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May 2021 - STOP Think!



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Introduction

May 2021 - STOP Think!



Hello and welcome to our May STOP Think! Cascade Briefing. This month we have closed our year end accounts for the 20-21 financial year and it is with much pride that I am delighted to confirm that we have grown our Infrastructure business to a level that has now pushed through the £200m barrier.

This was the target that we set ourselves back in the Spring of 2016, when we put together a new Business Plan which seemed particularly ambitious given that we had been stuck at around the £125m level for many years.

Our plan was based on using the unique culture of our business, together with the consistently proactive behaviours of our people, to strengthen our relationships with our Infrastructure Transport customers, supporting them through a truly collaborative approach throughout the whole life cycle of projects, programmes and portfolios. This enabled us to secure places on key frameworks where we could work closely together with these customers, alongside our peers across the industry, adding value through our ability to fully integrate our design and delivery partners.

This approach culminated in a further £30m (17%) increase in the last year. Delivering this level of growth in any normal year of trading would be a fantastic achievement, but to do so during the 12-month period of the Coronavirus pandemic is a truly exceptional performance.

In addition to the incredible commitment and hard work of our Osborne teams, we have been fortunate to be working for understanding customers and supported by an amazing supply chain. The past 12 months have truly demonstrated the importance and the benefits of the collaborative ecosystem that we have generated. Through our mature customer relationships, we have been able to work together to both maintain transport infrastructure and to stimulate the economy and protect the supply chain. Then, with our supportive supply chain, we have stood shoulder to shoulder to

work to proactively solve the challenges posed by this virus, ensuring that we can continue to deliver projects whilst protecting the safety of our people.

I therefore just wanted to take a moment to thank every one of you that has been involved in the delivery of our projects through this period.

I am only too aware of the enormous challenges that you have all faced over this period, both at home and at work and I am so grateful for the amazing way in which you have all pulled together.

I have also been spending some time reflecting on our safety performance over the past 12 months and over the length of our original 5 year Business Plan. We always set out that we passionately believed that good safety performance and business performance go hand in hand, and I can comfortably say that has been proven to be the case over this period. In the last 5 years we have halved the number of people injured on our projects, whilst delivering nearly twice as much as work and so this is excellent progress on our safety journey.

Naturally, I am constantly pushing for perfection in our safety performance and the disappointing accidents that we had over the winter show that we still have a long, long way to go. However, I am also becoming increasingly aware of the need to recognise the great work that our teams deliver in this space, every day across every one of our projects. This was never better demonstrated than the way in which site teams responded to Covid in the early days. Long before the Site Operating Procedures had been produced, our site teams were busily adjusting working methodology and site controls to accommodate social distancing and improved hygiene to protect their people. Whilst I still think that we could take some learning from this collective response to Covid into our general approach to safety, we also have to recognise that we get it right, a lot more than we get it wrong.

Recognising strong safety behaviours and performance must never be confused with complacency though and it is only too clear that but for luck, some of the events covered in this month's publication could have resulted in far more serious injuries. It literally only takes a split second for something horrific to take place and so we can never stop this relentless journey to get our people home safely.

Stay safe and well over the coming month.

John Dowsett
Managing Director Infrastructure



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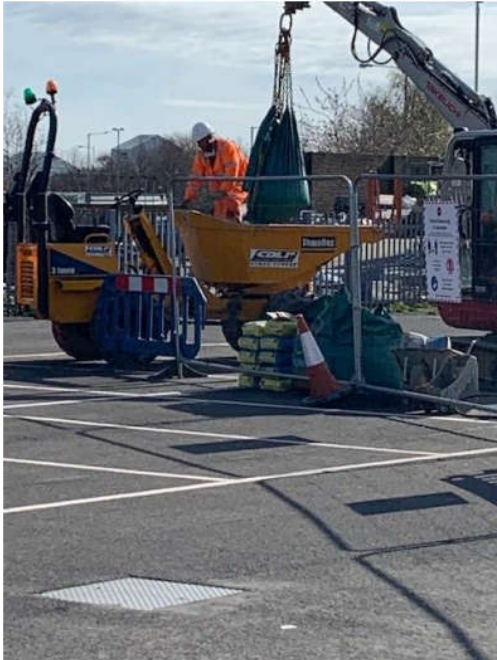
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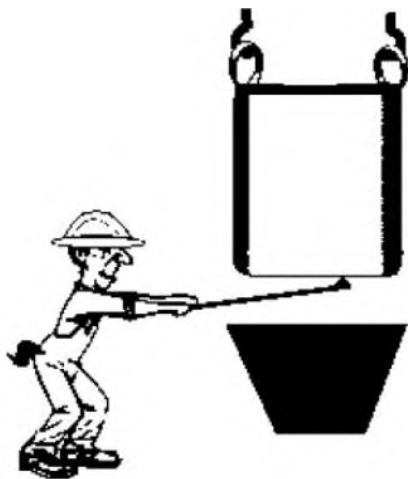


Unsafe Work at Height

(STOP Think! Moment No. 140 - 14 April 2021)



Unsafe working practice



What Happened?

An employee working for an Osborne supplier was assisting an excavator operator in unloading material from a 1 tonne bag (known as a Flexible Intermediate Bulk Container, FIBC) into the bucket of a dumper.

To complete this task he climbed into the bucket to untie the bottom of the bag. This was done to allow the material to drop out under gravity.

He was observed doing this task and the work was stopped.

Impacts

The potential for a fall is clear. Had a fall occurred it may have resulted in life changing injuries or worse.

Work was stopped and the operatives were asked to undertake an alcohol and drugs test.

Immediate Actions

There must be a safe system of work for the unloading/discharge of the contents of FIBC's. As a reminder on good practice please note the following:

1. Cut or open the base of the bag from the side at ground level.
2. DO NOT stand directly beneath an FIBC.
3. Ensure that single trip FIBC's are not re-used.
4. That FIBC's are lifted correctly, ideally using spreader beams.
5. That work at height on vehicle bodies is avoided. Where work at height is unavoidable make sure fall prevention or fall arrest measures are being used.
6. That attendant plant is switched off when not being used to remove the risk of it being inadvertently activated or moved.

The incident is being investigated by the supplier and a further update to this STOP Think moment may be issued.

STOP Think! Have a conversation. Make the safe choice



Skip Lorry Driver Trapped Between Skips

(STOP Think! Moment No. 143 - 29 April 2021)

What happened?

A skip lorry driver was hooking up a loaded skip to remove it from site. An excavator working nearby on top of a stone pile moved some steel pipes which struck another skip which in turn hit another skip which then trapped (momentarily) the skip lorry driver between that and the skip he was hooking up. The skip lorry driver was able to immediately free himself and sat on the ground. An ambulance was called as a precaution.

Impacts

- The driver was attended to by the ambulance service and was taken to hospital for further checks to a painful eye/head and arm. He was released later the same day with bruising. He returned to the site to collect his belongings and is expected to return to work tomorrow.
- Works on the site have been stood down to allow the investigation to take place.

Initial Learning

- ✓ When using mobile plant, an assessment should be made to determine the controls required. E.g. segregation by physical barrier and/or use of a vehicle marshal.
- ✓ Adjacent works should be stood down if required.

Further information will be shared following the conclusion of the investigation



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





Service Strike Watermain

(STOP Think! Moment No. 142 - 30 April 2021)



Damaged pipe releasing water



Previous Vacuum Excavation works undertaken to expose chamber location (Old watermain shown)



What Happened?

At approximately 08:15 on Friday 16th April 2021 a 300mm dia watermain was struck by an Osborne supplier's 20t 360 excavator. This occurred while undertaking operations to install a new drainage run and chamber location. It caused damage to the pipe and a significant water release.

Vacuum excavation had previously been undertaken to expose services around the new drainage chamber location, but this did not expose the subsequently damaged watermain location. The services were marked on the ground, a trial hole had been undertaken previously adjacent to existing drainage run (which new drainage run would follow) to identify watermain location.

Those involved did not follow permit process to not mechanically excavate within 500mm of a known service (in some circumstances this may be increased). A discussion was held to discuss how the works would proceed, but clarity was not reached about how the risk of the services would be managed. An opportunity to STOP Think was missed.

Impacts

Thankfully no persons were injured, and no loss of service to surrounding businesses / premises was notified / established.

Had the release of water been in the opposite direction there was potential to impact the adjacent road traffic, and had this been another service type the potential for life changing injuries or worse could have occurred.

Work was stopped, the service owner was contacted to conduct repair and investigation was undertaken.

Immediate Actions

1. Ensure all services are exposed (Trial Holes) in dig area.
2. Ensure those involved in task are adequately briefed and fully understand service locations, permit constraints and safe digging practices required.
3. Plan works effectively to ensure maximum use of safe digging techniques (Vacuum Excavation in this case) to identify all services and minimise mechanical excavation.
4. Ensure daily permit checks are undertaken.
5. Ensure all personnel on site feel empowered to STOP works, challenge and raise concerns higher if response does not allow works to proceed safely.

The incident investigation has been completed, learning outcomes identified and actioned, and a further update to this STOP Think moment may be issued.

STOP Think! Have a conversation. Make the safe choice



Hand Cut by Grinder Blade

(STOP Think! Moment No. 144 - 03 May 2021)



Cut to hand



Damage to glove - circled



4" hand grinder which was used – note, stone blade fitted

What Happened?

A supplier's operative was put to work by his site manager and asked to add some extra metal sheeting to gabion baskets as some had been damaged by a machine. The sheet was initially attached the wrong way round and as a result the 'hog' rings needed to be cut to release and replace the sheets. The operative used a 4" cordless angle grinder for the task. The grinder was fitted with a stone blade not a metal blade. The grinder slipped and cut the operative's left hand.

Before the works commenced a risk assessment wasn't undertaken, nor was a task briefing created and briefed. A hot works permit wasn't requested from Osborne for the works.

Impacts

The operative attended a local hospital and received one stitch to the wound. He returned to work that afternoon.

