he has suffered concrete alkali burns.

Assess the risk...

Those tasks where concrete will be used must be identified and a risk assessment carried out. If possible do not use concrete or reduce the amount to be used. Plans for contact with concrete should be minimised. Individuals should also be checked for any existing skin or allergy problems.

So...what can you do to stop concrete burns?

Always wear the right PPE for any task involving wet concrete:

- **Gloves** should be waterproof and suitable for use with high alkaline substances (they should be marked with EN374:2003). They should be long and/or tight fitting at the end to prevent concrete being trapped between the glove and the skin
- **Footwear** such as wellington boots should be used. If they leak or get split change them immediately
- **Waterproof trousers** must be worn over the top of boots and not tucked in. This stops the concrete getting into them
- Use **knee pads or a waterproof mat** if you have to kneel for finishing
- Ensure there is access to **good washing facilities** and any concrete on the skin is washed off as soon as possible.

Wet concrete is extremely corrosive and quickly destroys skin surfaces. Typically it causes areas of skin to become red and itchy with some acute attacks causing crusty scales or blisters that ooze fluid.

Wet concrete can cause serious burns



Wet concrete is highly alkaline in nature. A serious burn or ulcer can rapidly develop if it is trapped against the skin. In extreme cases, these burns may need a skin graft or can even cause a limb to be amputated. Wet concrete can also cause chemical burns to the eyes.

What you need to do if get concrete on your skin or in your eyes...

- If it is on your skin – wash it off at once with warm soapy water
- In your eyes – report to a first aider and wash your eyes out with clean water
- If you suffer any symptoms of inflammation or burns then seek further medical advice and assistance

Contact us: shield@networkrail.co.uk



Urgent Checks on Genie S-60 and S-65 MEWPs

There have been three recent incidents involving Genie MEWPs where the bottom turntable rotation bearing bolts have come loose causing the separation of the turntable from the chassis. Separation of the turntable from the chassis can result in a machine tip over or other structural failure.

The full Genie safety notice follows but the models affected include models S-60, S-60X, S-60XC, S-60TRAX, S-65, S-65XC and S-65TRAX.

Genie are advising affected models manufactured 2019 to date should have the bearing bolts checked before returning to service and affected models manufactured between 2015 and 2018 should be checked within 30 days.

IMPORTANT NOTE: we are overriding this age difference and request that all affected models are quarantined regardless of age and **DO NOT** return to service until the torque value of the bearing bolts have been checked.

[Link to Genie Safety Alert](#)

Actions for all sites:

1. For any Genie MEWPS on site, check the model and serial number against those detailed on the Genie safety alert.
2. Immediately quarantine all affected models (regardless of age) and prevent their use.
3. If hired direct by VW UK, contact the plant desk (or direct to the hire company) and seek confirmation that the necessary actions will be taken in accordance with the Genie instructions.
4. If provided as part of a subcontract package, ensure the subcontractor takes the necessary action with their supplier.
5. No machines are to return to service until the Project / Site Manager has received confirmation any affected MEWPs have received the necessary checks.

For further guidance please contact your health and safety manager or a VW UK plant desk.



(Example of a separated turntable)

SAFETY ALERT





INFORMATION



Safety Alert

Managing incidents involving alternative fuelled vehicles

28 February 2020

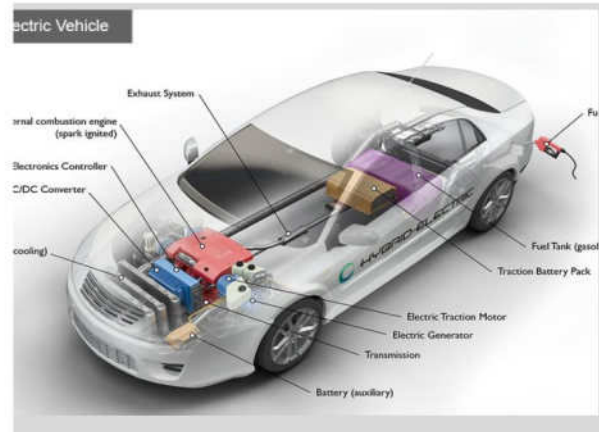
Background information

As the number of electric & hybrid powered vehicles increases on the strategic road network, there is an increased likelihood that supply chain partners working on our network, will attend incidents involving them (Road Traffic Collisions or breakdowns).

