



# Contents

March 2021 - STOP Think!



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[www.osborne.co.uk](http://www.osborne.co.uk)



Hello and welcome to our March STOP Think! Cascade Briefing. Well, February was certainly a mixed bag of emotions. Whilst the Prime Minister's announcement to begin slowly easing the current lock-down measures was a very welcome lift, for me this has been overshadowed by incidents in our industry and within our own business.

## Surbiton Tragedy

As you are most likely aware, last month we lost one of our Network Rail colleagues, Tyler Bryne, when he was struck by a train and fatally injured. Following on from the terrible fatality in South Wales less than two years ago, this really was a sobering reminder of the risks associated with the environment we put our people to work in every day. Please can I thank all of you who joined with me in the minute's silence in memory of Tyler. Our thoughts are with his family, friends, and colleagues.

The event is clearly the subject of a very thorough investigation, so there is currently very little information available. However, it has brought home to me the fact that even in 2021, with all our experience, knowledge, and technology, we can still have our people positioned in the path of a train whilst undertaking maintenance and upgrade works to our railway infrastructure. We must identify more efficient and effective means of putting our people to work that increases their safety. We owe it to the legacy of Tyler.

Hence, I was delighted to learn that the Southern Capital Delivery executive team have decided to cease unassisted lookout working arrangements with immediate effect, and that the target to enforce this nationally has been brought forward by over a year to July 2021.

## Is Fatigue affecting our Safety Performance?

Only a few days after this tragedy, an electrician working on one of our projects received a serious electric shock and was admitted to hospital. Whilst he is now fortunately fit enough to return to work, I am very aware that things could have been very different. We are experiencing a worrying trend of

significant injuries in recent months and I am concerned that the anxiety, pressure, and strain of living and working through the pandemic is taking its toll and beginning to have a negative impact on our safety performance. We have all been facing extreme challenges for a year now and I am wondering if fatigue is causing us to have more issues on our projects.

Fatigue has long been identified as a contributory factor in many industry accidents. When we are fatigued, we make errors in judgement. Every year there is an increase in car accidents when the clocks change, and people are tired; so, imagine the impact a year-long pandemic is having. Wellbeing Wednesday with Dr David Lee really brought home to me the importance of sleep and the cumulative effects of bad sleep, with simple tips on how to help yourself improve your sleep patterns.

It is also more important than ever to ensure that we are taking regular breaks, both within the working day and by taking annual leave. Whilst it is easy to think we will save our leave for when the restrictions are lifted, our bodies are likely to need a recovery period before that! Whether you are working on the front line, driving to and from work or home working, you need to be awake and alert to do your job safely and efficiently.

## But there is Light!

With the official plan to start lifting restrictions and get us back to a more normal life there is now a far brighter light at the end of what has been a very dark tunnel! Supported by the extraordinarily successful UK vaccination programme, this was the news that we have all been very much waiting for. Together with lighter mornings and evenings, this will hopefully lift the spirits of all of us and help us to feel less tired.

Whilst we all may feel a little impatient to do the things that we are all missing so much, please do continue to follow the restrictions and help to ensure that the unlocking can continue as planned.

And as we move forwards and out of the current lock-down, can I please urge you to work together to help get our safety performance back to the high standards that we have all come to expect of each other.

Stay safe and sleep well over the coming month.

John Dowsett  
Managing Director Infrastructure





## RIDDOR - Electric Shock

(STOP Think! Moment No. 135 - 15 February 2021)



Distribution board where wiring was incorrectly installed – photo post repair



Residual Current Device (RCD) which was being worked on at time of accident

### What happened?

At around 11:00 on Saturday 13th February, an Operative working for an Osborne sub-contractor sustained an electric shock whilst working on the 230V system in Ryde substation on the Isle of Wight. He was immediately taken to St Mary's Hospital Newport by a colleague.

Upon initial investigation on-site it is believed that the shock was caused by wires terminated incorrectly into the distribution board.

### Impacts

- The injured person was taken to A&E reporting dizziness, lack of sensation and reduced strength in his left side, particularly his arm and shoulder.
- On Sunday evening, the IP was discharged home from hospital, the sensation of numbness and lack of strength remains, but is expected to improve over coming days.
- Works are currently stood down during the investigation.

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

- ✓ "Test before Touch" **must** be applied in all cases to confirm that any electrical conductors are fully isolated before starting work. (This is an Osborne Lifesaving Rule).
- ✓ All personnel carrying out electrical works must be trained and competent to carry out their duties and should receive a full briefing on the safe system of work and the isolation arrangements from the person in charge.
- ✓ Electrical permits to work **must** be issued which confirm the scope and extent of the work and the necessary isolations that are required to maintain the safety of those working on the electrical systems.
- ✓ A safe system of work which provide suitable and sufficient details of the electrical systems that are to be worked on and a full description of the nature of work that will be carried out **must** be available at the point of work.
- ✓ Suitable lock off devices and warning notices **must** be applied to all isolated circuits to prevent electrical conductors from being accidentally re-energised during the works.
- ✓ Only approved electrical tools, equipment and testing appliances **must** be used when working on electrical systems.
- ✓ If unsure of how to proceed, stop, think and consult your supervisor or SHE Advisor for guidance.



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



## Impact Protection Vehicle Pushed Cone into Live Lane

(STOP Think! Moment No. 133 – 4th February 2021)

### What happened?

In the early hours of the morning of 4<sup>th</sup> February 2021 an Impact Protection Vehicle (IPV) struck a cone causing it to move out into the adjacent live lane. The cone was struck by a passing member of public's vehicle. At the time the IPV was reversing along the cone line so that the cones could be removed. The struck vehicle pulled over and fortunately the damage is believed to be minor, there were no reported injuries. The investigation is on-going, and any updates will be provided as the investigation progresses.

### Impacts

- There was potential for a more serious incident to have occurred as vehicles may have swerved to avoid the obstruction and inadvertently collided with other road users.
- There was potentially a risk of the highway being unable to be handed back over causing delays to the network.

Whilst this investigation is on-going please consider the following points when undertaking similar operations

- ✓ When traffic management teams are undertaking their planned checks, ensure that all cones and other equipment remain in the location that they were placed and have not been moved out of line.
- ✓ Ensure that vehicles which are reversing are adequately controlled by banksmen/reversing camera and that personnel involved are not distracted.
- ✓ Ensure that there is adequate task lighting on/around the vehicle.
- ✓ Ensure that when using reversing cameras, the camera is clean, and screen is clear and visible.
- ✓ When an incident occurs obtain as much information as possible for onward reporting, including photos, statements and details of personnel involved.
- ✓ If unsure of how to proceed, stop, think and consult your supervisor or SHE Advisor for guidance.



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



## Surbiton Tragedy

Last month, one of our colleagues in Network Rail went off to work in the morning and never came back home. Tyler Bryne tragically lost his life while working at Surbiton, where he was struck and fatally injured by a train. Tyler was a valued member of the Woking Permanent Way team where he worked as a track inspection technician. Tyler was a loving husband to Laura, a caring uncle, son, brother and friend who will be dearly missed by all of his colleagues. Our thoughts are with his family, friends and our colleagues in the Wessex route.

Whilst this was a tragedy in a rail environment, it is reflective of the significant risks that we face in both the rail and highway projects within which we operate. It highlights the devastation that can be caused when things go wrong. Please consider whether you are doing everything in your power to prevent anything like that ever happening. We owe this much to Tyler, at the very least.



The accident is being investigated by the Rail Accident Investigation Branch, the Office of Rail and Road and in a formal industry investigation. While we don't yet know what led to this tragic accident, there are some immediate points to consider for everyone undertaking, supervising and managing track patrols which inspect switches and crossings to consider. Please do read the safety alert.





## Safety Alert

A serious incident has taken place



### Workforce fatality

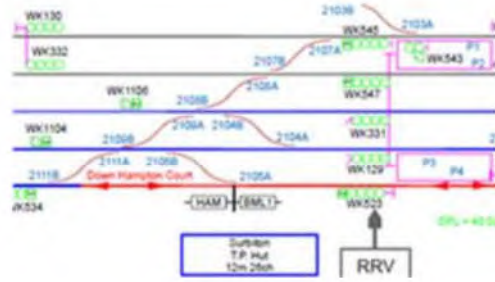
Scope: **Network Rail line managers, safety professionals and accredited contractors**

Ref: NRX21-01

Date: 12/02/2021

Location: Surbiton station, BML1 Wessex route

Contact: [Allan Spence](#), Director of Regulator Liaison



### Overview

On Tuesday 9<sup>th</sup> February at 11.38 a.m. a track patroller was struck by 1L29, a Waterloo to Salisbury South Western Railway train, sustaining fatal injuries.