Immediate Learning

1. If you are unsure about a task you are asked to complete – **STOP AND ASK!!**
2. All tasks on site must be subject to a risk assessment and safe system of work, even if it is an unforeseen task.
3. Personnel must be competent to use the tools and equipment for the tasks they are asked to undertake.
4. When using abrasive wheels, the correct blade should be fitted for the task and tool.
5. Always use the correct tool for the job, not just the tool that will get the job done fastest. **Time Vs Risk!!**
6. A hot works permit must be issued before any hot works are undertaken.

The accident is subject to an investigation by the supplier and further learning may be shared following its conclusion.



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





Responding to the Climate Emergency Our Refreshed Sustainability Strategy

The effect of humanity has never been greater on our world. Unsustainable resource use, climate change, pollution and biodiversity loss all threaten our way of life. As we recover from the global Covid-19 pandemic, we must all play our part in building back better, greener, fairer and faster.

With a focus on creating and introducing carbon neutral solutions, our refreshed Sustainability Strategy, as linked below, incorporates new ambitious improvement objectives;

[Osborne Sustainability Strategy](#)



Our Vision

Chosen for our world enhancing sustainable performance.

- Investing in and collaborating with the **communities** we serve.
- Being an **employer of choice**.
- Achieving **Net Zero Carbon** by 2035.
- Protecting and enhancing our **environment** for present and future generations.

03 Sustainability Strategy

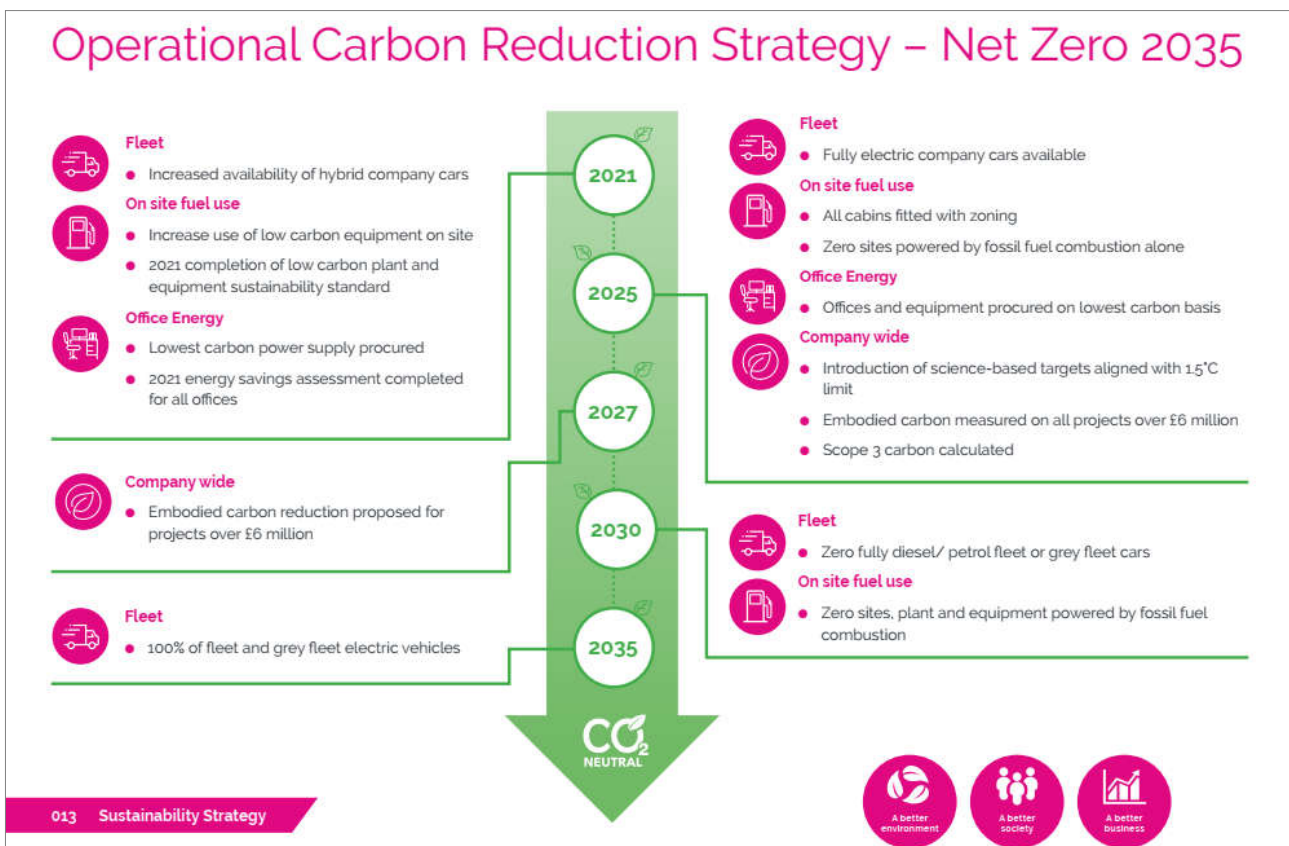
A better environment, A better society, A better business





Any Sustainability Strategy must be built around the Sustainable Development Goals set out by the United Nations General Assembly in 2015. A successful Sustainability Strategy must prioritise which of these goals a responsible company can achieve. Our path to net zero carbon is one such priority.

Carbon levels have never been higher during human history and the construction of the built environment is responsible for 40% of global carbon emissions. Osborne recognise the significance and urgency of the carbon challenge and is expanding its operational carbon reduction activities to be NET Zero Carbon by 2035. In the coming years our fleet, sites and buildings will no longer be powered by fossil fuels, and our buildings and equipment will become more energy efficient.



Embodied carbon is associated with the emissions caused by extraction, manufacture, transportation, assembly, maintenance, replacement, deconstruction, disposal and end of life aspects of the materials and systems that make up any building, structure, road or rail network.

Steel and concrete are the two highest embodied carbon building products. Our industry and our business are therefore better placed than most to make a difference. Reducing carbon emissions must be threaded through everything we do and every decision we make; strategically, operationally and in our products.

It is vital that we play our part, protecting the planet
for all our sakes and the generations that follow.



New! ATLAS Lean Launch Pad

Lean is the approach of removing waste from our processes and ways of working to become more efficient. To assist you on your Lean journey, the Lean Launch Pad has now been relaunched in ATLAS, our new digital workspace, to be even better! Within the Launch Pad you will find links to training, guidance, templates, advice, and so much more, so please do take a look;

Lean Launch Pad

Please give Lean your full support, lead the way and embrace the concept and value it can bring.

Kimberley Wild is our Lean Lead for Infrastructure, if you have any questions please do contact Kimberley;

kimberley.wild@osborne.co.uk

Reminder...Lean on "Your Learning"

Do you want to learn new lean ways of thinking and working? Then why not book yourself on to one of the upcoming Lean Awareness Courses.

All courses are delivered via Teams and can be booked through Your Learning. There are still available spaces throughout May and beyond. Please log into "Your Learning" and self-enrol by searching for "Lean Awareness" and request a date.

There are also many other Lean Courses available on "Your Learning", just click "Learn" and search "Lean" and the learning modules will be listed. You can do as much or as little as you like, take a whole course on a particular Lean Tool or do part of a module and come back to it later!



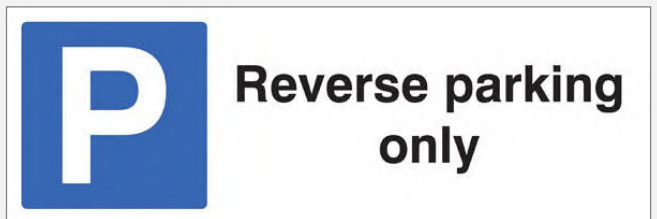
Please Reverse Park at ALL times

Please can we remind you that reverse parking is mandatory on all our infrastructure sites.

Reverse parking makes it easier and safer to leave the parking space, maximising visibility for drivers and pedestrians alike.

It is something we as individuals should be following as good practice in all other locations including customers' car parks, our permanent offices and all Osborne car parks.

Thank you for your cooperation.



UK Driving Licence – Expiry Reminder

Did you know that photocard driving licences have an expiry date?

They are only valid for ten years – and if you fail to renew your licence, you can face a large fine if you continue to drive.

UK 11 months Covid Extension

Due to the Covid Pandemic, if your licence expired between 1 February 2020 and 31 December 2020, the DVLA will have automatically extended your licence for 11 months. You can renew it at any time before the extension ends.



You must have a valid driving licence to drive abroad – the extension only applies to the UK. For more information please visit;

<https://www.gov.uk/renew-driving-licence>





Osborne Inclusion Strategy 2021



The evidence is overwhelming that inclusive workplaces are good for business. A richness of beliefs, cultures and backgrounds increases creativity, fosters innovation and improves problem solving. We need diverse teams, where people come at a problem from many different directions to deliver that very special and different approach to our customers, end users and the public.

Our CEO Andy Steel recently published an article summarising how he believes an increased focus on inclusion will drive better equality, better diversity, and better business outcomes;

Every individual, **regardless of their background, identity and situation** should be able to achieve their full potential at Osborne.



Why Inclusion is an Outcome not a Process

With an increased focus on inclusion, our “Equality Diversity and Inclusion Strategy” has been refreshed to a be a very clear “Inclusion Strategy” with the objective that every individual, regardless of their background, identity and situation should be able to achieve their full potential;

Inclusion Strategy

Our refocused Inclusion Strategy reflects Andy's belief that inclusive workplaces will by their very nature drive that difference that makes us Osborne, and through having an inclusive approach, we will see tangible benefits that translate into better solutions and services.

Please do look out for two new E-Learning Modules, specifically related to Inclusion that will be released shortly.



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www.osborne.co.uk

Fast Track **Electrification and Plant Solutions**

Congratulations to our Electrification and Plant Team for safely and successfully completing our first ever high voltage (HV) feeder cables renewal scheme.

Using two Cable Train Delivery Possessions, the team completed four feeder renewals totalling 90km of cable, joining the cables and putting them into the routework for commissioning.