These vehicles have a variety of names, they can be known as Battery Electric Vehicle (BEV), Hybrid Electric Vehicles (HEV) or Plug-in Hybrid Electric Vehicles (PHEV) but all will have some form of stored electrical energy.

We have been reviewing HSE guidance on how to deal with Electric and Hybrid Vehicles in the event of a vehicle breakdown or road traffic collision and have taken the decision that Traffic Officers **will no longer** attempt to recover the vehicle or move it off the carriageway. Instead, they are instructed to make the scene safe using existing controls as normal and wait for specialist vehicle recovery to isolate and move the vehicle.

Highways England will continue to work with colleagues in the vehicle recovery sector to establish safe methods of working that mitigates the risks associated with Electric and Hybrid Vehicles. When completed, this will allow us to maintain our standards for scene clearance and all get home, safe and well.



Recommendations:

- Be aware that should the battery be damaged there is a risk that harmful liquids and /or explosive gasses may be released. There is also the potential that high voltage electricity may be present in cabling and components.
- If you are in any doubt about the type of vehicle, make the scene safe and wait for the recovery specialist.
- Link to HSE Guidance: <https://www.hse.gov.uk/mvr/topics/electric-hybrid.htm>

If you have any queries about this safety alert information announcement or any other safety announcement then please contact Richard.Wilson2@highwaysengland.co.uk HEi146



Shared Learning

Key learning following a serious incident



Hackney Wick double fatality

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

Ref: NRL20-01

Date of issue: 08/02/2020

Location: Hackney Wick, Anglia Route, Eastern

Contact: Richard Tew - Anglia Route Assurance Manager



Overview

In the early hours of 21st March 2019, two friends left a pub near Hackney Wick station. On the way to a local shop they saw a stationary Freightliner train outside Hackney Wick Station. It was held at a red signal for around 17 minutes.

The two adult males accessed the railway and climbed on top of a container on a freight wagon at the rear of the train, bringing them into close proximity with the live overhead line.

At 00:54 the two men made fatal contact with the overhead lines.

The two men most likely accessed the railway via a hole in the chain link fence that was built on top of a small 900mm wall and embankment. The fence did not prevent access.

Underlying causes

A local investigation found that the stretch of fence in this location had not been physically inspected since 2016.

The hole in the boundary fence allowed easier breaching of the railway boundary at Hackney Wick and was considered an underlying cause.

The Off Track inspectors who did the inspection recorded they could not undertake a tactile inspection of the fence due to vegetation. No attempt to view it from the public side was made, nor alternative measures used (e.g. de-vegetation).

Key message

Where boundary fence inspections cannot include a tactile test, inspectors must use alternative means to view/inspect the fence integrity from wherever possible. This includes accessing from the public/3rd party side, alternative vantage points, by technology (e.g. drones) or removing vegetation to improve visibility (if appropriate).

N.B. Removing vegetation can sometimes be counterproductive where it serves to make the boundary more secure.

Managers must ensure Non-Tactile forms are suitably processed and reviewed, especially for repeat locations. A Special Inspection Notice is due to be issued.





Initial Incident Notification

Project/Location: Anglian @One/Lincoln
Client: Anglian Water
Incident Date: 25/01/2020

Incident Type: Specified Injury
Incident Classification: RIDDOR
ISMS Reference: 659642

Incident Description

A subcontract team were carrying out mains laying works, involving deep excavations, for a mains diversion project on a private developers site.

Temporary works such as trench boxes and sheeting had been used previously but were altered or removed at the time of incident

The IP entered a partially, unprotected section of the excavation when the side wall of the excavation collapsed, trapping the worker within material and rubble to waist height.