The patroller was one of a team of four inspecting the switches and crossings immediately west of Surbiton station. All of the lines were open to traffic and the system of work used unassisted lookout warnings.

The three other members of staff were acting as site lookout, distant lookout and patroller's assistant. All of the team were experienced at undertaking this activity, familiar with the location and had worked together previously. The inspection was a cyclical task done each week.

The line speed is 80mph. 1L29 was a through-train, travelling on the Down Fast line. Part of the asset to be inspected included a crossover between the Up and Down Fast lines at the location the patroller was struck.

The accident is being investigated by the Rail Accident Investigation Branch, the Office of Rail and Road and in a formal industry investigation.

While we don't yet know what led to this tragic accident, there are some immediate points for everyone undertaking, supervising and managing track patrols which inspect switches and crossings to consider:

- How do you check patrol diagrams\* are clear, understood and always followed? How does everyone know what version to use?
- Does the Safe Work Pack (SWP) work with the track patrol diagram, if your SWP is wrong, what stops you challenging any errors?
- Consider how each track patrol team safely covers the entire crossover where trains may arrive from different directions?
- Never step out of the confines of the agreed safe system of work.
- What arrangements could you use to avoid unassisted lookout working?

\*Company standard NR/L2/TRK/001/mod02

Part of our group of Safety Bulletins





## Design Shared Learning

Earlier this month, the Southern Capital Delivery Safety Update 21-08 shared some great design learning.

- Siemens have developed an **Automated Design Process** which reduces inconsistencies and errors in electrification design where design activities are repetitive, resulting in automated CAD compliant designs across multiple sites.
- The South East Southern Multi-Discipline Framework identified design best practice for **Footbridge Repairs** where significant additional repair and strengthening work was required following removal of the paint that had not been identified or detailed in the design.
- Through analysis of Design Close Calls over the last year, the South East Southern Multi-Discipline Framework highlighted that 38% were attributed to surveys, resulting in **Survey Specification Guidance and Best Practice**.

Understanding what hazards and risks are occurring during the design stage allows designers to take direct steps to reduce them in the future. The Design Close Call procedure has been developed to stop an inherently unsafe design from being transferred to the worksite.

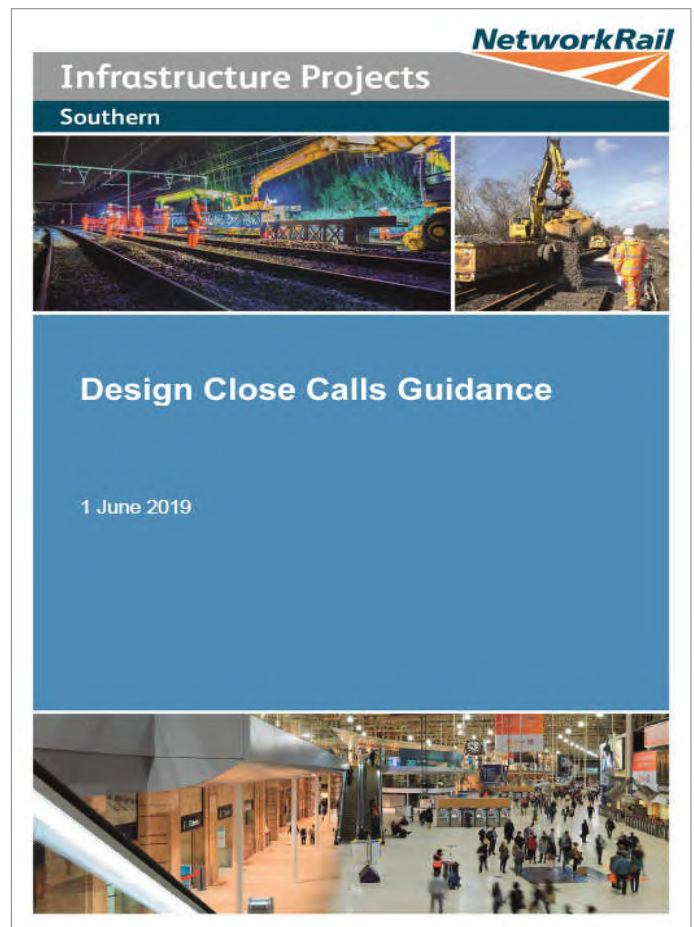
### Design Close Calls are for ALL Projects Please Raise an Improvement Opportunity

We are capturing Design Close Calls on all projects, not just rail.

Please continue to encourage your teams, designers, suppliers, and customers to engage with Design Close Calls using the SHE category for Design Close Calls in our Improvement Opportunity System.

The Design Close Call Guidance Document along with a Design Safety Conversation Guidance Note can be found on the Southern Shield website;

[Southern Shield - Design Close Calls Guidance](#)





## “Staysafe” PPE Recycling

How many sites have disposed of PPE at the end of a project or have had lots of PPE left over from supply chain partners in drying rooms that have ultimately end up in the bin?



Wash - Re-Use - Repeat

“Stay Safe PPE Recycling” is a PPE re-use specialist who collect items from across the country to prolong the life of your PPE. Their team washes, sanitises, inspects and returns your gloves; launders and repairs hi-vis work wear, saving around 90,000 items a month from going to landfill.

The Stay Safe PPE recycling for re-use service enables you to save money on replacement costs and reduces your environmental impact. Other benefits include;

- 60% of gloves are re-used and unused gloves are donated to charities.
- Washed gloves and PPE are as clean as brand-new ones!
- Can reduce PPE expenditure by as much as 70%.
- Eliminate threats from supply chain PPE shortages.

Re-use is better than recycling. Please do take a look at their website;

Staysafe PPE Recycling

## Wellbeing Wednesdays Inspiring Healthy Lives

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](http://www.railwellbeinglive.co.uk)



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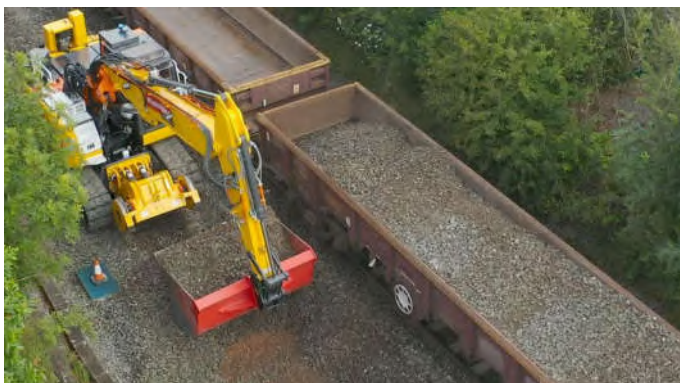
Wellbeing Wednesdays now feature a monthly "Conversation Starter" as well as the usual livestream on the first Wednesday of each month.

Both the Wellbeing Wednesday livestream and the Conversation Starter video are free to access, visit [www.railwellbeinglive.co.uk](http://www.railwellbeinglive.co.uk).

Much of the content from last year's Rail Wellbeing Live Event is also still available to watch for the foreseeable future, providing a fantastic library of amazing free wellbeing content for you all to view on demand.

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

## Superbug 300 – Faster, Stronger, Cleaner



READYPOWER Rail Services have developed a Road Rail Vehicle (RRV) known as "Superbug 300", that can undertake all activities on the critical path of a track renewal scheme faster and more efficiently than a standard RRV.

The Superbug 300 has increased lifting capacity, increased digging capacity and can lay sleepers with the new 14 sleeper hydraulic spacer. The bespoke bucket can shift 3 tonnes of soil with each pass – more

than four times a regular bucket, and its efficiency allows for a reduction in the machines needed to do a job, less haulage and less people. The new cleaner engine also results in 86% less carbon emissions.

To read more on the benefits of the Superbug 300, please see the Best Practice document on the Southern Shield website as linked below;

[Southern Shield - Best Practice "Superbug 300"](#)





## British Quality Foundation – Online Calendar

Boost your knowledge in Quality and Excellence by accessing the many events that are available through the British Quality Foundation online calendar.

The British Quality Foundation represents excellence and performance improvement in the UK and provides training, workshops and accreditation; bringing people together to share experience and learning.

With our Gold Membership, we have unlimited access to many virtual events.

<https://www.bqf.org.uk>



**British Quality**  
FOUNDATION

For further information or if you are interested in a particular event, please contact our Learning and Development Team.