Replacing HV cables that run trackside has the unique challenge that everything is planned around the Cable Train Delivery Possession which has to be booked at least 2 years in advance. If anything goes wrong, then the next opportunity is in 2 years-time!



The E&P programme includes switchgear renewals, 3rd rail upgrades, negative short circuit devices and transformer rectifier renewals that all benefit from the specialist "One Team" approach.

Indeed, a recent HV switchgear renewal saw collaboration between more than 15 companies result in more than 200 hours of accident-free work, to install a 20 tonne HV

substation module and four auxiliary transformers.

A Kirow crane was used, along with a road rail vehicle and three trailers to transport the equipment to the substation compound, with the railway being handed back a very significant 15 hours early.



Congratulations to the Whole Team!
For ensuring that keeping passengers moving is always at the forefront of your design, planning and delivery.



Optimising Existing Ground Level Parking Innovative Modular Car Parking Solution



Enormous congratulations to our Osborne / Siderpark car parking teams who have had a very busy few weeks!

At one business park they have now completed and handed over the THIRD car parking unit, providing increased capacity at reduced cost and time when compared to conventional car park builds for our customer.

Our team are always looking for ways to improve our car park solution, and at another scheme, they are matching a Kone lift to the Siderpark modular system. This is the first time they have adopted such a solution to increase accessibility for all. The concrete deck has been poured and works are progressing ahead of programme, looking to complete imminently.



To see how this car parking solution is constructed please do watch the videos on our website;

[Modular Car Parks - See how they are constructed](#)





Supporting Behavioural Change

Despite the challenges of the COVID-19 pandemic, our STOP Think! Behavioural Change Programme is very much thriving, adapting and developing, including the creation of "interactive" sessions which can be delivered online; and the feedback received has been extremely positive! Our very own Mick Reeves held a STOP Think! Session at a county constabulary, receiving great praise for his delivery and passion on making a difference;

"As a police officer, managing high risk is a day-to-day occurrence, but I felt having an input from an external provider would show a different perspective. Mick's input was superb. He is extremely engaging and knowledgeable and made it a really fun and informative day. It is sometimes tricky to engage police officers who can be set in their ways, but Mick managed to get them to buy in and interact with the session. Mick is clearly very passionate about what he is delivering, and you cannot help but engage with him because of this.

I personally took a lot away from the day that I will build into our own training packages and into my day job. I can see real benefit in him delivering more inputs to the police and will be recommending my senior leadership team to approach yourselves for future training days.

Please can you pass on my sincere thanks to Mick...



Maybe working in construction is not so different to working as a police officer – a tough industry, working long hours of days, nights and weekends, travelling long distances to an environment that is inherently dangerous.

All our people need to perform at their best to keep each other safe, hence being very suited to our upgraded programme that is focussed on building resilience, maintaining wellbeing and having the self-awareness of what is impacting behaviour of your teams.

Over 2000 people have now benefitted through their engagement with the programme, helping those people to Think Differently, Make Better Decisions and Change Lives, including community offerings, and we will shortly be discussing what we can do next, maybe with college students.

Thank You Mick for your passion and expertise in sharing our STOP Think! Programme
Showing the difference it can make to so many across our business and our communities.





Nominated for “**Bridges Award for New Life**” Markyate Footbridge Collaborate and Considerate Refurbishment

Good luck to our Markyate Footbridge Project Team whose refurbishment scheme has been nominated for the “Award for New Life” for the sustainable solution that has extended the life of this valuable heritage asset.

Public consultation strongly influenced the decision to refurbish the bridge and the continuous involvement of the community and Local Councillor was important to the success of the scheme.

The design was developed through Hertfordshire County Council, with early contractor involvement with ourselves and specialist partners USL, Techjoint and APA Concrete Repairs.

Attention to detail in the WSP-Arup design has improved the durability and performance of the reinforced concrete structure, offering a low-carbon solution whilst maintaining heritage and responding to community aspirations.



Markyate Footbridge 1958



Markyate Footbridge 2020

A commemorative plaque celebrates the memory of Frank E Savage who campaigned for this important bridge to safeguard the residents back in the mid-1950's. The beautifully refurbished structure was officially opened by his daughter who still lives in the village and very fittingly the bridge is now named after her.

The Awards will be presented at the Bridges 2021 e-Conference on May 26th and 27th and we look forward to hearing good news!



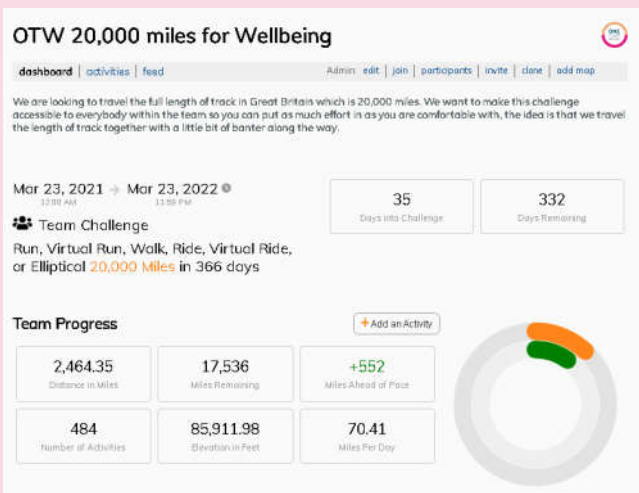
Sharing our Successes

May 2021 - STOP Think!



OTW 20,000 Mile Challenge

Our One Team Wessex have set up a new team wellbeing challenge to travel the full length of railway track in Great Britain, which is 20,000 miles, using whatever means they choose - walking, running, cycling, cross fit training, climbing the stairs, anything that can be measured and is in addition to any normal exercise.



So far 36 of the team from Osborne, Network Rail and Arcadis have signed up for the challenge. They are using "Challenge Hound" which works alongside Strava to record daily exercise and have set themselves the challenge of completing the 20,000 miles before Christmas. To date they have completed some 2,500 miles out of the 20,000 miles and experienced some fantastic scenery along the way.

Thank you to Simone Wyatt, James Buckley, Ben Wilcox and Samantha Mitchell

For this great initiative to improve the physical and mental wellbeing of your teams. Please do keep us informed of your progress!

Wellbeing Wednesdays

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

www.railwellbeinglive.co.uk

This month they are supporting Mental Health Awareness Week with a topic of "mental Health and Connecting with Nature".



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

Please subscribe to these sessions through the Rail Wellbeing Live website as linked above.

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



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Community Integration and Commitment to Excellence Lower Kings Road Bridge Heritage Renovation



Our team working at Lower Kings Road, Berkhamsted recently completed their heritage style renovation of the single span steel road bridge over the Grand Union Canal, receiving great feedback from many in the local area. They worked with Hertfordshire County Council and the local community group to ensure that the renovation would enhance the town and be enjoyed by all for many years to come.

The refurbishment and strengthening scheme was to carry out steelwork repairs, rebuild the brickwork pilasters, install a new waterproofing system, resurface the carriageways and footways and protect the structure by repainting.

Access to the structure required a temporary closure of the canal below, to allow the installation of pontoons and a comprehensive scaffolding and encapsulation to allow for preparation and painting of the bridge steelwork.





BERKHAMSTED CITIZENS

Sirs,

I wanted to extend a really warm thankyou to your company, but particularly Jon Miller and Dean Donnerly.

I have worked with these two members of your staff on two occasions 'Ravens Lane Bridge' and 'Lower Kings Road Bridge' both in Berkhamsted.

They have both been quite outstanding in their commitment to excellence and concern for the community.

Thank you so much

Lindy Weinreb
Chairman – Berkhamsted Citizens

As the project progressed, it became apparent that the deck required fully replacing, and the collaborative team worked together to develop a buildable solution that worked around the restriction of only being permitted to close one road lane at a time.

The team worked tirelessly to include these additional works within the original programme, hence ensuring that the canal could be reopened as planned with no further disruption to the boating community.

Like Ravens Lane Bridge that was completed last year, the bridge was painted in a heritage style with the help of the local community and Berkhamsted Citizens Group. The bespoke hand painted canal art plaques were produced by a leading "Canal Art" expert to reflect on the heritage of Berkhamsted Port and history of the local area.

This incredible transformation shows what really can be achieved to benefit the local community.

Congratulations to the Whole Team.

For delivering the difference that makes us Osborne - demonstrating what vision, collaboration and first-class delivery can achieve. You should all feel very proud!



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A Portfolio First! Duo of LUL Quality Benchmark Awards Ickenham and Debden Stations - Step Free Access



Enormous congratulations to our teams at Ickenham and Debden Stations who were the first sites in the London Underground Renewals and Enhancements Portfolio to have achieved the LUL Quality Benchmark Award.

The standards set by the customer are very high and this is a fantastic achievement. This is the second significant award that these sites have received, adding to the Beacon Status that was awarded last year for their commitment to improving and maintaining high standards of health and safety.

The LUL Quality Benchmark is only awarded to sites which are setup and managed in a way that provides confidence of getting things right first time; reducing errors and misunderstandings, reducing incidents and accidents, and encouraging good practice.



Ickenham (Top) and Debenham (Below) Site Teams receiving Quality Benchmark Award from LUL Representative.



What Good Looks Like

May 2021 - STOP Think!



The Quality Benchmark Site criteria are based on the basic standard requirements for achieving project quality performance on site and the assessment process examines in detail the practical approach to a wide range of topics to measure performance and standards.

The award process helps sites to deliver works efficiently by getting them right the first time, every time also performing efficiently at speed without compromising safety and quality.



Our Ickenham Team were also previously complimented by the ORR for their demonstration of excellent risk control and for their understanding of the impact of works on the operational railway; and the Debden Team were also recommended as being a good example for others to learn from for their Covid Secure measures.

Congratulations to the Project Teams including our customer and our valued suppliers, for working together to achieve these great awards.

Given the enormous volume of work undertaken by the LUL Renewals and Enhancement Team, this is an amazing achievement of which you should feel very proud; supporting the Mayor of London's commitment to a greener, fairer and healthier transport strategy for London.