(Approx location of IP position)

Emergency Services (Fire Brigade, Police & Ambulance) attended site to effect a rescue and transferred the IP to hospital where specified reportable (RIDDOR) injuries were confirmed.

Incident Type	Incident Owner
RIDDOR	Craig Repton



Open trench with rescue boards

Immediate Action Taken

- Work Stopped
- Emergency Services Contacted
- Escalations made
- Senior Management Mobilisation Calls
- Operation Management attended site with delegation (Anglian, @One, Conroys & Balfour Beatty)

Immediate Findings

- Operative entered an unprotected deep excavation
- The access/egress arrangements observed (post incident) were unsuitable
- Site was subject to high hazard works (Deep Excavations)
- The work was carried out on a designated area on a private developer site with multiple duty holders and arrangements.

Follow Up Action required

- All Gas & Water contracts to immediately review temporary works arrangements including design and application prioritising excavation and shoring supports
- Ensure that there is proprietary means of access and egress into each excavations. Ladders should be used as a last resort
- All contracts to ensure that any project/task involving principal risk activities such as deep excavations, working near high hazard utilities are supervised by a competent BB manager.

Parties Informed

Balfour Beatty



Shared Learning

Key learning following a serious incident



Collapsed excavation - serious injury

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

Ref: NRL20-02

Date of issue: 12/02/2020

Location: Stamford Underbridge

Contact: Head of S&SD, Capital Delivery Eastern



Overview

On 30th September during installation of drainage works at Stamford Underbridge a supervisor was struck on the lower back and legs by a lump of earth that became dislodged from the vertical face of a trench.

The trench was dug to allow for track drainage to be installed and was approximately 12 metres in length, 3 metres deep and a metre wide.

The agreed methodology for the installation of the drainage included the requirement to use trench boxes. However, for two hours work had been undertaken in the trench without the trench box being used.

The supervisor was taken to hospital and required treatment for a broken pelvis.

Underlying causes

- A lack of planning to adequately co-ordinate the work and the teams involved in delivery.
- A lack of people to adequately plan and deliver the work safely.
- The physical restraints in the work area were not communicated or supported by safety critical paperwork such as accurate Task Briefing Sheets.
- The task was briefed over a month before the day of work.
- Unsafe behaviours and conditions went unchallenged due to poor perception of the risks by those involved in the work.
- Initial false statements from site staff concealed the extent of the unsafe work.
- Learning from similar events reported on the same site (high risk close calls) had not been appropriately actioned or communicated.

Key message

Where risk assessment identifies the need for trench boxes or other means of shoring / support systems then the correct equipment must be available on site and properly used.

How are Close Calls monitored and reviewed on your projects?

How do you use timely investigation and local actions to create safer sites?

The duties for managing excavation hazards are detailed in Reg 22 of the Construction Design and Management Regulations 2015.

How well do site staff understand and follow the arrangements for meeting these duties?

How do you check planned control measures are being used on site?



SHE ALERT

SHE H153 A 2020
Issued by: Kier Highway SHE
Department
Date: 29/01/2020



Concrete Burn Incident

Description of Events

On 27th January a drainage operative was benching out a manhole using concrete accelerator Sika 4, which is used to speed up the setting process of the concrete when working with low pressure or slow-moving water. Whilst the operative was working there was a surge of rain water from a recent downpour, which caused the water pump to cut out. The operative was then lifted out, whilst exiting the manhole the operative put his gloved hands above his head. This caused the wet residue from the concrete and Sika 4 to run down his right arm, under his PPE and clothes, coming in contact with his skin.

The IP received a concrete burn to the back of his right elbow, and a burn to his left cheek on his face. Further to this there was superficial irritation to the inside of his forearm.

Actions Taken

- Immediate action taken, the supervisor got the operative to remove his PPE and washed the affected areas with clean water.
- The IP to return to the compound to see the site Occupational Health nurse immediately who assessed the injuries, cleaned the wound and dressed the IP's right elbow.
- The IP was referred to A&E, where he received further treatment.
- The drainage subcontractor was stood down to attend a mandatory briefing on COSHH, this was supported by the site OH Nurse.
- Investigation started.