## Quality Alert – Has the Right Product been Specified?

Please do take a look at the Quality Alert by Morgan Sindall as included on Page 12. Damage was caused to the final drainage kerbs by plant or vehicles coming into contact with the kerbs as the works were being completed.

Please take note of the key learning.

**Always consider if the right product has been specified on your projects.**



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## Marshall's Mono Beany Kerbs



The A414 Edinburgh Way scheme used Marshall's one piece Mono Beany combined kerb drainage system.

During the construction period, we incurred significant damage and breakages to this product after installation.

The product was installed by an experienced kerb layer accordance with Marshall's installation process, a video of which is on their website.

A large degree of the damage was caused by plant or vehicles coming into contact with the kerbs resulting in horizontal cracks appearing through the line of the formed openings. In the top image the kerb has been scuffed by the tyre of the paver and you can see the cracks through the front face.



The bottom image shows more severe damage where something has scored the face of the kerb. There are many manufacturers of Combined Kerb Drainage (CKD) systems, making one piece units, two piece units, cement based products, plastic or composite products.

Considerations should be given to the following when choosing a CKD system:

- Challenge the need for kerb drainage and not gully pots during the design phase
- Fully review the pros and cons of the systems available from all manufacturers
- Understand how the product will work in the temporary state and what additional protection may be required at this stage before surfacing is placed.

We also witnessed the front of the kerb bowing inwards once the surfacing had been loaded/compacted in front of the kerb.

**Link to the relevant Marshall's material datasheet:**

- [https://media.marshalls.co.uk/image/upload/v1523956511/Mono\\_Beany\\_Datasheet.pdf](https://media.marshalls.co.uk/image/upload/v1523956511/Mono_Beany_Datasheet.pdf)
- <https://www.marshalls.co.uk/commercial/product/mono-beany>

**This advice should be used, where the above is applicable, and the information discussed with your team highlighting the following points:**

- Ensure you understand the kerbs capability in the temporary state
- Discuss the situation with the relevant teams working adjacent to the product
- At design stage ensure you have considered all the drainage options
- If you do need to use a CKD system ensure you have considered all the products available on the market. Cheapest is not always the best value.

SHEQ Alert date:	02/2021	Display until:	31/05/21				
Distribution:	Morgan Sindall	x	Supply Chain	x	Plant Hire Desk	x	Morgan Sindall Group
Communication:	Toolbox talks / briefings	x	Noticeboards	x	SHEQ update	x	





New in 2021, Railway Family Week is a week-long fundraising event bringing together the whole Rail Industry. The event is organised and hosted by the Railway Benefit Fund (RBF)- the only UK charity solely dedicated to supporting current, former and retired railway people and their families.

Whether you work for a TOC or are part of the supply chain that keeps the industry going, you are an invaluable part of the Railway Family. We encourage everyone in the Rail Industry to come together and show their support for the Railway Family during this week.

**The aim of Railway Family Week is to raise £50,000.** This will ensure that even more current or former rail industry workers can be supported through difficult times. To reach this goal, we need you to help us by getting involved and fundraising on behalf of RBF.

### WHAT'S GOING ON IN RAILWAY FAMILY WEEK AND HOW CAN YOU GET INVOLVED?

#### THE 1858 CHALLENGE

The Railway Benefit Fund was founded in 1858- over 160 years ago! As part of Railway Family Week, we want you to fundraise for us using our founding number: 1858. Do it alone or get together virtually with your friends, family, colleagues and fundraise for us on the theme of 1858.

Can you raise £1,858 or £18.58? Can you or a team cycle, run or walk 1,858 miles, km or steps or do press-ups at 18.58 every night? Could you raise £18.58 by selling cakes you've baked at work or to your neighbours? We'd love to hear your ideas on how you could start a fundraising challenge using our founding number. Need more inspiration? Download a fundraising pack with plenty of ideas from our website. Don't forget to share your challenge with us on social media using #1858challenge

#### RAIL EXPERIENCES AUCTION

Keep an eye out for our fantastic online auction, which will go live at the start of Railway Family Week. We will have a host of great money-can't-buy rail experiences up for grabs, including station tours, cab rides and more. The experiences will be detailed on our social media and website in the lead up to Railway Family Week. If you can help with items, please get in touch.

Keep up to date with Railway Family Week by visiting our website, following our social media, and start fundraising on our JustGiving page:

[www.railwaybenefitfund.org.uk/railway-family-week](http://www.railwaybenefitfund.org.uk/railway-family-week)

[www.justgiving.com/campaign/RailwayFamilyWeek](http://www.justgiving.com/campaign/RailwayFamilyWeek)

## #RailwayFamilyWeek



[www.railwaybenefitfund.org.uk](http://www.railwaybenefitfund.org.uk) - 0345 241 2885 - [fundraising@railwaybenefitfund.org.uk](mailto:fundraising@railwaybenefitfund.org.uk)

Registered Charity No 206312, SCO39550



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QUALITY



INTEGRITY



OPENNESS



CARING



PROGRESSIVE

## Safe and Efficient Possession at Yeovil Pen Mill South



Congratulations to our team at Yeovil Pen Mill South who with very little warning, have safely and successfully completed cutting resilience works during a six day possession of the Weymouth Line.

The logistically complex works used road rail vehicles and abseiling techniques to remove over 200 tonnes of spoil and was completed nearly five hours early.

As well as their own on-track plant, the team had to coordinate working around the Maintainers on-track plant at Pen Mill Station, plus Amey's bridge inspection with another RRV entering the worksite – a great feat in coordination and planning!

The existing remote rock fall monitoring equipment and fencing was removed, vegetation cleared, and loose material moved. A new fence to house the important monitoring equipment was installed, reusing as many of the original fence posts as possible, and using new posts to close-up the centres.

During the planned works, two additional areas were identified as requiring clearance and stabilisation works, including battering of the slope. The team managed to include these within the original programme, making the overall profile of the cutting much safer before the main intervention works that may not be delivered until 2023.

**Enormous thanks and congratulations to the WHOLE Team.**

Your meticulous planning ensured the safe and efficient delivery of this important scheme that has made the rock cutting safe to keep trains operational.



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## Possession Planning System SPRINT



The Possessions Team have been running a SPRINT to consider the design of a new possession planning system. SPRINT is a 5-day method for quickly understanding a problem, coming up with some rapid solutions, prototyping one of them and testing it - all within a week. Due to work commitments the SPRINT has been adapted to be more of a JOG, allowing the SPRINT methodology to work whilst flexing to suit the needs of the

team. Over the course of three workshops, the team have worked through several phases and decided what to take forward into prototyping. The whole team were able to input and review ideas, ultimately ending up with a collaborative solution that harnesses the best parts of everyone's expertise.

Whilst this method can lead to a pressured environment, because of the dedicated focus it breeds quick results that can save months of design and development costs.

### Great Work Team!

We are really looking forward to seeing the results of your SPRINT and how we can shape our processes using better technology and data.

## A46 Binley Newsletter



The A46 team have produced a great project Newsletter which gives lots of good news, innovations, award winners, new team members and of course an update on what is happening at the scheme. Please do take a look;

[A46 Binley February Newsletter](#)





## RISQS Double Audit Success

Following our Railway Industry Supplier Qualification Scheme (RISQS) audit for Geoffrey Osborne Limited, we are delighted to have passed the new and much more onerous audit without any major non-conformities and only needing 3 minor improvements. The Osborne Infrastructure Limited audit was also successfully passed with no major non-conformities for the 11<sup>th</sup> successful year - a very respectable performance indeed.

This fantastic result reflects the hard work of the Rail Assurance Team led by Daren Norris, ably supported by many people from across the business.

Well done all and many thanks for your help in delivering this outstanding performance, maintaining our two RISQS accreditations and supporting the long-term success of Infrastructure.

## Gold Rated Sites Period 11



Congratulations to our teams at Feltham Combined Scheme and Millbrook Station Footbridge for receiving the Network Rail Period 11 Gold Award. Millbrook Station Footbridge was also the top scoring site in the Southern Region.

Route to Gold is a performance measurement initiative within the Southern Region Capital Delivery supply chain that aims to promote collaborative working behaviours and embed a culture of continuous improvement within the rail industry.

A massive Well Done to all involved!



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[www.osborne.co.uk](http://www.osborne.co.uk)





## “Green Seating” Rolled-out across London Stations

Following the successful installation of sustainable modern wooden seating at London Victoria Station, Network Rail has rolled out the furniture at more London Stations.