The Step Free Access Scheme at Debden Station is our first of four underground stations that has now opened for use by the travelling public, enabling those with accessibility needs to use the station and the wider transport network with greater ease.



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Improving Health, Wellbeing and Sustainability White Hart Lane Organic Vegetable Plots



At White Hart Lane, Swindon some keen gardeners within our team have taken it upon themselves to make the most of the available compound space and create several vegetable and flower beds. They have used recycled timber and stone to build the raised beds around the Gatekeeper's Cabin and are planning to grow broccoli, cabbage, courgettes, and tomatoes along with assorted herbs and flowers – all without using any sprays or additives.

Don Herring and Marion Dobre of Hercules have been instrumental in getting the scheme off the ground along with Osborne's Simon Mace who has provided the soil and seeds and Adrian Harper. Don is a very keen gardener and has used some of the space available in his gate house to plant seeds and will be offering his invaluable expertise to ensure a bumper crop of delights. The team are planning to sell their produce, with all proceeds being donated to charity.

Congratulations and Thank You to Don, Marion, Simon and Adrian for this great initiative.
Supporting the physical and mental health of your team in a way that benefits the environment and charitable causes.

Has your site got a little unused space? If so, why not consider how you can support the biodiversity of the area, or use flora to provide a habitat for many different species.



Consideration Excellence and Public Compliments A46 Binley



Enormous congratulations to our A46 Team who recently had their first Considerate Constructors Audit, scoring a very impressive 43 / 50 with the inspector commenting that;

“the initial impression of the site area was of an excellent standard”.

All five key areas were scored as either exceptional or excellent, with the inspector noting the exceptional work to support and contribute to the local community and the excellent environmental compliance by well-planned works and monitoring. The team's exceptional effort to apply Covid secure measures to ensure a safe working environment for all was also noted.

Their consideration is not only being noticed by the Considerate Constructor Inspector, they recently received a lovely email from a member of the public, congratulating them for doing great job;

“I live in Binley... some nights I can hear the work been done but it's not bad at all, it doesn't disturb me or keep me awake. I think they are doing a great job. Whenever I use the A46 the traffic is always moving... it will definitely be worth it in the end. They also seem to be getting the job done fast so a big 👍 to everyone involved great work.”

Congratulations to the WHOLE team!

For receiving great feedback and receiving the Certificate of Excellence as a Considerate Constructor. You should feel very proud.

The A46 team have produced their April 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 April Newsletter](#)





Mental Health

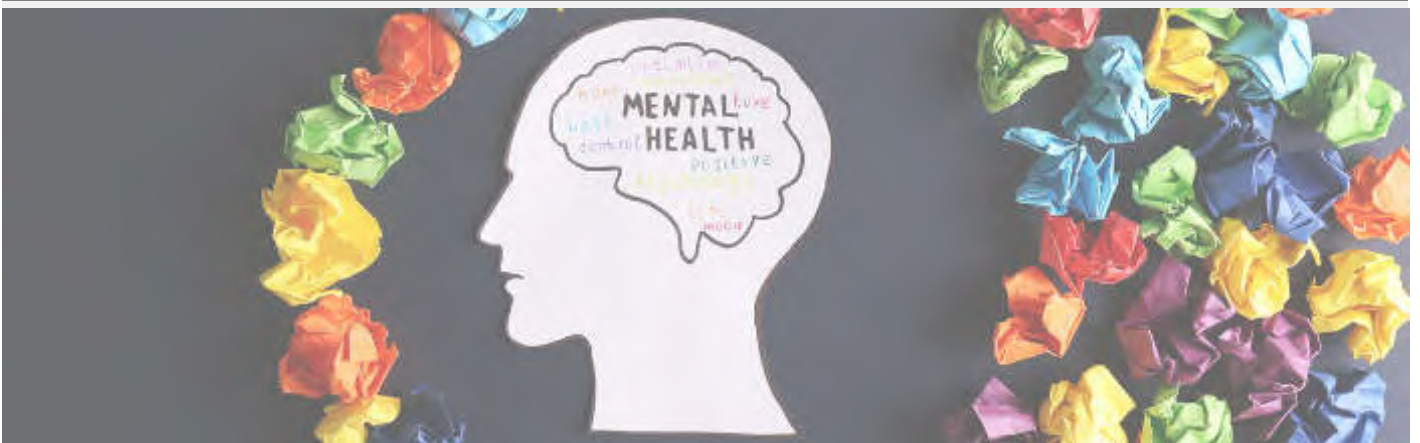
May's Health and Wellbeing topic is mental health, in association with Mind and the Mental Health Foundation.

More than **925 Million people** are affected by mental health issues worldwide.

Nearly **6 people in 100** experience a common mental health issue such as anxiety or depression in any given week.

More than **6 people in 100** have attempted suicide.

More than **7 people in 100** have self-harmed at some time in their lives.



Living with a mental health condition can affect many aspects of daily life, from your physical health to your home, your work and managing money.

Please do visit the Mind and Mental Health Foundation websites where you can find help about treatment, understand your rights or reach out to other sources of support.

Mind

Your Mental Health

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

[Health and Wellbeing Calendar 2021](#)

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



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www.osborne.co.uk



MENTAL HEALTH

8 WAYS TO KEEP YOUR MIND FIT AND HEALTHY

PPH HEALTHCARE
redefining healthcare

Just as you would take the pressure off a sprained ankle, it's important to find ways that help you recover from periods of stress. The side effects of stress tend to build up over time and can eventually start to have a negative effect on our health and how we function and deal with our daily routine.

Which is why it's important that we recognise the signs of stress early.

Here are eight great stress management tips for when you do need to help your mind stay fit and healthy.

1 A STRESS DIARY

is a good way to identify pressure points in your life. By recording what triggered the stress, how you felt at the time, how you acted and how you felt afterwards, you can start to see a common theme and pattern appear.

2 REGULAR EXERCISE

can reduce the effects of stress and releases the tension that builds up during the week. Whether it's running, walking, swimming or digging the garden, as long as it's regular exercise you'll benefit from it.

3 RELAXATION

can come in many forms – whether it's listening to music, reading, walking the dog, sitting quietly in a room or spending time with loved ones, the important thing is making the time to relax.

4 A HEALTHY WELL-BALANCED NUTRITIONAL DIET

will help you maintain your energy levels and have a clear mind throughout the day.

5 SLEEP

is important as it allows your body and mind to recuperate, allowing you to be more alert and productive during the day.

6 AVOID CRUTCHES

such as caffeine, sugar, alcohol and cigarettes. They're quick fix remedies and won't help solve your problems.

7 MAKE POSITIVE LIFESTYLE CHANGES

Delegate responsibilities at home or at work. Make a realistic list of the things you're trying to achieve and allow enough time to complete them.

8 TALKING TO SOMEONE

and sharing your concerns with others can help you to cope better; it may simply be talking to your partner or a friend. For some people talking to a trained professional such as a counsellor or psychologist can be helpful.

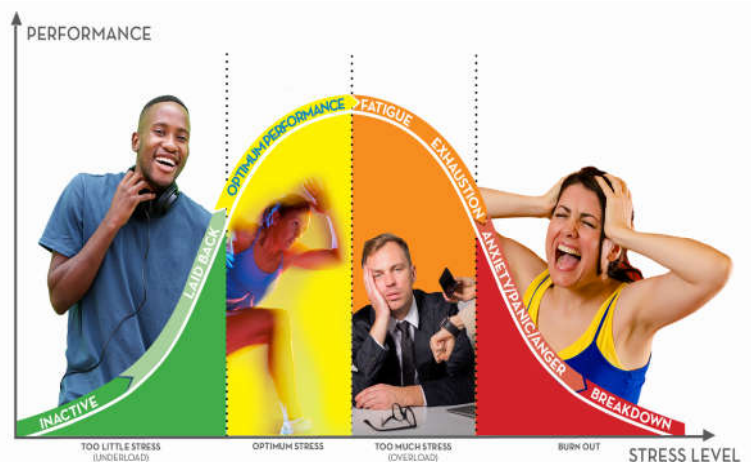
Helping you manage mental health at: axapphealthcare.co.uk/mind-health



Stress and Productivity

The relationship between stress and performance is not linear. Both too little and too much stress can be detrimental to productivity. There are things we can all do to manage stress better and prevent impaired performance;

- **Physical**
Our mind and body are closely linked. Releasing tension in our body can also help to reduce mental tension.



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- **Social**
Our social support networks provide a buffer against the effects of stress. Taking time to invest in social networks can help protect us from the impacts of stress on our mind and body.
- **Mindset**
What we focus our attention on and how we perceive events impacts how stressed we become. Taking time to re-train our attention can be a helpful stress busting technique.