Do's and Don'ts

- Always ensure that the correct PPE has been issued in line with the COSHH assessment.
- Ensure that those working with COSHH have been briefed on the COSHH assessment.
- Avoid all unnecessary contact with hazardous substances.
- Know where the first aid and washing facilities are on site.
- Do not expose other employees to hazardous substances.
- Don't store hazardous substances above head height, follow the storage guidelines in the COSHH assessment
- If in doubt, STOP and ask your line manager or H&S advisor.





January 2020

INTERNAL SAFETY ALERT

Eurovia Contracting South - Dumper overturn

Ref 009

DATE : 21 January 2020
TIME : 10:40hrs
LOCATION : A133, Essex
DIVISION : Eurovia Contracting South

After loading the dumper the driver proceeded west bound along St Andrews Ave towards the site access gate.

On entering, he realised he was travelling too fast to complete the turning manoeuvre, as a result he felt the dumper beginning to become unstable and turn over.

As he tried to correct this by braking and reducing speed his foot slipped off the brake pedal and the dumper turned over and landed on its side.

A full investigation is in progress, but remedial actions are as follows.

Actions taken

- All method statements to include, forward planning of plant movement, housekeeping of dumper footplates, pedals and footwear.
- Dumper driver induction to be carried out for all dumper drivers, highlighting all checks, previous experience of the driver, plant defect checks, good practice of housekeeping of footplate and awareness of site conditions and works area.
- Dumper to have a full defect check and report to be completed by the hire company to confirm the condition of the dumper.
- TBT to be carried out on cleaning of footplates, plant movements and procedure to open site access points.



DP Campbell

David Campbell
Health, Safety and Environment Director
Eurovia UK



Safety Alert

A serious incident has taken place



Foxton near miss

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

Ref: NRX20-01

Date: 20/02/2020

Location: Foxton, Anglia Route

Contact: Ian Bradler, Director, Route Health Safety Quality & Environment



Overview

At 11:01am on 14th February 2020 a Network Rail track worker from Tottenham Delivery Unit had a near miss with a train. The person was part of a track team working on a reported defect on the Down line at Foxton.

9S25, a GTR service from Cambridge to Brighton was travelling on the Up line through Foxton station. The driver saw a track worker in the four foot of the Up line who was not moving to a position of safety. Another train was approaching on the Down line. The rest of the track team had safely moved to the Down cess.

The train was travelling between 70mph and 80mph toward the worksite. The track worker reacted to the approaching train when it was six seconds away and reached a place of safety with just three seconds to spare. This event constitutes a significant near miss.

This event is currently under investigation and once this has been concluded we will share our findings with you. Until then please look at the talking points below and discuss if you are taking these steps for safety.

Talking Points

- If all other options have been explored and unassisted lookout warning must be used, how do you test the Safe System of Work?
- How do you make sure you have a designated position of safety?
- How do you monitor sites to make sure people are following the Safe System of Work that has been applied?
- What should a Person in Charge (PIC) do if people want to move to a place other than the specified position of safety?
- How should the PIC agree what will happen and how people will remain protected?

Part of our group of Safety Bulletins



Safety Bulletin

A serious incident has taken place



Planning and authorising the movement of engineering trains, on-track-machines and on-track-plant in worksites

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

Ref: NRB20-03

Date of issue: 04/02/2020

Location: National, all routes

Contact: Leevan Finney, Director, Fleet and Engineering, Route Services



Overview

An incident occurred at Adswold Junction on 19/01/2020. Whilst an engineering train was being worked on, an road rail vehicle (RRV) propelled on the adjacent road which could have injured an employee. Reviewing previous similar occurrences, there have been several very high-risk safety incidents which have occurred in recent years. This is due to the incorrect movement of engineering trains, On-Track-Machines (OTMs) and On-Track-Plant (OTPs) when entering, working within, or exiting engineering worksites and possessions. These incidents relate to the movement of trains, OTMs or OTP moving whilst staff are in the vicinity and not aware.