Prior to installation of the new furniture, the seats at Victoria received a satisfaction score of less than 30%, which increased to a staggering 80% after our teams had finished their work at the station.

The bespoke seating was designed by Johan Berhin of Green Furniture Concept who pride themselves on using natural and upcycled materials such as FSC certified wood, recycled steel, and recycled ocean plastic. The seats are treated with natural wax rather than synthetic varnishes, and they can be cleaned effectively with ordinary soap and water instead of chemical detergents.

It is hoped that once the lockdown is over, the seating will boost the whole passenger experience, encouraging people to spend more time in the locality of the station, helping shops, cafes and all retailers to bounce back.

## Resident Robin at The Street

Our team at The Street in West Horsley are very fortunate to be enjoying the natural environment surrounding the site.

Ringneck Parakeets, Kites, and several types of Hawk regularly fly over. Several pairs of Wrens fly through the Heras without missing a beat and they also have a not so friendly resident Robin!



Despite making the robin a bespoke home and supplying mealworms, on a cold winter morning he still prefers to sit in the site office!

**Thank you team!**

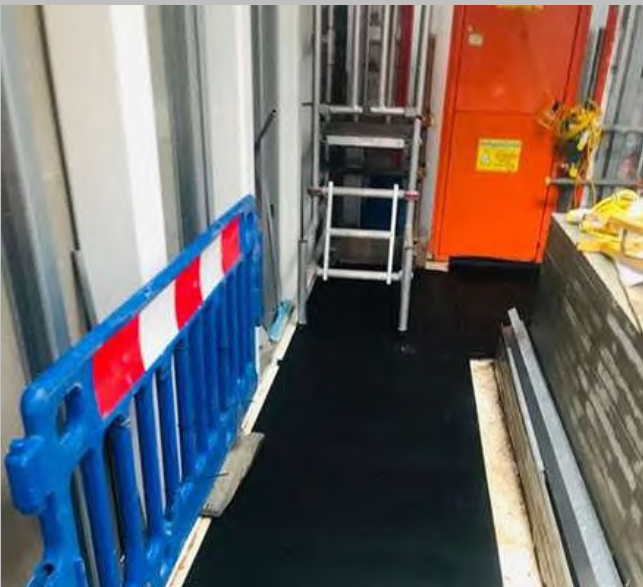
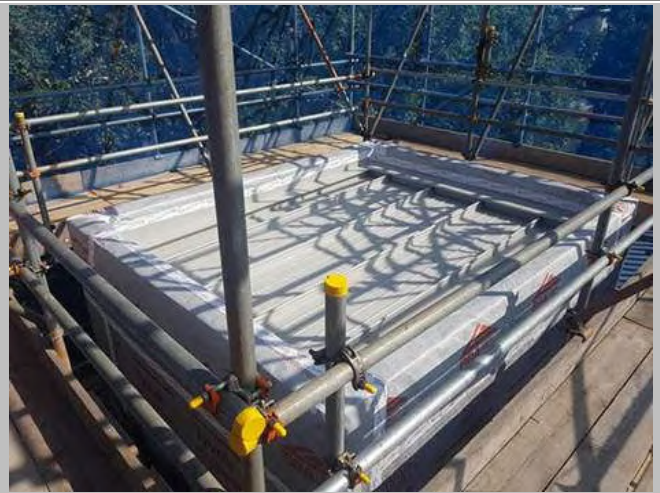
For caring for the beautiful location you are lucky to enjoy each day at work.



## Beacon Status Award Following Virtual Assessment Wimbledon Park Step Free Access

Our team at Wimbledon Park Step free Access Project have been awarded Beacon Status following their virtual final assessment that included a live streamed site tour and Teams induction style presentation. Our customer commented;

*"...this is a superb achievement and a first for LU (virtual beacon assessment) ... thank you all for continued enthusiasm, despite the challenges with cancelled inspections due to COVID restrictions. Special shout out to you Adam Szeremeta for your outstanding professionalism and safety leadership from start to finish of this process..."*



### Well done all!

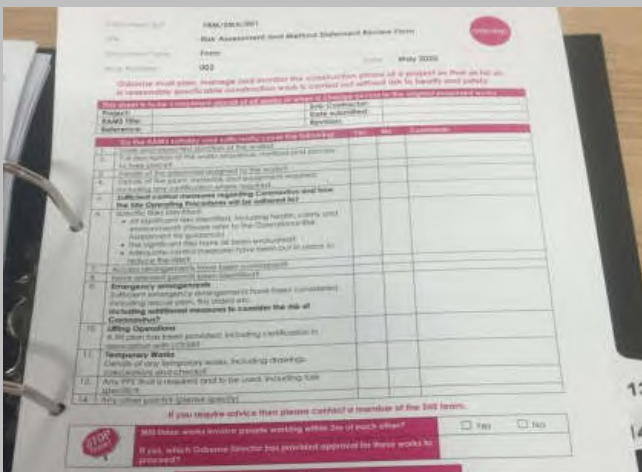
This fully audited and assessed recognition is a great achievement and is thanks to the enormous efforts of the whole team. You should be very proud of this award.



## Covid Compliance Assessment Success Debden Station Step Free Access

Congratulations to our team at Debden Station who recently passed their Covid Compliance Assessment with flying colours. The intense Transport for London audit looked at documentation, communication and implementation of measures, with the site receiving an incredible 100% compliance score. Our documentation was even recommended as being a good example for other contractors to learn from with our customer commenting;

*"...Osborne's project documentation, drawing specific attention to Covid-19 related information was second to none. I have requested the referenced documentation to be sent over to me, so that I can use this as good examples to further improve other Contractors site documentation across the wider business. Well done..."*



### Thank You All!

For diligence with your Covid Secure measures, dedication and compliance that has helped to keep each other and your families safe both inside and outside of work. For your Covid documentation to be recognised as best practice for sharing across the industry is a tremendous achievement.





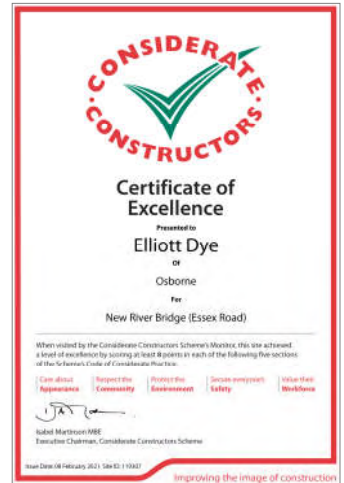
## Considerate Construction Excellence New River Bridge

Congratulations to our Team at New River Bridge, Essex who recently had their second Considerate Constructor's Audit, scoring a very impressive 42 /50. They received a Certificate of Excellence for achieving a score of 8 or above in each of the five sections. The project was rated as "Exceptional" for their "Respect the Community" and "Care about Safety," receiving great feedback from the monitor;

*"It is always a pleasure to visit a site which has not only maintained but continues to develop its engagement with the scheme. Worthy of note is the additional initiatives which are in place to promote community engagement by identifying and closely liaising with key educational establishments, businesses and residents to promote the industry and its Covid secure nature in these unprecedented times."*

Our customer commented;

*"Great work everyone, it's good to see some recognition for all that hard work and attention to detail that you have clearly put into the scheme. Thanks from all at Hertfordshire County Council."*



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



The impressive scheme that will improve access to the Hoddesdon Business Park and support the local economy through encouraging new businesses, is now fast heading towards completion in April 2021.



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Feedback to: [julie.king@osborne.co.uk](mailto:julie.king@osborne.co.uk)

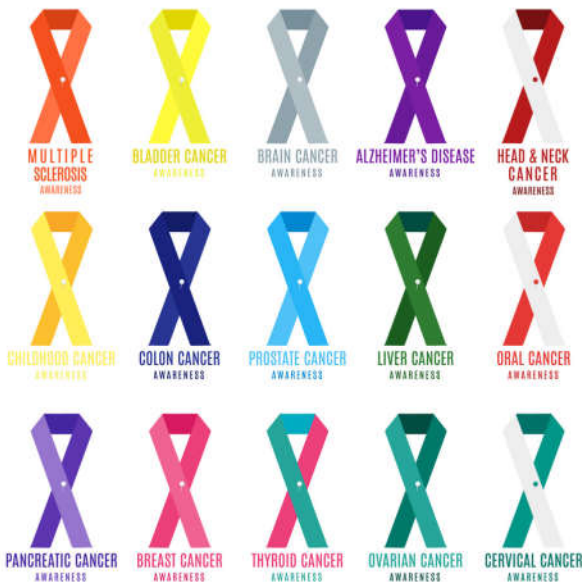
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## Cancer Awareness

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.