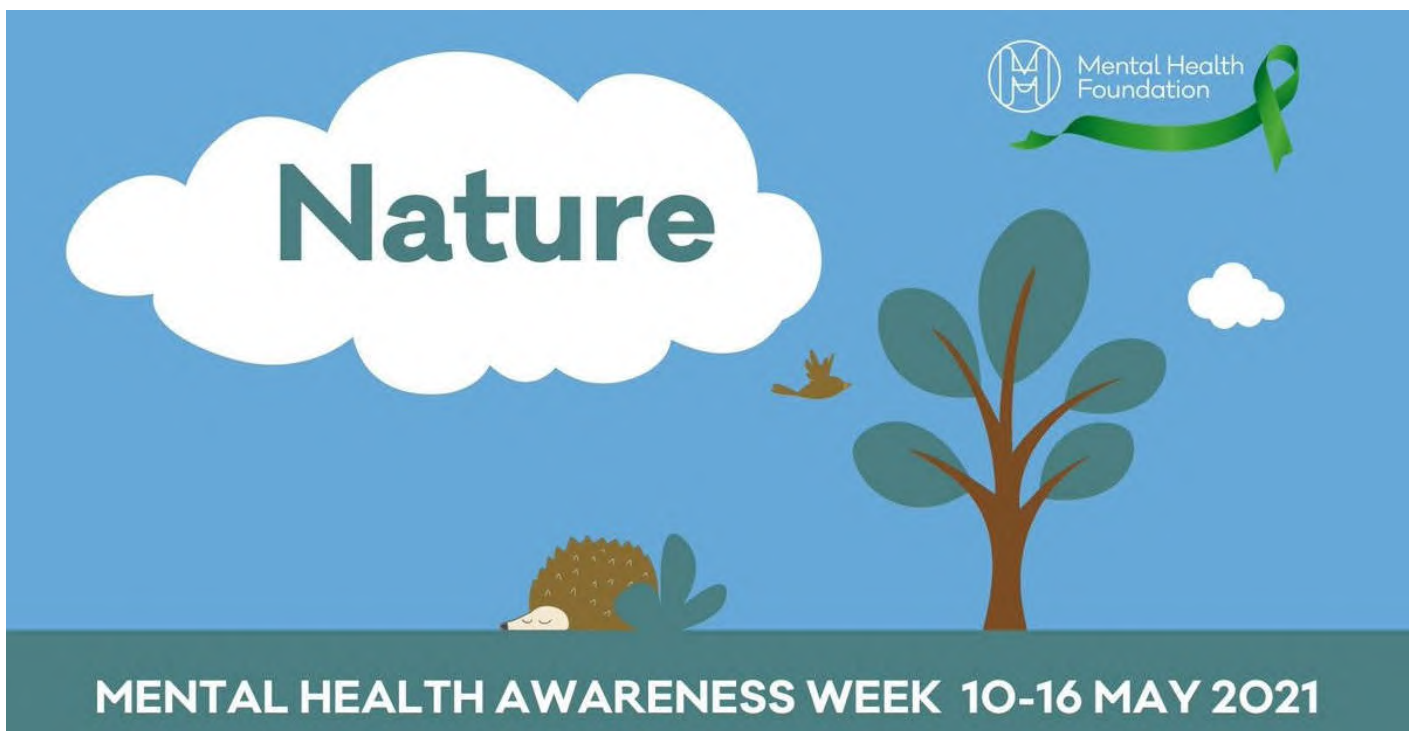
- **Breath**
Learning to breathe more deeply can make you feel calmer and increase your sense of wellbeing. You can use this technique anywhere and anytime you feel your stress level rising or need a moment of calm.

Visit the NHS website for more information on reducing stress;

[NHS Stress Anxiety Depression](#)



Mental Health Awareness Week 10 – 16 May 2021 Connect with Nature



The Mental Health Awareness Week takes place from 10 – 16 May 2021 and this year is focussing on "Connecting with Nature."

During the long months of the pandemic, millions of us turned to nature, and research from the Mental Health Foundation showed that going for walks outside was one of our top coping strategies.



Look After Yourself & Each Other

May 2021 - STOP Think!



Websites sharing wildlife footage saw an enormous increase in viewings and wider studies also found that during lockdowns, people not only spent more time in nature but were also much more observant.



Nature and our Mental Health

During Mental Health Awareness Week 2021, the Mental Health Foundation will be evidencing the powerful benefits of nature on our mental health and examining nature's

unique ability to reduce stress and increase our empathy and creativity so please;

- ✓ **Experience Nature:** Take time to recognise and grow your connection with nature in your daily life. You might be surprised by what you notice!
- ✓ **Share Nature:** Take a photo, video or sound recording and share these to inspire others.
- ✓ **Talk About Nature:** Use the resources from the Mental Health Foundation website to discuss how you can help encourage people to find new ways to connect with nature.

For more information about this year's Mental Health Awareness Week visit;

[Mental Health Awareness Week 2021 - Connect with Nature](#)



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Supporting You - AXA Stronger Minds

If you are a member of our AXA Private Healthcare Scheme you have direct access to the mental healthcare support that is most appropriate for you.

The AXA Stronger Minds pathway gives prompt and direct access to the mental healthcare support that is most appropriate for you. You only need to make one call to start treatment; without the need for a GP referral.

If you do not qualify for this benefit, you can get free and confidential advice by contacting our Employee Assistance Programme who can assist you with a wide range of problems including health, financial and legal advice. Alternatively, we have many "Mental Health First Aiders" around the business you can talk to.



For full details please see **ATLAS** and head to the **SHE and Sustainability Section**.



Take Notice - 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. May's way to wellbeing is to **Take Notice**.

Reminding yourself to **Take Notice** can strengthen and broaden your awareness of what is taking place in the present, directly enhancing your well-being and helping you to appreciate what really matters to you.

Be curious, remark on the unusual, notice the changing seasons.
You don't notice how much you don't notice until you start noticing the things you have not been noticing!



Toolbox Talk - Lyme Disease



Infrastructure Projects Southern Toolbox Talk

Lyme Disease

28 March 2019

Lyme Disease



Lyme disease is a bacterial infection, passed on to humans by infected ticks. While it's difficult to estimate the total number of UK cases, they are understood to have increased more than fourfold in the past 10 years. The peak season is **April to October**, though they are active all year.

What are the symptoms?

- A high temperature or feeling hot and shivery
- Headaches
- Muscle and joint pain
- Tiredness and loss of energy
- A red, circular skin rash around a tick bite, which usually appears up to 30 days after being bitten by a tick. It can also look like a bullseye.



Some people with Lyme disease develop more severe symptoms months or years later. This is more likely if treatment is delayed.

These more severe symptoms may include:

- Pain and swelling in joints
- Nerve problems – such as pain or numbness
- Heart problems
- Trouble with memory or concentration.

How to remove a tick

1. Use fine-tipped tweezers or a tick-removal tool
2. Grasp the tick as close to the skin as possible
3. Slowly pull upwards, **taking care not to squeeze or crush the tick.** Dispose of it when you've removed it
4. Clean the bite with antiseptic or soap and water.

How to avoid tick bites



There are no vaccines to defend against the tick-borne disease. Therefore, the best defence is to avoid being bitten.

To reduce the risk of being bitten:

- Walk on clearly defined paths to avoid brushing against vegetation where ticks may be present
- Wear light coloured clothing so that ticks crawling on clothing can be spotted and brushed off
- Use an insect repellent that can repel ticks and prevent them from climbing onto clothing or attaching to skin (always follow the manufacturer's guidance)
- Wear long trousers and long-sleeved tops to reduce the direct exposure of ticks to your skin.

More information

- Visit the [Lyme Disease Action](#) website.
- Public Health England – [Be Tick Aware toolkit](#)
- BBC News Article: "[I had to have heart surgery after a tick bite](#)"
- [The Big Tick project](#) – raising awareness about the dangers of ticks and tick-borne disease in the UK.

Contact us: shield@networkrail.co.uk



Toolbox Talk - Great Crested Newts



Infrastructure Projects Southern **Toolbox Talk**



Great Crested Newts

03 May 2016

Did you know?

- **Great crested newts and their habitats are protected by law**
- The great crested newt is the largest and the rarest of the three species of newts found in the United Kingdom
- Numbers have been declining rapidly over the past 30 years due to loss of habitat



Where can they be found?

- Ponds and very slow moving watercourses (spring to autumn)
- Woodland, scrub, hedgerows, rough grass land, piles stone/ballast and derelict sites surrounding ponds and watercourses

Why does this matter?

- It is an offence to intentionally or recklessly kill, injure, capture, trade or even to disturb a great crested newt
- Or to damage, destroy or obstruct habitats where great crested newt live or breed

This could lead to a fine of up to £5000 per newt and/or up to six months in prison.

Do

- ✓ If you think that you have seen a great crested newt then stop work and report this to your supervisor
- ✓ Keep a careful look out when moving logs, stones or rubble or clearing a site near to ponds as these are favourite habitats for great crested newts

Do not

- ✗ Try to touch or otherwise disturb any great crested newts you come across
- ✗ Move log piles or rubble on site if great crested newts are present.

This and other toolbox talks can be downloaded from:

www.southernshield.co.uk

For further information please contact a member of your Environment Team





SHE Performance Summary – April 2021

| Improvement Opportunities Frequency Rate (IOFR) the Current Rolling IOFR is: 3.06 (Target of 2.5 per 1000 hours worked) | | | |
|--|----------|---|--|
| Accident Frequency Rate (AFR) Days since the Last RIDDOR Accident: 83 The Current Rolling AFR is: 0.13 against a threshold of 0.01 | | | |
| Service Strike (SSFR) Days since the last Service Strike: 21 The Current Rolling SSFR is: 0.39 | | | |
| April Total Number IOs 445 | | April No. Safety, Health & Environmental IOs 395 | |
| April No. Business IOs 50 | | | |
| Reference Number | Date | Project | Description |
| Injury | | | |
| 11232021-28-04 | 28/04/21 | OTW GEO Crewkerne West Embankment | Whilst using a 4" grinder to cut gabion basket wire, an operative sustained a cut to his knuckle. Attended hospital to get wound checked and dressed. |
| 11262021-29-04 | 29/04/21 | A46 Binley | A skip lorry driver was hooking up a loaded skip. A nearby excavator moving pipes struck another skip which caused the driver to be momentarily trapped between that and the skip he was hooking up. Attended hospital for checks and released the same day with bruising. |
| Service Strike - Water | | | |
| 10982021-06-04 | 06/04/21 | A46 Binley | Machine tracked over water main hydrant causing water leak from damaged valve. |
| 11092021-16-04 | 16/04/21 | A46 Binley | Watermain struck by an excavator, causing damage to the pipe and a significant water release. |
| Environment - Spillage | | | |
| 11002021-07-04 | 07/04/21 | OTW E&P Pkge 1 - HV Switchgear | Oil spillage from oil filled cable whilst renewing it. The mineral oil seeped out of the cable onto the ground. Spill kit deployed and contaminated soil removed. |
| Near Miss / Close Call | | | |
| 11022021-09-04 | 09/04/21 | Tonbridge - Rail Services Project | Operative observed standing in a dumper bucket to cut the bottom of a bag. Works stopped, re-briefing held with operatives and D&A testing carried out. |
| 10972021-06-04 | 09/04/21 | A46 Binley | Operative observed moving cones to open works access without authorisation or training. |
| Theft | | | |
| 11012021-07-04 | 07/04/21 | OTW E&P Pkge 1 - HV Switchgear | Theft from site compound tool vault of petrol powered disc cutter and red diesel. |





Improvement Opportunities

April IO Statistics

During the month of April the level of engagement with the IO System has again reduced when compared to last month and the same time last year. Improvement Opportunities are critical to our learning culture and to ensuring everyone returns home safely every day. Please do continue to submit your IO's and thank you for recognising the importance of your continued engagement. The IO panel noted secure access points and fencing around sites to be trending as an issue, along with people / plant interface hazards which remains one of the biggest risks that we face on our projects.