A review has identified a common underlying cause for the incidents is a misunderstanding and/or incorrect interpretation of Railway Group Standard GE/RT8000 (The Rule Book), in particular the controls for issuing each movement authority.

Rule Book Handbook 12 "Duties of the engineering supervisor (ES) or safe work leader (SWL) in a possession" allows only the instruction from an ES to be passed to the driver by a competent person. This means a person who holds the ES Competence.

Only the ES or SWL are permitted to authorise a movement into a worksite or within the worksite.

If a competent person is used to pass on the ES/SWL instructions to the driver, (for OTP, this is the Machine Controller, Crane Controller or Plant Operating Scheme Representative), these instructions are limited to:

- Identifying which train, OTM, or OTP the instruction applies to;
- The exact location the movement is to proceed to;
- The route the movement will take;
- The maximum speed for the movement;

The ES shall make sure that the competent person fully understands the instructions given to them. The competent person shall make sure that the driver fully understands the instructions given to them.

Discussion Points

- Are your possession and worksite plans and resource allocations aligned with the requirements of the Rule Book where Engineering Trains, OTMs or OTP are involved?
- Are your possessions and worksites planned to be as small as possible to allow ES/SWL to safety control all movements?
- Are your planning team members, suppliers and support organisations sufficiently familiar and competent against the requirements of the Rule Book for their work area in particular Handbook 14, Handbook 15, Module OTM and Module SS2?
- Are you planning enough ES or SWL support to cover the possession, work sites and all moves within them?
- How are you making sure that the movement of multiple vehicles can be properly managed by the ES/SWL?
- If you intend to appoint a competent person on site, when are they designated? i.e. in the planning process.
- How are you managing the risk within the plan relating to the movement of trains and embedding this in the safe system of work pack?
- Are you using safety critical communications when instructing train movements?



Safety Bulletin

A serious incident has taken place



Prohibition Notice - Vegetation blocking designated positions of safety

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

Ref: NRB20-01

Date of issue: 30/01/2020

Location: Dover Priory and Charlton Tunnels, Kent, Southern Region

Contact: Darren Furness, Programme Manager, Southern



Overview

On 9th January, ORR Inspectors carried out a joint site visit with Network Rail at Dover Priory to observe the two fixed TOWS (Train Operated Warning System) [Priory Tunnel and Charlton Tunnel] in operation. Following the site visit, the ORR were satisfied with the TOWS system, the provision of places of safety/refuges within the tunnels, the method of operation and staff training/briefing.

However, they found that in the tunnel mouth area and in the cress between the two tunnels there was a limited number of positions of safety due to narrowness of the cress and vegetation growth. Vegetation clearance has since taken place and a further site visit will take place w/c 27 Jan to confirm compliance with the Prohibition Notice.

Discussion Points

IMDMs are to review that vegetation clearance works are undertaken to enable staff have an adequate position of safety, particularly in locations where the cress is narrow IMDMs should prioritise this work when relevant.

Where there is not a suitable place of safety, all work must be carried out under a line blockage or within a possession until a suitable place of safety is available.

For fixed TOWS systems within their areas, IMDMs are to ensure;

Staff should raise any concerns to their line manager or via close call.

- Provision of suitable refuges within any tunnel areas.
- Suitable positions of safety are available in the vicinity of tunnel mouths, bridge spans and throughout the length of each TOWS system



Safety Bulletin

A serious incident has taken place



Mobile elevating work platform (MEWP) collision

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

Ref: NRB20-02

Date of issue: 03/02/2020

Location: SSV Rochford - OLE Renewals

Contact: Annette McStein, Construction Safety Specialist, Overhead Condition Renewals



Overview

Whilst renewing Overhead Lines at around 11am on 25/01/2020 two Skyrailer MEWPs collided.