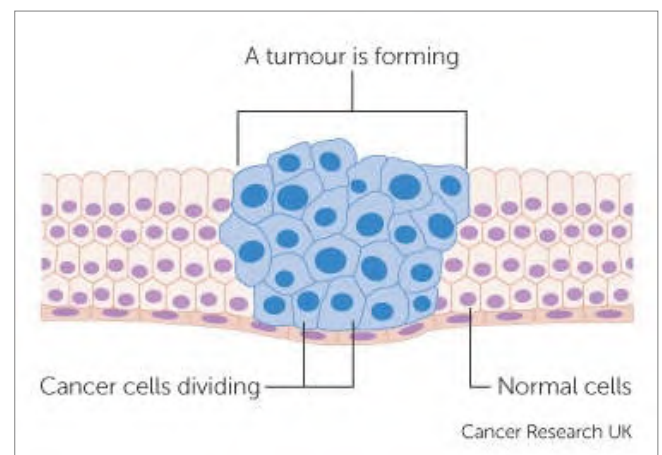
Please do visit the Macmillan and Marie Curie websites for great information, advice and support on dealing with cancer in its numerous forms;

Macmillan

Cancer Information and Support

Marie Curie

Cancer is caused by damage to our DNA, the chemical instructions that tell our cells what to do. Our DNA can be damaged by the things we come into contact with such as UV rays, or through our lifestyle choices, such as the cancer-causing chemicals in tobacco. Damage can also be caused by gene faults that can be inherited.



This damage can build up over time and if a cell develops too much damage to its DNA, it can start to grow and multiply out of control – this is how cancer starts.

Every year, more than 350,000 people are diagnosed with cancer. In the UK, more than 1 in 2 people will develop cancer at some point in their lives.

**But...** experts estimate that only about 2 or 3 in every 100 cancer cases are linked to inherited gene faults.



# Look After Yourself and Each Other

March 2021 - STOP Think!



**Did you know, 4 in 10 cancer cases in the UK could be prevented?**

It's never too late to make changes to reduce your cancer risk

Find out more at [cruk.org/health](http://cruk.org/health)

February 2020  
Review February 2021

## How many cancers could be prevented?

Experts estimate that 4 in 10 cancer cases could be prevented through lifestyle changes.

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.

There are **six proven ways** to reduce your cancer risk.

Be smoke free    Keep a healthy weight    Eat a healthy, balanced diet    Drink less alcohol    Be safe in the sun    Be more active

Find out more at [cruk.org/health](http://cruk.org/health)



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## 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.

### 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.



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**.





## Ovarian Cancer Awareness Month



**TARGET OVARIAN CANCER**  
For every woman, for life

### Ovarian cancer symptoms

- Persistent bloating
- Feeling full quickly and/or loss of appetite
- Pelvic or abdominal pain (that's your tummy and below)
- Urinary symptoms (needing to wee more urgently or more often than usual)

Occasionally there can be other symptoms:

- Changes in bowel habit (eg diarrhoea or constipation)
- Extreme fatigue (feeling very tired)
- Unexplained weight loss

Any bleeding after the menopause should always be investigated by a GP.

Ovarian cancer symptoms are:

- frequent – they usually happen more than 12 times a month
- persistent – they don't go away
- new – they are not normal for you

Worried about the symptoms of ovarian cancer?



© Target Ovarian Cancer  
This edition: July 2017  
Next planned review: June 2020  
To access our list of references please contact us.  
Target Ovarian Cancer is a company limited by guarantee, registered in England and Wales (No. 4499963). Registered office: 2 Angel Gate, London EC1V 3PF. Registered charity numbers 1230298 (England and Wales) and SC044920 (Scotland).





"My tummy had become increasingly bloated over some months and I needed the toilet more. I finally visited my GP when I could only eat half a sandwich because I felt so full. I had honestly thought there was nothing wrong, I'd explained away each symptom as a minor problem. My message is to know what is normal for your body, be symptom aware and visit your GP to get checked. It could be nothing but that visit could save your life."

Sue

### Remember

- Cervical screening tests – sometimes known as smear tests – will NOT detect ovarian cancer.
- Most cases of ovarian cancer are diagnosed in women who have gone through the menopause. But younger women can also get ovarian cancer.
- The sooner ovarian cancer is detected, the easier it is to treat. Survival can be up to 90 per cent for women in the UK diagnosed at the earliest stage.
- Other conditions such as irritable bowel syndrome (IBS) have symptoms similar to ovarian cancer but new cases of IBS are very unlikely in women over the age of 50.

### Contact us

Target Ovarian Cancer is the UK's leading ovarian cancer charity. We work to improve early diagnosis, fund life-saving research and provide much-needed support to women with ovarian cancer.

Our nurse-led Support Line provides confidential information, support and signposting for anyone concerned about ovarian cancer.

**Support Line**  
020 7923 5475

Just **20%** of women are able to name bloating as a potential symptom of ovarian cancer

Help us raise awareness by ordering and sharing copies of this leaflet.

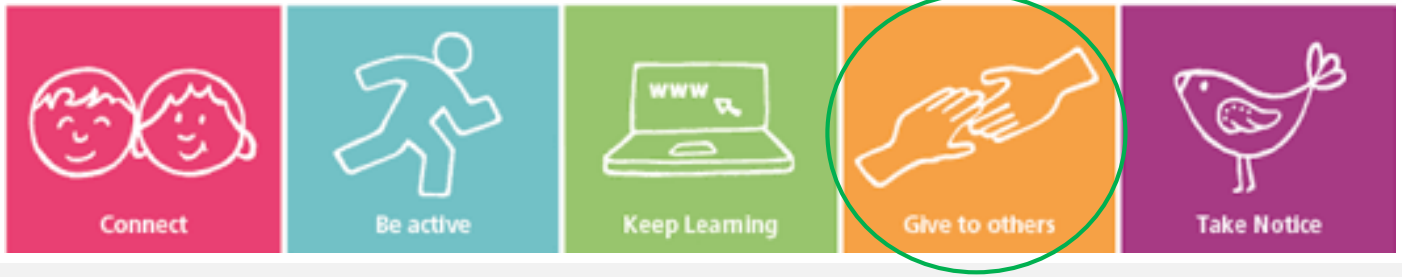
- Support Line: 020 7923 5475
- info@targetovariancancer.org.uk
- targetovariancancer.org.uk
- TargetOvarianCancer
- @TargetOvarian





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## Give to Others - Five Ways to Wellbeing

The Five Ways to Wellbeing are a set of simple activities that we can all do in our everyday lives to help find a balance, build resilience and boost mental health and wellbeing. March's way to wellbeing is "Give to Others".



There is strong evidence that giving to others has many positive benefits on our mental health and sense of wellbeing. When we give to others it promotes a sense of trust and cooperation in our relationships. When we give to others, we don't only make them feel closer to us; we also feel closer to them. So why not;

- Do a chore for your family.
- Lend your ear for a struggling friend.
- Volunteer in your local community.

Often, it's the little things that can make all the difference. Try "giving" as part of your daily life. It can be a positive step towards living a happier and more fulfilling life.

## National No Smoking Day - Wednesday 10 March 2021

### Smoking

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



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.



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.

#### 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.

After a year of quitting, your risk of heart attack will have halved compared to a smoker's 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. If you smoke 20 cigarettes a day, giving up could save you nearly **£4,000** a year!



## Get the Right Help

Quitting smoking is not easy. It is important to have a group of friends or family to help through this process. Try the NHS Smokefree Quit Kit, which contains information on quitting aids.

[NHS Smokefree Quit Kit](#)

Or visit the British Heart Foundation for more information and advice:-

[BHF - STOP Smoking!](#)



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

## Following a Vegan Diet

In recent years veganism has significantly increased in popularity and it is likely that this trend is going to continue to rise.

The vegan diet excludes all foods that come from animals such as meat, fish, eggs and dairy products and is based solely on eating plant-based foods.



# Look After Yourself and Each Other

March 2021 - STOP Think!



Following discussions in Geneva, a document prepared by 107 scientists for the UN's Intergovernmental Panel on Climate Change, says that if land is used more effectively, it can store more of the carbon emitted by humans. It says that more people could be fed using less land if individuals cut down on eating meat;

BBC News - Science

Whilst there are many articles on the perceived health and environmental benefits of a plant-based diet, if you are going to follow veganism you need to understand what constitutes a healthy balanced diet to ensure that you get all the nutrients that your body needs.