Top Projects in April

- Gade Valley Viaduct 57
- A46 Binley 54
- White Hart Junction 33
- Crewkerne West Embankment 30
- Woking Cutting 30

Top IO Originators in April

- Hakeem Ali 54
- Jon Blackman 30
- Brian Cooper 26
- Cam Jones 23
- Simon Mace 22

Top Suppliers in April

- NW Rail 5
- Randstad CPE Ltd 2
- Suttle Projects 2
- Whitehouse Electricals 2
- Deploy (UK) Rail 1

Top SHE Categories in April

- Site Housekeeping 71
- Access / Egress / Site Security 54
- Site Welfare 41
- Moving Plant & Machinery 18
- Personal Protective Equipment 18

Infrastructure Improvement Opportunities

| Month | Total No. IOs | Total No. People Raising IOs |
|---|---------------|------------------------------|
| February | 823 | 136 |
| March | 754 | 119 |
| April | 445 | 95 |
| How many did your site submit last month? | ? | ? |



Safety Alert

A serious incident has taken place



On track plant collision

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

Ref: NRX21-06

Date: 03/05/2021

Location: Near Billericay, Anglia, Eastern region

Contact: Lewis Robinson; Head of Health Safety & Sustainable Development Eastern Capital Delivery



Overview

On the 2 May 2021 at around 07:00, the Machine Operator of a Mobile Elevating Work Platform (MEWP) Road Rail Vehicle (RRV) suffered injuries when the basket of the MEWP in which they were traveling was struck by the jib of a 360° crane RRV which had been travelling behind it.

The Operator was trapped and had to be freed by emergency services, suffering injuries that are potentially life changing. The Controller was uninjured.

Both the Operator and Controller who were travelling in the cab of the 360° crane RRV were uninjured.

The collision occurred as the vehicles were travelling within an Engineering Worksite, to their off-tracking location.

The incident is currently under investigation by the Principal Contractor, RAIB and ORR. A Safety Bulletin will be issued once further learning is identified.

Discussion Points

- Are arrangements in place to maintain adequate stopping distance between RRV's when traveling? How are these monitored?
- How are safe travel speeds determined and communicated?
- How is the risk of Operators losing concentration, for example through distraction or fatigue, minimised?
- What is the role of the Plant Operations Scheme Representative in making sure these controls are effective?
- What is done to make sure risks from the way a possession is planned, for example gradient, worksite length or long travel distances from the Access Point, are identified and minimised?
- When is it appropriate for a Machine or Crane Controller to ride in an RRV? Why might they choose to travel in a RRV at other times and what is done to prevent this happening?

Part of our group of Safety Bulletins

Safety Alert

Safety Bulletin

Safety Advice

Shared Learning



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Safety Alert

A serious incident has taken place



Fire on tamping machine

Scope: **All Network Rail line managers, safety professionals, accredited contractors and Entities in Charge of Maintenance (ECMs)**

Ref: NRX21-05

Date: 28/04/2021

Location: Dunton Green (Kent)

Contact: [Malcolm Miles](#), Network Technical Head - Plant



Overview

At 05:29 on 23rd April 2021, a Matissa B41 Tamper suffered a major engine compartment fire causing disruption to train services between Orpington and Sevenoaks. The line was blocked and an Emergency Switch Off (ESO) was implemented to enable the Fire Brigade to attend the scene. Thankfully there were no injuries as a result of this incident.

Whilst it is too early to identify the exact cause of the fire there are some similarities to an engine compartment fire that occurred on another B41 Tamper around 3 years ago. The fire risk is not restricted to Matissa B41 Tampers, the potential exists for any item of rolling stock or On-Track Machine with an enclosed engine room.

Discussion Points

- Are maintenance regimes adequate to address the potential fire risk.
- Are regular inspections carried out to check the condition, security and integrity of all electrical connections in engine rooms.
- Are regular checks carried out on all hydraulic hoses in engine rooms.
- Are all hoses and electric cables routed away from potential risk areas whenever possible.
- Are all hose leaks in engine rooms addressed as soon as they are identified.
- Where fitted, is the fire suppression system tested on a regular basis.
- Are all sources of high heat which could cause combustion clean from fluids/debris such as engine manifolds and turbo pipe exhaust outlets.

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RDPN WHSE Incident Alert Information



| | | | |
|------------------------------------|---------------------------|-----------------------------|--|
| Sector | Highways - Transportation | Framework / Contract | RDP North – Scotswood to North Brunton |
| Date & Time of Incident | 17 February 2021 | Incident Type | LTI |
| Location of Incident | A1 Jct 77 | Alert Completed by | RDPN SHE Team |

1. Outline of Incident

On the 17 February 2021 at 4am, a drilling contractor was undertaking a drilling operation within the central reservation of the A1 at Junction 77. At the time of the incident a piling operative/spanner man (IP) was removing casings from the drilling rig. Following the removal of the casing, the IP reported that they incurred an injury to their back to the frontline supervisor. The IP attended hospital and was diagnosed with a torn latissimus dorsi and was off work for two days.

Investigation findings:

- It is accepted industry practice for an operative to handle casings.
- The risks associated with lifting, handling and carrying of the casings were not identified in the risk assessment.
- The IP had not received suitable manual handling training.

2. Photographs



Photo of the drilling rig

Photo not taken at the time of incident



Photo of the casings

2m in length, 110mm diameter and 50kg in weight

3. Lessons Learnt

- Manual handling risks associated with the casings were overlooked by the RAMS author as well as not identified during the RAMS review process.
- Industry wide lessons learnt include investigating if design changes or machine / equipment changes / additions can be introduced to reduce the manual handling. Drilling contractor are to trial mechanical grab arms at their depot in a safe controlled environment to see if there is a further solution to the reduction of manual handling.



Confidential



Employer and Contractor of Choice



Safety Alert

A recent accident occurred on the A38 which resulted in a RIDDOR reportable specified injury.

On Monday 22nd March the Injured Person (IP) had parked their van within a closed layby, upon exiting they walked towards the site storage container which was placed on the verge. Upon stepping onto the verge, the IP tripped on the kerb and landed on his right hand, the IP was immediately taken to the local A&E where they received an x-ray and a diagnosis of a hairline fracture to their wrist and a broken thumb. The IP has returned to light duties as of 30th March.



The investigation found that the IP had suffered from a momentary lapse in spatial awareness, but other potential contributory factors were considered which are discussion points for other sites.

- Housekeeping – The site itself had a good level of housekeeping at the time of the incident and looking back through site inspection history had a good level throughout the duration of the project.
- Risk Assessment – The site team had identified the risk of slips, trips and falls and appropriate control measures had been followed, going above and beyond in the woodland area by installing rubber matting to reduce the likelihood of an incident.
- COVID-19 Vaccination – The IP had received their COVID-19 Vaccination on the Saturday prior to the incident, although they were not feeling any effects from the vaccination, individuals have been reacting differently and this could be a potential factor for others.

| | | |
|-------------------------|--|-------------|
| Date Issued: 01/04/2021 | Doc No: R&W-G-FM Doc Name: Safety Alert | Page 1 of 1 |
| Uncontrolled if Printed | | |



SHE ALERT

SHE H186 A 2021 Hazardous Tree Removal.
Issued by: Kier Highway SHE Department
Date: 26th March 2021



Hazardous Tree Removal

On the 1st March during night works to remove hazardous trees on the A38, an incident took place. This didn't result in any injuries but damage to a vehicle driven by a member of the public. The incident clearly had the potential to be of a more serious nature and it was luck that prevented this from being the case.

During the cutting of a multi stemmed poplar tree the final section did not behave as expected as the centre of the tree had become a pulp like substance.

As the operative placed his second cut into the trunk, the tree pivoted on its hinge and fell into the carriageway. The single lane closure was not enough to contain the full height of the tree.

The tips of the branches entered the live lane and was struck by a passing HGV causing damage to the front of the vehicle. The branches that struck the vehicle were no more than 4cm thick.

The incident was quickly dealt with and the tree was removed from the carriageway.



Further Detail

- The works were appropriately supervised, and the work area was well lit by a lighting tower and operative's head torches.
- The works were being carried out in-line with the approved safe system of work.
- The tree had been identified as hazardous, though the full extent of the issues was not known, and the report was dated 2019.

Actions to Prevent a Recurrence

- Tree works have currently been suspended on the network.
- As a result of the incident and investigation, a new procedure has been introduced which involves the measurement of trees before felling to determine the adequacy of the control measures are being implemented.
- This is a learning opportunity for businesses involved in tree work planning and delivery.



H&S IN
31/03/2021

amey Sir Robert McALPINE

H&S IMMEDIATE NOTIFICATION – Piling Rig Concrete Delivery Pipe Failure

| | | | |
|----------------------------|---|---------------------|-------------------|
| Project/office: | M6 J19 | Incident category: | Near Miss |
| Business Unit: | Civils | Potential severity: | Fatal |
| Date and time of incident: | 30/03/2021 Various <input type="checkbox"/> | H&S category: | Plant & Equipment |
| Alert author: | Tony Rigby | Work activity/trade | Piling |

What happened?