One MEWP was travelling on the Down Road towards a second stationary MEWP also on the Down Road.

The Machine Operator in the travelling MEWP was unable to slow the machine on approach to the stationary MEWP leading to a collision.

Two Overhead Line Persons were stood in the stationary MEWP basket. On collision they were thrown within the basket. Both people were correctly clipped into the MEWP basket at the time of impact, and remained in the basket.

Both people were taken to hospital, one suffered bruising to the lower back and leg. They were released from hospital after receiving treatment. One is currently resting and recovering, while the other is back at work.

Discussion Points

- Are the requirements of GERT8000-HB15 being followed on site when controlling and / or operating On Track Plant (OTP) on the Network Rail Managed Infrastructure?
- How do we manage the movement of OTP in a worksite as set out in clause 9.3 of NR/GN/RMVP/0200?
- Are Machine Controllers (MC) and Plant Operations Scheme (POS) Representatives carrying out their duties correctly and effectively?
- Is duplex communications equipment between the MC and Machine Operator (MO) being used to assist in the control of OTP?

Think RISK and "Take 5" before work commences and during the work. If there are changes to the planned OTP work these should be approved by the POS representative who must document any changes and ensure they are communicated and understood.





Southern Region

Capital Delivery

Safety Update

Southern Capital Delivery
Safety Update 20-04

Dated 7 February 2020

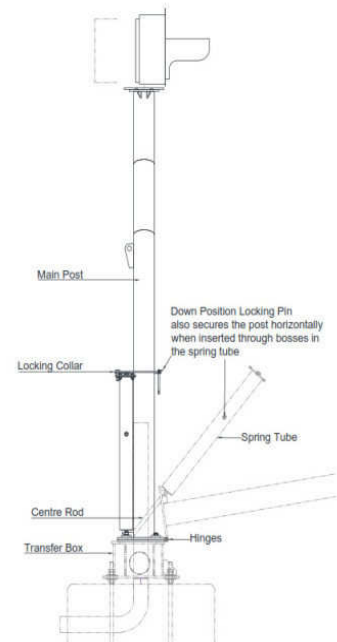
Safety update on signal post collapse

As part of a signal sighting exercise, a signal post was raised to an upright position and bolted into place for the sighting activity. As it was lowered, it reportedly fell to the ground without the internal spring offering any resistance. The initial investigation has uncovered safety information which can be shared at this early stage.