With careful planning and a good understanding, you can achieve all the health benefits of eating a plant-based diet; but don't simply cut out animal produce and then replace it with vegan convenience foods that have become easily available.

You must plan your vegan diet properly to ensure that you do not miss out on essential

nutrients, such as iron, calcium and vitamin B12. For our body to function properly we also need the right proteins, carbohydrates and fats.

If the vegan diet consists of a variety of plant proteins in combination, there is no reason why the quality of protein cannot be as good as in a diet comprising of meat, fish and dairy.

Good plant-based sources of Omega 3 and Omega 6 fatty acids include chia seeds, linseeds, seaweed, walnuts and rapeseed oil.



With a good understanding of what constitutes a healthy, balanced lifestyle, a vegan diet can provide all the essential goodness the body needs to function.

For more information please visit;

[The Vegan Diet](#)



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## Toolbox Talk - Nesting Birds



### Infrastructure Projects Southern **Toolbox Talk**



**Nesting birds**

03 May 2016

#### Did you know?

**It is illegal to kill or disturb birds or damage their nests or eggs**

- While birds usually nest in trees or hedges they can also be found nesting on the ground, in equipment, amongst materials, in cabins, under eaves or behind drain downpipes
- All birds are protected when nesting and work must be stopped



#### When is bird nesting season?

Most birds tend to build nests and lay their eggs between March and July. The peak months for breeding are May and June. However, some birds can nest all year round.



#### Why does this matter?

- A fine of up to £5000 may be given for each offence, each bird may be deemed a separate offence
- Any vehicle that is involved in the damaging or destruction of birds, their eggs or their nests, may be forfeited

**Bird nesting surveys must be carried out before work commences and any active nests clearly marked with an exclusion zone.**

#### Do

- ✓ Check that no nesting birds or active nests are present before carrying out site clearances of potential nesting sites
- ✓ Stop all construction and work in the immediate area if nesting birds are present
- ✓ Report the presence of nesting birds to a supervisor

#### Do not

- ✗ Kill, injure or capture any wild bird
- ✗ Take, damage, destroy or disturb a nest or eggs of any wild bird
- ✗ Move any machinery, scaffolding or equipment if birds are found nesting

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

[www.southernshield.co.uk](http://www.southernshield.co.uk)

For further information please contact a member of your Environment Team



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Feedback to: [julie.king@osborne.co.uk](mailto:julie.king@osborne.co.uk)

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## SHE Performance Summary – February 2021

<p><b>Improvement Opportunities Frequency Rate (IOFR)</b> the Current Rolling IOFR is: <b>2.99</b> (Target of 2.5 per 1000 hours worked)</p>			
<p><b>Accident Frequency Rate (AFR)</b> Days since the Last RIDDOR Accident: <b>17</b> The Current Rolling AFR Is: <b>0.18</b> against a threshold of 0.01</p>			
<p><b>Service Strike (SSFR)</b> Days since the last Service Strike: <b>20</b> The Current Rolling SSFR is: <b>0.32</b></p>			
<p><b>February Total Number IOs</b> <b>823</b></p>		<p><b>February No. Safety, Health &amp; Environmental IOs</b> <b>726</b></p>	
<p><b>February No. Business IOs</b> <b>97</b></p>			
Reference	Incident Date	Incident Name	Description of Incident
<b>RIDDOR Non-Specified</b>			
I/174028/001	13 Feb '21	IOW DC Switchgear	Electrical installer received electric shock during LV wiring works. Incorrect wiring at the distribution board meant services were not isolated as expected.
<b>Injury</b>			
I/178001/004	03 Feb '21	Kent Reactive	Whilst putting down a coper, operative trapped his finger between coper and the platform. First aid administered and IP continued working.
I/174031/001	08 Feb '21	Woking	Operative was knocking in wooden survey pegs when post-rammer jolted back and struck him on the nose causing a cut. Returned to work after first aid.
I/025449/008	25 Feb '21	Swindon	Operative who was wearing gloves, cut his thumb in a spring loaded gate when it shut on his hand.
<b>Service Strike</b>			
I/025HCC/002	10 Feb '21	HCC SMF	Whilst clearing vegetation using mechanical means, the machine caught a valve on a low-pressure gas pipe. Works immediately stopped.
<b>Near Miss / Close Call</b>			
I/174051/001	16 Feb '21	Yeovil Pen Mill	A mechanical fault required an on-track gator to be left running. It was left unattended when the operator/COSS left site and signed out
I/025453/009	17 Feb '21	Gade Valley	Operatives were working in a confined space when the gas monitor went off. Works immediately stopped and all operatives removed from the area. Upon return to check the atmosphere, no gas was detected.
<b>Other</b>			
I/178001/005	15 Feb '21	Kent P&R	Trespasser came onto the station and walked down the line that was within the block protection. Escorted off site by emergency services.
<b>Property Damage</b>			
I/172002/012	04 Feb '21	Concrete Repairs	IPV reversing picking up closure, and knocked cone slightly into carriageway, causing minor damage to vehicle.
I/174036/001	28 Feb '21	HV Feeder Renewals	A cable de-coiler on an RRV trailer fell over and was fouling the edge of the trailer. When the trailer passed a ground signal the de-coiler hit the ground signal causing minor damage to the case and plinth.
<b>TM Incursions</b>			
I/172020/008	10 Feb '21	A46 Binley	Vehicle followed a delivery lorry through works access and subsequently the workspace-controlled gate within the TM. Escorted off site.
I/172002/013	11 Feb '21	A127	Vehicle attempted to enter west-bound closure. Stopped at Airlock.
<b>Verbal Abuse</b>			
I/172001/009	03 Feb '21	CP Joints Renewal	TSCO spoke to TM operative about not wearing correct PPE. Operative became abusive.
I/172029/002	25 Feb '21	A417	Farmer was meant to leave the area. He arrived on site saying he will be going onto the site, becoming verbally abusive.





## Improvement Opportunities

### February IO Statistics

During the month of February, the level of engagement with the IO System has improved when compared to last month and the same time last year. Our suppliers submitted 49 IOs - thank you for helping us to share important learning across the wider industry.

The IO Panel noted that a lack of maintenance and demarcation of haul roads was noted to be trending. Please can we remind you that haul roads and piling platforms require inspection and maintenance just like any other item of temporary works. Thank you.

### Top Projects in February

- Crewkerne West Embankment 66
- A46 Binley 57
- E&P NSCD Phase 4&5 51
- Ashmead 2 Embankment 45
- New Malden Embankment 45

### Top IO Originators in February

- Jon Blackman 48
- Hadeem Ali 36
- Cam Jones 35
- Nigel Howell 33
- Derek Rapson 32

### Top Suppliers in February

- NW Rail 41
- Network Rail Infrastructure Ltd 4
- Deploy (UK) Rail Ltd 2
- Collins Project Delivery (UK) Ltd 1
- CR Civil Engineering Ltd 1

### Top SHE Categories in February

- Access / Egress / Site Security 113
- Site Housekeeping 98
- Site Welfare 61
- Personal Health 39
- Road Space / TM 39

## Infrastructure Improvement Opportunities

Month	Total No. IOs	Total No. People Raising IOs
December	632	116
January	541	106
February	823	136
How many did your site submit last month?	?	?





## HEALTH & SAFETY ALERT

Road O&M Companies

Alert 006

### Motorway Traffic Patroller involved in road accident

Lost time injury > 7 days



#### Background

The accident occurred in August 2020. A patrol worker was performing routine patrol checks, verifying the condition of fencing, energy barriers and road surface. The employee was a driving patrol van on the right motorway lane when a vehicle driving directly in front of him suddenly veered into the left lane, trying to overtake a broken-down vehicle on the right lane. The patroller was not able to pull over into the left lane in time and, despite braking, he drove into the rear of the broken-down vehicle.



The patroller sustained injuries to his hand and left knee. Both vehicles involved in the accident were damaged.



#### Key considerations

Two elements have been recognised as key factors contributing to the accident:

- Unexpected circumstances on the motorway (broken-down vehicle on live right lane).
- The patroller did not exercise due caution while driving, i.e. he did not keep sufficient distance from the vehicle in front.



#### Actions taken

- Familiarisation of maintenance staff with the event, its causes and its consequences.
- Provision of refresher training to the injured worker on rules and principles of safe driving and workplace / task risk assessment.
- Discussion on the accident included in the initial and periodic training programme.