- During the installation of the very first pile, the section of steel pipe that connects the concrete supply line into the top of the auger failed.
- The supply line, laden with concrete, subsequently fell 8m to the ground.
- Fortunately, the supply line fell away from the rig operator who was stood adjacent to the auger

Immediate action(s) taken by project:

- Works stopped immediately (including the other piling rig working on the site)
- Investigation commenced with the focus on understanding the 'chain of custody' on the pipe section that failed

Immediate action(s) required by other projects/contracts:

- Inspect all fabricated sections of concrete supply pipe sections for signs of repair / poor welds
- Contact owner of piling rig and ask them to confirm what inspection / testing is done on such sections
- More information to follow once investigation is concluded

Discussion points for related projects/sites:

- These sections of supply pipe are subject to considerable load when the piling rig moves from one location to another
- Ensure that components that connect one piece of equipment to another are subject to routine periodic inspection and testing – seek manufacturer / supplier advice on frequency and method
- Do you know if / how these periodic inspections and tests are undertaken?

Location of section of pipe that failed



Swan neck arrangement of pipe that failed



Safety Bulletin



Exposure to Asbestos Containing Materials (ACM)

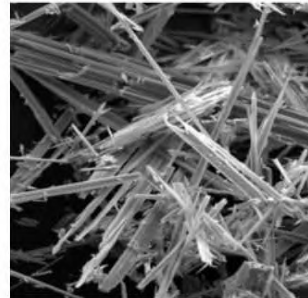
Issued to: **Network Rail line managers, safety professionals and accredited contractors**

Ref: NRB21-03

Date of issue: 16/04/2021

Location: Lords Covered Way tunnel near Marylebone, London

Contact: [Neil Jones](#), Regional Engineer, Buildings and Civil



Overview

On 6th January 2021, an operative was installing temporary lighting in Lords Way Tunnel, near to Marylebone Station and whilst doing so, drilled into asbestos containing material (ACM).

When ACM is disturbed, asbestos fibres can be released and if inhaled can cause ill health such as Asbestosis, Lung Cancer or Mesothelioma.

In order to reduce the risk of exposure to asbestos, it is imperative that the correct processes are followed to identify assets that contain (or presumed to contain) ACM and to suitably plan, organise and deliver the work.

When planning the work, you must:

- Check the Asbestos Risk Management System (ARMS) for the potential presence of ACMs.
- Presume that asbestos is present where there is no survey data to show otherwise.
- Communicate clearly the presence of ACMs to **ALL** involved in the planning and delivery of work.
- Ensure a safe system of work is in place.
- Stop work immediately if asbestos is discovered, or thought to be present after work has started.

The location of known asbestos at Network Rail infrastructure can be found in the ARMS Database. ARMS can be accessed here: <https://arms.networkrail.co.uk/>.

A username and password for ARMS can be obtained by following instructions on and from the above link.

A guide to using the system can be found under 'useful information' on the homepage screen once logged in.

More guidance is available in [NR/L2/CIV/168](#) (Issue 1) Asbestos Management.

Discussion Points

- Are you up to date with your Asbestos Awareness eLearning?
- If you control site safety, access to buildings or are liable to disturb asbestos during your work, are you aware of the Asbestos eLearning available? These include asbestos Non-licensed Works training, and the imminent release of Enhanced Awareness training.
- Have you got ARMS log on and can you effectively navigate the system?
- Does your process for planning ensure the provision of all pre-construction information to those who need it?
- Would you know what to do if you suspected your work had disturbed ACMs?
- Non NR employees who control site safety and access to buildings or anyone liable to disturb asbestos during their work should be trained in Asbestos Awareness delivered by an accredited training provider as outlined in [NR/L2/CIV/168](#).
- Should an inadvertent exposure occur, [NR/L2/OHS/157](#) specifies actions to be taken.



Safety Bulletin



Carnforth SMTH irregularity

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

Ref: NRB21-02

Date of issue: 19/04/2021

Location: Carnforth, North West Route, NW&C Region

Contact: [Owen Flanders](#), Principal Engineering (Signalling), NW&C Region



Overview

On 23rd February 2021 an engineering assurance inspection discovered an uninsulated wire had been left in situ for 9 months following internal wire renewals conducted by Network Rail.

It was found that wires were not appropriately recovered or sleeved following the work. It was also noted the signalling diagrams were missing from the location case 5/6A.

The incident is subject to an investigation which will establish the sequence of events that led up to the unsafe condition and any underlying causes.

The incident follows three similar signal testing irregularities in the last 18 months on the NW&C Region and follows a wider national trend. As a result, the following discussion points are recommended:

Discussion Points

- Never undertake any job unless you have been trained and assessed as competent.
- Are you and your team clear on the standards and policy regarding temporary and permanent wire disconnection?
- Have you got a clear testing plan that has been checked? Do you have enough time to work correctly through the plan?
- Whenever making signalling disconnections the tester shall ensure that any bare conductors (e.g. relay spades, ring crimps, etc.) are suitably insulated. This shall be done in accordance with General Instructions to Staff Working on S&T Equipment (NR/L3/SIG/10064), E052.
- When undertaking maintenance remain vigilant and report any defects to your line manager.

Part of our group of Safety Bulletins

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Employer and Contractor of Choice



Safety Alert

A30 Crooked Billet– Street Lighting Cable Strike.

Overview

During pavement resurfacing works, the task was to reduce the ground down to formation level, which included identifying and exposing two charted street lighting cables by use of hand digging, both cables were successfully identified during the CAT Survey and appropriately marked prior to breaking ground.

The gang began hand digging to expose the two cables, with the first cable found to be routed through orange ducting and the second one with no form of ducting or warning tape, both cables were found at a shallow depth (200mm deep from finished level).

The ground was very hard which made the hand dig more difficult, during the process an operative using an insulated shovel made contact with the second cable, piercing the outer sheathing which in turn created a small flash.

The gang immediately acknowledged they had damaged the cable and stopped the work, reported the incident to the CPS supervisor, R&W Safety team and to SSE the service owner. SSE came to site and repaired the cable with a safe and secure joint.

Immediate actions taken

- All elements of this task were stopped, and the area segregated.
- Cable Avoidance Tool quarantined, ready for data to be downloaded.
- Incident procedures were followed with relevant parties informed.
- Service provider notified, and assessment and repair requested.
- A full investigation is currently in progress.



Date Issued: 07/04/21



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Balfour Beatty

Highways – Damaged Street Lighting Cable Template Form: Alert Template

What Happened

Whilst undertaking trial holes to enable UKPN to make connections of two known power cables in the area, an operative using insulated hand tools came into contact with a low voltage street lighting cable, damaging the outer sheath of the cable.



No one was injured in the incident, the operatives were wearing full flame retardant PPE and there was no arcing, sparks or smoke. The cable was not energised at the time of the damage, there was no loss of power and the streetlights were operational in the evening.

Immediate Action Taken

As soon as the cable was discovered, operatives stopped work and informed management of the occurrence. The area was made safe and UKPN were called to undertake a repair. All other ground penetrating activities were suspended, and the investigation commenced.

Key findings:

- Ground penetrating radar drawings had identified the presence of the cable, but these had not been provided to the excavation gang with the Permit.
- A Vacuum Excavator couldn't be used due to restricted access and traffic management conflicts.
- The Genny was not used to accurately identify the street lighting cable (which wasn't energised).
- Air picks/lances were not considered or used as part of the safe system of work.
- Competency of the appointed persons for issuing permits and service location on the ground had not been confirmed.

Actions

- Ensure the relevant drawings are provided and available prior to approving permits
- Ensure that Appointed Persons competency checks are reviewed and confirmed as part of the appointment process.
- Follow the hierarchy of control - and wherever practicable, use vacuum excavation and/or air lances in proximity to services
- Make regular, frequent sweeps of the CAT scanner, always utilising the Genny
- Stop work if anything changes. Consult management and key personnel before continuing.

Document Authoriser: Hanson, Mark

Date of Issue: 19/06/2016



Page 1 of 1 Version: 1.0

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A Balfour Beatty UK Document



Form HSW Notification

| Details of Incident: | Photos: |
|---|--|
| <p>The Incident</p> <p>At approximately 09:10 hours on the 3rd March 2021, an IP (Involved Party) was leaving the materials storage yard in order to relocate to a new working area approximately 7 miles away. As the IP was proceeding, on foot, to their personal vehicle (approximately 100 m away) they positioned themselves behind a stationary grab lorry.</p> <p>The IP's attention was momentarily diverted and at the same moment the grab lorry began to reverse. As the IP turned their attention back to the lorry, it was sufficiently close enough to the IP that they had to take evasive action.</p> <p>Although shocked the IP did not require or seek first aid and there are no reported injuries.</p> <p>On the day of the incident there were multiple activities being carried out, independently of each other, within the materials storage yard area.</p> <ul style="list-style-type: none"> - Team demobilising and moving to new site. - Ongoing Low Loader activities (Transportation of 6no. pieces of plant to new site approx. 7 miles away) - Hiab operations - Grab movements <p>There were three Black Hat Supervisors in the area at / or prior to the incident occurring.</p> <p>A full Investigation has been completed</p> | <p>View of Grab Lorry reversing from CCTV in Low loader</p>  <p>Diagram of layout of Material Storage Yard</p>  |
| <p>Positive Controls / Aspects evident during the investigation:</p> | <p>Key Learning Points:</p> |
| <ul style="list-style-type: none"> ➢ Incident was immediately notified. ➢ Positive communication and action between A14, Walters & Lynch ➢ Remote storage yard closed and all material moved to main compound where there is a permanent vehicle marshal | <ul style="list-style-type: none"> ➢ As the profile of a contract changes e.g. through demobilisation, there is a need to carry out a thorough, documented review of all procedure, process and working practice to ensure that they remain fit for purpose for that period in the Project Lifecycle and are achievable. ➢ Failure to adequately plan or manage logistics activities. ➢ Lack of Controlling mind in place to take control of the area and coordinate multiple activities. |
| | <ul style="list-style-type: none"> ➢ Failure to adequately manage change. |



| | | | |
|----------------|-----------------|------|--------|
| A14 IMS Ref | HSAW-020-FM-008 | | |
| Issue Date | 18/08/2020 | Rev | 9 |
| Document Owner | Wendy Luxton | Page | 1 of 2 |