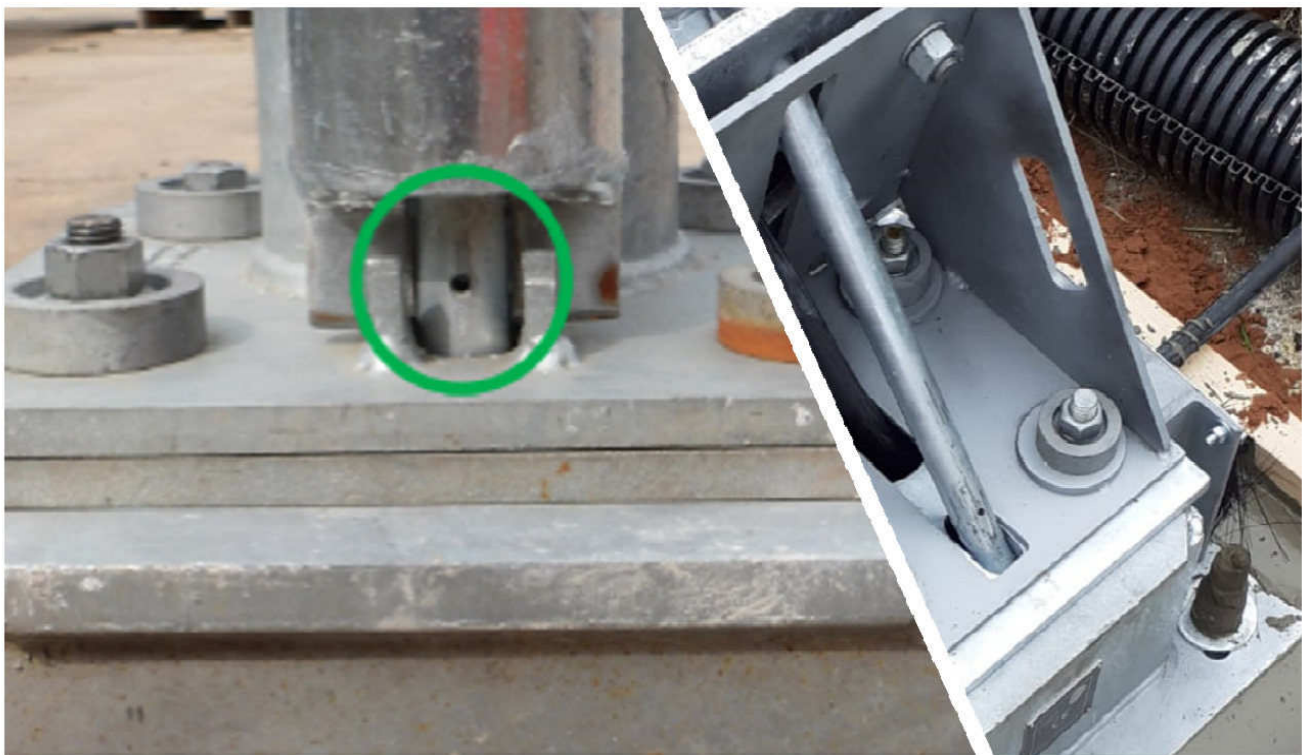
Safety critical sighting hole

Before operating Collis Folding Signal Posts, check the safety critical sighting hole which is drilled through the centre rod at the foot of the spring tube assembly. It **MUST** be visible and central as shown in the photograph below.

It is unsafe to continue if this is not the case. You should make the structure safe and contact the manufacturer – Collis Engineering Ltd (CEL) – immediately for advice.



Failure to comply could result in serious injury.



07971 125 180 24 hour Infrastructure Advice & Reporting

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

www.osborne.co.uk

Key Points for March

- **Avoiding Environmental Harm**

- **STOP Think! Moment – Fuel Spill and Disposal of Diesel Fuel Boxes**

- Always use spill nappy pads to collect any drips during refuelling and dispose of as hazardous waste.
- Dispose of all fuel box foil liners as hazardous waste.
- All spills, no matter how small, must be reported and dealt with immediately. Spills spread very quickly and cause damage to the environment.

- **Managing Incidents involving Alternative Fuelled Vehicles**

- **External Alert HEi146:** Traffic Officers will no longer attempt to recover Electric and Hybrid vehicles in the event of a breakdown but will make the scene safe and await specialist vehicle recovery.

- Be aware that should the battery be damaged there is a risk that harmful liquids and / or explosive gases may be released.
- There is also the potential that high voltage electricity may be present on cabling and components.
- If you are in any doubt about the type of vehicle, make the scene safe and wait for the recovery specialist.

- **Carry out urgent checks on Genie S-60 and S-65 MEWPS**

- **External Alert:** Recently there have been several incidents where the bottom turntable rotation bearing bolts have come loose causing the separation of the turntable from the chassis; which can result in a machine tip over or other structural failure. Please see full alert for affected models and further guidance.

- **Health & Wellbeing**

- **Cancer Awareness:** Work-related cancer claims at least 742,000 lives worldwide each year. Know your body and be proactive with your health. Be safe at work and always use the right PPE.
- **Toolbox Talk – Working with Wet Concrete:** Wet concrete is extremely corrosive and quickly breaks down the surface of the skin causing irritation and serious burns. Always wear the correct PPE and wash any areas of contact immediately with soap and water.

- **Be Prepared**

- **Network Drive Changes from April:** A new "Infrastructure" drive is being created which will become the G: drive for all Infrastructure users.





“Thinking **differently**...

Making **better** decisions...

Changing **lives**”