#### Learnings

Most injuries occur during routine tasks. Performing similar activities every day affects vigilance and reduces our ability to think about risks. Additionally, with experience come habits – unfortunately, also the bad ones which make us “normalise” unsafe actions.

At work, and in particular in the motorway environment, nothing is routine. With every intervention, conditions are different. It is critical that frequent health and safety reminders (tool box talks, daily safety briefings, refresher training) are provided, and that risk factors associated with driving for work are actively managed within the safety management system.





### Maintenance operative suffers first-degree burns

Lost time injury > 7 days



#### Background

This workplace accident occurred in September 2020 at one of the toll plazas.

Maintenance Assistant was attempting to seal off a water leak coming from a faulty copper pipe. When trying to solder the leak, the worker tipped a gas can, used to melt the weld. The can caught fire. The worker instinctively dropped the can to the ground, and then tried to put out the fire by repeatedly kicking the burning can. The can eventually exploded, causing first-degree burns to the worker's face, neck and hands.



#### Key considerations

The accident investigation has indicated a few major contributing factors:

- The employee was not competent in using the equipment, i.e. he was not aware of the basic instructions for safe use (the can must be lit in a vertical position, and not tilted).
- Fire response protocols were not followed.
- There was an apparent misunderstanding of work instructions as the worker was asked to check on the leak and bring the materials to the site, and not to proceed with soldering.
- The works were not supervised.



#### Actions taken

- Revision of technical competences of staff.
- Provision of specialist training, as per the review.
- Planning and completion of controlled practical work exercises to reinforce skills acquired through training.
- Reminder issued to managers and team leaders to assign tasks only to staff with adequate expertise, and to provide instructions in a clear way.
- Refresher training on the use of fire extinguishers.







## Learnings

This accident highlights how human behaviour is determined by external factors. The accident could have been prevented in the first place, but also the employee's unsafe instinctive response could have been replaced with intentional and appropriate actions, if:

- Relevant training had been provided;
- Clear instructions had been given;
- The task had been planned;
- Mechanisms had been put in place to prevent staff from taking on activities if not competent;
- Emergency response had been practiced;
- Safety attitude: "Stop, think, consider" had been applied;
- Supervision had been provided.





**Hitachi Construction Machinery (UK) Ltd.**

**HITACHI**

Reliable solutions

## Product Alert

### Re: Safety related check- Hitachi ZX26 Excavators fitted with Ditch Maintenance Buckets Issue 1 29<sup>th</sup> January 2021.

Under the Product Liability Regulations in force, we are statutorily obliged to notify our customers of any safety related concerns related to your model of machine.

It has come to our attention that there is a risk of the machine losing stability as result of a movement in the centre of gravity creating an unstable equilibrium. The movement can be initiated by an extended bucket radius and high dump height during swing motions with a loaded bucket. In this incident the machine was loading a high sided site dumper.



Hitachi Construction Machinery (UK) Ltd.  
Monkton Business Park North, Hebburn, Tyne and Wear NE31 2JZ  
Tel: (0191) 430 8400 | [www.hitachicm.co.uk](http://www.hitachicm.co.uk)  
Registered No. 1082975 | Registered office as above



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[www.osborne.co.uk](http://www.osborne.co.uk)

## Product Alert - Page 2 of 2

**Demonstration of Unstable equilibrium imagining the drum edge as the machine tracks.**

When a drum is stood on end, its centre of gravity (CG) is firmly supported, and the drum is in stable equilibrium (A). If the drum is tilted slightly to either side (B), the pull of gravity on this centre creates a torque, or turning force, around the new point of support and pulls the drum back to the stable position. A drum balanced on its rim (C) is in unstable equilibrium. Even a tiny displacement (D) will create a torque that will turn the drum farther from the unstable position.

The unstable equilibrium will be extended further toward the support (track) by the extended width of a ditch maintenance bucket, as opposed to a conventional digging bucket, which maintains the load closer to the centre of gravity.

**Immediate Action**

**Prohibit** the use of Ditch Maintenance Buckets for all operations higher than the swing Centre post. Any operations higher than swing post require the use of a conventional digging bucket.

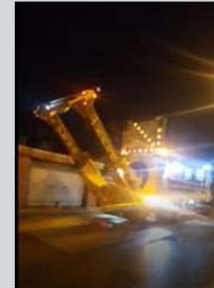
Should you require further clarification on our recommended immediate actions, please call our Service Department on 0191-430-8400



<b>TITLE OF ALERT</b>	Failure of a sensor on an Impact Protection Vehicle whilst working under a rolling road block		
<b>TARGET AUDIENCE</b>	Highways England and wider community	<b>REF NO.</b>	Amey TM 01/21
<b>AUTHORISED BY</b>	Craig Willsher	<b>DATE ISSUED</b>	10/02/2021

### REASON FOR THIS HEALTH AND SAFETY ALERT

During the night shift on the 21<sup>st</sup> of January 2021 an incident occurred where a Verdigro Blade crash cushion fitted to a hired IPV, whilst being deployed, over extended whilst in the vertical position. In addition to the technical failure a potential hazard associated with overhead clearance had been introduced.



At the time of the failure the IPV was being used to install a taper in the All Lanes Running section of M6 motorway near junction 17 under a rolling road block.

### ACTION TO BE TAKEN AND LEARNING TO BE APPLIED

All the IPV's in the Amey TM fleet across the UK (hired through Blakedale) were immediately inspected. One other vehicle was found to have a similar but intermittent fault. The faulty sensor was replaced, but once again the sensor failed, during the third night shift after replacement.

The IPV's in scope i.e. Verdigro Blade type in the Company TM Fleet were immediately stood down from impact protection duties and used solely as TM vehicles in the short term, whilst the investigation was concluded.

The investigation identified that: -

- A sensor had failed, and the over extension had occurred in a manner that had never previously been seen.
- There was no secondary sensor, or any other preventative system installed by the Blade manufacturer Verdigro to prevent a failure of this nature.
- Blakedale considered the sensor failing was due to water ingress on the IP67 which is the standard sensor fitted to the majority of outside electrical components. IP67 is classed as waterproof although not against prolonged or high pressure streams of water, (e.g. pressure washers used for vehicle cleaning or severe weather)
- To reduce the possibility of water ingress Blakedale fitted higher rated IP69 sensors as the secondary sensor and will do so for all other sensors during the routine maintenance program for the Blade units. This modification has been extensively tested with no repeat of the fault occurring

The manufacturer of the Blade (Verdigro) confirmed to Amey Fleet and Plant that there have been no similar incidents with the overextension. Blakedale have informed all other agents of the Verdigro Blade Crash Cushions in the UK and have fitted the secondary sensor to all the units supplied by them

### CONCLUSION / FINAL NOTE

- To reduce the possibility of water ingress Blakedale fitted higher rated IP69 sensors as the secondary sensor and will do so for all other sensors during the routine maintenance program for the Blade.
- Blakedale immediately notified the manufacturer /UK distributor and all known UK suppliers/operators of the failure, and their cause.





<b>TITLE OF ALERT</b>	Live Lane Crossing		
<b>TARGET AUDIENCE</b>	Consulting	<b>REF NO.</b>	2021-AC-AL-001
<b>AUTHORISED BY</b>	Rob Doyle	<b>DATE ISSUED</b>	06/02/2021

**REASON FOR THIS HEALTH AND SAFETY ALERT**

A recent incident has highlighted the need to reinforce the rules relating to Live Lane Crossing on the Highway network. Whilst conducting a General Inspection (GI) on a structure crossing the A1M in Area 14 an Amey Consulting engineer who was Lone Working crossed the live carriage way to gain access to the central reservation pillar to get a closer look at an area of damage. The live lane crossing was conducted without any additional controls being put in place e.g. Rolling roadblock or TM etc. A passing HE Traffic Officer observed the Engineer lone working in the central reservation and challenged the engineer. The incident was subsequently reported, and an investigation commenced.



**ACTION TO BE TAKEN AND LEARNING TO BE APPLIED**

- Irrespective of the traffic flows or task urgency making an unplanned crossing of the Live carriage way of a Motorway (and similar high-speed road) is prohibited, report your concerns and seek support.
- Crossing the Live carriage way of a Motorway (and similar high-speed road) **Must** be avoided.
- If there is **no alternative and the need to cross is essential**, then this must be risk assessed, planned and conducted in **compliance with an agreed Safe System of Work** in consultation with the relevant Amey management and Traffic Authorities before the crossing is undertaken.
- Trained and Competent Traffic Management Operatives may be permitted to cross the carriageway as part of their duties as part of a planned SSOW.
- Where Lone working cannot be avoided, this also needs to be planned and managed with suitable Safe System of Work and controls put in place.