UNCONTROLLED WHEN PRINTED





Safety Bulletin

Issue no: HS/SB/ 298

Page 1 of 2

SkillSearch On-Line Ref: SB298

Date: 15 April 2021

Near Miss Reports – Lifting Precast Units

This Bulletin is issued to Divisional Directors and Department heads. It must be forwarded to Agents and be communicated to the following:

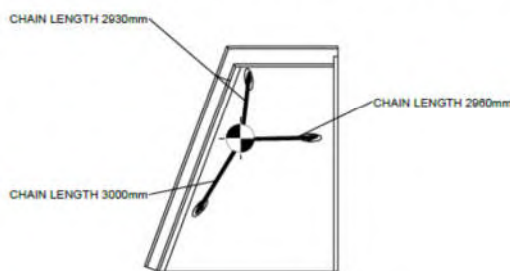
- Planning of lifting operations
- Supervision of lifting operations
- Slings of loads

Summary

- During recent lifting operations issues have been identified with details provided with precast concrete units
- APLs should review all information provided by the supplier to ensure lifting arrangements are suitable and record these on the lift plan
- Slinger-signallers work to the requirements of the lift plan and report any discrepancies to the crane supervisor



Precast headwall sections were procured for installation into the works. The units were supplied with lifting points installed during manufacture. Although the units were successfully unloaded on delivery, when lifting at a later stage a unit had only just cleared the ground when it rolled over and fell on to the wing wall. Exclusion zones were in place, no injuries and no damage to plant.



Plan of a mirror image unit showing sling lengths and CoG

A subsequent review of the lifting arrangements provided by the supplier shows that the centre of gravity for this lift is very close to one of the sides of the triangle formed by the three lifting points.

Any deviation in the slinging arrangement or possibly the slewing movement of the lifting equipment could move the CoG sufficiently to allow the load to topple.



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Safety Bulletin

SkillSearch On-Line Ref: SB298

Issue no: HS/SB/ 298

Page 2 of 2

Date: 15 April 2021

Precast culvert units were supplied to site.

The APL prepared a lift plan for installation of units, calculating the weights at 4.8t and sizing equipment and accessories to suit.

During a site tour, the APL noticed the manufacturers product label on the unit stated a weight of 2.9t. The manufacturer later confirmed 4.8t is correct.

Although no actual incident occurred, it is conceivable that a slinger-signaller might see this label and select lifting accessories too small for this load.



Both precast unit suppliers have been made aware of these incidents and are addressing their issues internally to prevent future reoccurrence.

All APLs and those involved with lifting of any precast units should satisfy themselves that the details provided with the products are suitable and correct and ensure all slinging arrangements are clearly defined on the associated lift plan.

If you have any questions or cannot access Nuttall Hub please contact your Area Health and Safety advisor or alternatively email safety@bamnuttall.co.uk

This bulletin supports the requirements of BAM Nuttall procedure NP1.1: Management of Lifting Operations





ACTION



Safety Alert Safe Use Of Trailers

1 April 2021

Background information

Following two recent incidents on our network involving trailers, decoupling in transit, we have developed this safety alert with the aim of preventing further recurrence and improving our learning from incidents across our Supply Chain.

The below summarises the management arrangements required to be in place whilst using and operating trailers. We ask you to review your existing arrangements and systems of work in relation to the points described below:

Inspection, maintenance and roadworthiness

- Ensure robust management arrangements are in place to manage the safe use of trailers.
- Ensure each and every trailer has been subject to a robust inspection regime carried out by trained and competent operatives.
- Ensure that pre-use checks are carried out and documented including when driver change over occurs.
- Ensure that when coupling onto a vehicle that the vehicle hitch arrangement has been inspected and maintained.
- Ensure maintenance records are in place and kept up to date for each and every operational trailer.
- Ensure the following items are fully operational; braking systems, couplings including secondary coupling devices - all cables and chains, electrical systems including all lighting, tyres are legal and in good roadworthy condition.

Safe Use

- Ensure robust rationale and RAMS for use of trailers – could we transport plant / equipment in another way?



- Ensure that weight limits for the trailer are identified and operatives are fully aware what they are.
- Ensure that coupling devices are used as per manufacturers instructions and secondary coupling devices (chains, break away cables) are used at all times.
- Ensure the correct trailer is used for the correct item of plant or equipment.
- Ensure that plant and equipment being transported is secured correctly to the trailer.

People

- Embed robust controls to ensure only trained competent operatives use trailers.
- Ensure adequate supervision is in place to manage use of trailers.
- Ensure all users are fully trained and competent for the particular type of trailer they are using.

Safe loading / unloading

- Use exclusion zone around trailers whilst loading/off loading and ensure firm level ground is used.

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

HEi222

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

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Environment Agency Warning issued for unauthorised works

Issued to: **Environment and sustainability mailing list**
Ref: ENV21-01
Date of issue: 06/04/2021
Location: England and Wales
Contact: [Katy Beardsworth](#), Environment Strategy Lead
[Natalie Sheldon](#), Legal Counsel



Overview

In March 2021, Network Rail (NR) received a warning letter from the Environment Agency (EA) in response to emergency works on the rail line to Drax Power Station, damaged during a flooding incident, which the EA considered required a flood risk permit.

Under Schedule 25, paragraph 7 of the Environmental Permitting (England and Wales) Regulations 2016 (EPR), NR are permitted to undertake emergency works without requiring authorisation from the EA, provided that further information is submitted as soon as the emergency has passed.

This provision allows NR to undertake necessary emergency works when time is critical and does not allow for the usual permitting process to be followed. Works beyond the scope of emergency works do still require NR to obtain a flood risk permit.

On the incident in question in February 2020, NR notified the EA about the initial emergency works via a telephone call and email, however the scope of the works was extended and the scale, extent and prolonged nature of works fell outside the definition of emergency works.

A flood risk permit was not in place for the subsequent works and the reinforcement of the rail embankment has been considered by the EA to be an encroachment into the designated washland.

The EA has asked that NR clarify with all staff what defines emergency works, and the limitations of the emergency works protocol, so that all appropriate authorisations are put in place. Breach of the permitting requirements may lead to EA enforcement action.

Undertaking unauthorised works which do not meet the legal definition of emergency works (see 'emergency works' definition below) is a criminal offence which carries a maximum penalty of an unlimited fine and up to two years imprisonment at Crown Court.

Functions must be confident that they have an appropriate permit, licensing and consent process in place for all works.

The Technical Authority Environment and Sustainable Development team will develop a guidance note to further support this process.

Discussion points

Definition of emergency works

The legal definition of emergency under the EPR is the risk of:

- serious flooding,
- serious detrimental impact on drainage and/or;
- serious harm to the environment.

Additional legal requirements for emergency works are:

- the activity is not a pre-planned activity, and
- the person carrying out the activity provides the EA with notice in writing as soon as practicable of the activity and the circumstance in which it was undertaken.

Please note that the definition of 'emergency works' may differ under other legislation.

If you have any queries, please contact the Environment and Sustainable Development team via email at SustainableDevelopment@networkrail.co.uk.





INFORMATION



Safety Alert

Failure of a Precast Concrete Coping on a Bridge Deck

19 April 2021

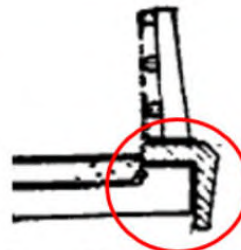
Background information

During a recent bridge inspection, a precast concrete coping was found to have become detached from the bridge above and fallen onto the verge.

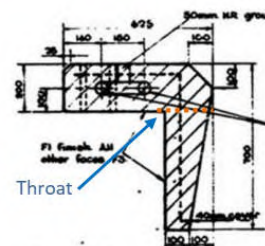
No harm was caused to our workforce or the road user.

A detailed investigation has identified the damaged coping was adjacent to the expansion joint, between the bridge deck and its support. This joint allows the bridge to expand on its support with changes in temperature.

The failure appears to be a result of this joint in the precast coping units closing-up, restricting the movement of the deck and resulting in an increasing crushing pressure between the units. This has then caused cracking to the concrete in the precast concrete coping unit, followed by the lower section of the coping breaking away and falling to the ground.



Parapet Edge Beam / Coping



Precast Parapet Coping



Damaged Parapet Coping



Detached Parapet Coping

Lessons Learnt

- Inspectors should be vigilant and report any signs of restricted movement of the parapet edge beam, local to all bridge deck joints (both expansion and fixed end joints), particularly if precast copings are present.
- During inspections, any evidence of corrosion such as significant rust or water staining, or visual signs of movement of the coping, should be reported as defects.
- If cracking or movement is apparent in the 'throat' of any units, inspectors should consider further special / monitoring inspections, or removal of the copings.

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

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INFORMATION



Safety Alert A47 Guyhirn Junction water supply damage

27 April 2021

Background information

As part of planned site clearance works for the A47 Guyhirn Junction Scheme, a ditch on the edge of the scheme boundary was being cleared using an 8t 360 excavator, with ditching bucket attachment. During the works, an uncharted 25mm black HDPE pipe (high-density polyethylene) private water supply service was damaged. The water supply serviced 4 nearby bungalows built in the 1970s. Anglian Water were alerted and attended site promptly. The repair was fully completed the same afternoon.



Investigation Findings / Initial learning

- A permit had been issued for the works. The water supply was not charted on any utility drawings and was unable to be picked up when the area had been scanned using service avoidance equipment prior to commencement. The utility was also not picked up by the ground penetrating radar, as the ditch was outside the main construction area.
- The utility pipe was sitting within the silt deposits above the ditch invert level and was not visible prior to excavation. Because the colour of the HDPE (high-density polyethylene) pipe was black instead of blue as standard, this made it even more invisible to identify.
- The repairing Anglian Water Engineer acknowledged that this utility was not laid in accordance with current standards.
- Anglian water is investigating the legality and ownership of this utility.



HEi230

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

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