**CONCLUSION / FINAL NOTE**

Working on live carriageways is among the highest risk activities being carried out across the Consulting BU which can result in severe injuries or fatalities if not managed and controlled effectively. It is essential that all necessary management controls are in place to reduce the risks associated with any activity we carry out and it must be ensured that all required control measures and safe working practices are agreed and are being maintained.

**Irrespective of the immediate or perceived urgency, do not cross the Live carriage way without additional controls and support. Call for assistance and support, your life is not worth the risk.**

**Remember Zero code - Ready to go, Kitted out, Stick to the plan, Stay alert – if in doubt take 5 and shout out**



## TRANSPORTATION SAFETY Bulletin FORM FO-279



### SIGNAL POST CAUSED MINOR HAND AND SHOULDER INJURY

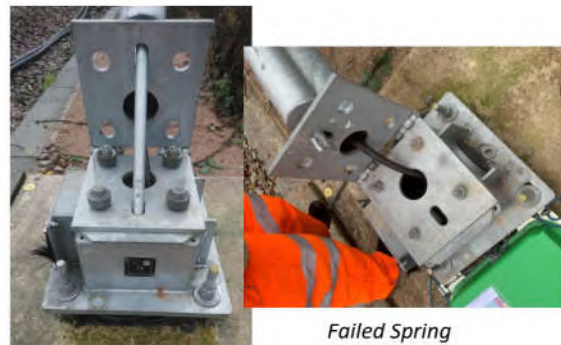
**Issued to:** SNC-Lavalin, Network Rail and contractors

**Ref:** SB SIG.003 02/21

**Date of Issue:** 4th February 2021

**Location:** Feltham Re-signalling

**Contact:** Sharon Hillstead, Head of Safety, Sustainability and Wellbeing



Correct Spring Position

Failed Spring

#### Overview

During Sunday, 31/01/2021 shift, testers reported 2134 Signal fall to the ground.

The signal post was in its lowered position since being installed and was being raised when it fell.

The injured party had a graze the hand and bruise to the shoulder.



Minor graze injury to hand . The individual also received a bruise to his shoulder.

#### An investigation is underway

#### Points to Discuss with your teams, as a safety conversation

- Are you fully aware of the working practices in regards to Collis signal post lifting and raising operations?
- Have you been briefed and trained on the latest manufacturer's update (retaining pin failures etc.)?
- Have you completed a step back (dynamic risk assessment) to ensure that there are no issues in or around the structure or environment?
- Does your control method include the need for the use of a strap or rope?
- Specific attention should be given to Network Rail notice board 193

Issued by:  
Transportation HSE  
Everyone Goes Home Safely





## Safety Alert



*In recent weeks, as a result of our choices combined with poor ground conditions caused by recent storms and heavy snow and rainfall, EKFB has had a number of incidents involving people and vehicles becoming stuck in the mud.*

*Though these incidents have not resulted in any serious injuries, it still poses a significant risk. It is vital that we make the right choice, and all access and egress areas for both people and vehicles should be assessed.*

### What we know

- Following recent storms, heavy snow and rainfall, ground conditions across our sites have deteriorated and now pose an increased risk of personal injury by requiring additional energy leading to fatigue, becoming stuck in the mud, and causing additional slip/trip hazard
- The poor ground conditions also pose an increased risk of vehicles “grounding out”, becoming stuck or bogged down
- In recent weeks, as a result of our choices combined with these poor ground conditions, EKFB has had a number of incidents involving people and vehicles becoming stuck in the mud
- Fortunately no one has been hurt as a result of these incidents, but there is still a significant risk of injury which poses a substantial cause for concern
- An early common theme suggests that those involved have not always been “Making the Right Choice”
- “Making the Right Choice” is a vital part of the EKFB culture and provides a framework for all of our people to check whether what we are doing is appropriate

### Action taken

- Each of the incidents has been, or is being, investigated

### What you can do

Please be aware of this and pass it onto anyone it may be relevant to:

- Undertake a review and assessment of all access/ egress points for persons and vehicles
- Ensure the Point of Work Risk Assessments identify the hazards and their controls (designated routes to avoid poor ground etc.)
- Make sure everyone understands the plan and follows it
- Stop work if the plan changes or the environment changes (weather, ground conditions etc) and seek guidance where necessary
- Speak Up and tell us when things need to be improved (for example walkways, field entrances etc.)
- Make the Right Choice



Recent storms and heavy snow and rainfall have caused poor ground conditions across our sites





## HSEQ Lessons Learnt Form

# HSEQ NOTICE

<b>Title</b>	Working at Heights Breach – Scaffolding LW WTP				
<b>Category</b>	<input checked="" type="checkbox"/> Safety	<b>Approved By</b>	HSEQ Manager	<b>Issue Date</b>	15/01/2021

### Notice

#### What Happened?

On the 23<sup>rd</sup> November 2020, a third-party contractor engaged by TNS was observed working without adequate controls to manage the risk of falls from height.

Whilst contractors are relied upon for specialised skills and knowledge, effective communication & supervision are key components of contractor management.

#### Findings

Incident Investigation has been completed and approved, and the confirmed findings are.

- Safe Work method statement supplied by the contractor and approved by TNS prior to performance of work, clearly identified methods for accessing each platform and controls to remove fall from height risk – utilising encapsulation method, however, was not implemented by the work group.
- Scaffolding Supervisor failed to give clear instruction or provide adequate supervisory control over a high-risk activity, nor follow their own approved SWMS compiled for the task.

### Images



### Next Steps / Actions

- TNS to ensure responsible persons is assigned for engaged contractors when conducting high risk activities to be available at the job site for the duration of the works.
- Review options to install dedicated work platform at the water treatment plant to eliminate the need to install scaffolding for ongoing maintenance tasks.

**HSE Notice to be disseminated and communicated to TNS personnel and Service Providers.  
HSE Notice to be placed on HSE noticeboards and shared at Toolbox Talks.**







## Environment Alert

(Applicable to the whole of the UK)  
Skills search online ref: EA33

issue no: BPQ/EA/33  
date: 28 January 2021

### Siltation of controlled waters

Over the past few months there has been a reportable incident and several near misses on a BAM Nuttall project that resulted in the release of surface waters containing a high level of suspended solids to neighbouring controlled waters. This is in breach of regulatory licencing conditions.

#### Background to the incident

In advance of the works commencing the project undertook a site investigation (SI) to enable site run-off, soil sedimentation rates and sizing of the drainage system to be calculated. This data enabled the project to develop a Pollution Prevention Plan (PPP) detailing silt mitigation measures to be adopted.



As the earthworks on site progressed it was observed that suspended solids within the surface waters were not settling out as expected due to the fine nature of soils. As a result of the delays in settlement, the project was unable to discharge surface waters, which resulted in the project retaining water within storage ponds and recirculating water via over-pumping on to grassed areas on site. Under 'normal' rainfall conditions this was manageable, however during periods of heavy rain, siltation events occurred as the storage capacity on site was exceeded.

The project team consulted with the environmental regulator once it was identified that surface waters required additional treatment and a variation to the existing site license was submitted to enable this treatment to be undertaken. However due to the timeline to obtain consent and procure the treatment system several unauthorised discharges did occur during this period.

#### Solution

The project installed a [TayTech automatic treatment system](#) to enable contaminated water to be treated prior to discharge. This system is designed to rapidly settle fine silts allowing quicker discharge of treated waters. *Note: Treatment of waters is a requires a license from the environmental regulator.*

#### Lessons learned

The following lessons learned from the incident investigation should be adopted on all projects, where relevant;

- 1. Initial SI undertaken was insufficient** in that it did not indicate there would be an issue with suspended solids. **Action:** It is essential that projects undertake SI that enables the accurate classification of soils to permit run-off from drained areas, soil sediment rates and sizing of the drainage system to be accurately calculated. This will ensure pollution prevention measures are adopted that fully meet the requirements of the project.
- 2. The project had good and open communication with the regulator** which helped the regulator in making pragmatic determinations until the consent application was progressed. **Action:** Engage and maintain open communications with regulators (were necessary). Where consents are to be obtained, ensure sufficient time to prepare and obtain the consents (which may take several months). Where required work with the regulator to undertake mitigation including treatment under emergency works provisions.

For further information on this alert or regarding any other environmental concerns please contact the Environmental department.





“Thinking **differently**...

Making **better** decisions...

Changing **lives**”