



**OSBORNE**  
INFRASTRUCTURE



MAKE BETTER DECISIONS

November 2021

# Contents

November 2021 - STOP Think!



Section	Page No.
Introduction	
John Dowsett Introduction	3
STOP Think! Moments	
Manual Handling Back Injury	4
Rail Wellbeing Live	
Rail Wellbeing Live Poster	5
Learning Together	
Rail Wellbeing Live – Still Time to Register	6
Net Zero and Carbon Offsetting Lunch 'n' Learn	6
World Quality Week 8 – 12 November 2021	7
Design Shared Learning	8
Improving Safety through Inclusion	8
Are you Prepared for Winter?	9
Preventing Slips, Trips and Falls	10
Hand SOS for Exploited Workers	11
GO LEFT! If you Break Down on a Motorway	11
Highways Safety Hub	12
Sharing our Successes	
Quality Completion at South Parks Garden Footbridge	14
A46 Binley Flyover making Great Progress	14
Improving People's Lives – Liphook Station Access for All	15
Big Milestone Success at White Hart Junction, Swindon	16
Brickendon Lane Open for Road Users Nine Days Early	17
FIR Supply Chain Workshop	17
Lean Maturity Assessment Congratulations	18
Congratulation Period 6 GOLD Rated Sites	18
Congratulations Stripey Stork Fun Runners	19
Highways Safety Initiative Award Congratulations	19

Section	Page No.
What Good Looks Like	
Permatrack Joint Replacement Denham Viaduct Road Closure Success	20-21
Rolling Deck Scaffolding Provides Huge Benefits - Gade Valley Span 3	22-23
What Good Feels Like	
Revitalising Local Business, the Environment and Biodiversity - New River Bridge	24
Look After Yourself and Each Other	
Tiredness and Fatigue	25-26
Address Your Stress	27-28
Mental Health First Aiders	29
November Movement	30
Toolbox Talks	
Deer on the Road	31
Carbon and Climate Change	32-33
Safety Statistics	
SHE Performance Summary September '21	34
Improvement Opportunities	35
External Alerts	
Lorry Loader Stabilisers Fatality	36-38
Track Workers Near Miss	39
Fall when Exiting Vehicle	40-41
Railway Crime in Yards and Depots	42
Smashed Dumper Windscreen Incident	43
PHEV Extension Lead Chargers	44
Bridge Deck Expansion Joint Bolt Failures	45
Use of Reconstruction Photographs	46
Concrete Mix Design Quality Alert	47



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



Hello and welcome to our November STOP Think! Cascade Briefing. It has been a busy month under our new ownership, as we continue to strengthen our leadership team, set up the new Governance structure and create dedicated support functions that are wholly focussed on the needs of our customers and our Business. I have been delighted with the high calibre of the people that we have brought into the Business, and we are already seeing a fantastic energy, ambition and greater diversity of thought, to complement our core long serving leadership team.

We still have a large amount of work to do to complete the transition from Geoffrey Osborne Limited, but great progress is being made. A key sign of success for me at this stage is that our customers, suppliers and the majority of our teams do not see and feel anything different. That will be a great indication that we are making the transition as seamless as possible, which I hope has generally been the case so far!

## Sustainability Agenda

So, COP26 has started this week and the world leaders are focussed on what we can do to halt the climate crisis, with aims for faster decarbonisation, improved resilience, and impact mitigation. As we are all aware, the impact of climate change is wide reaching and of significant consequence. With higher temperatures, we can expect higher sea levels, changes in localised climates, changes in food production, increased incidents of flooding, potential logistical issues for materials and increased energy bills.

As a business we must play our part in building asset resilience and developing innovative solutions to respond to these challenges. I announced the appointment of Cat Cliffe as Sustainability Director in last month's publication. Having Cat within our Board enables us to put some of these issues at the heart of our strategic decision making, as well as driving a mindset that is focussed on implementing innovative, sustainable engineering solutions on our projects.

Cat has spent her first three weeks meeting various people from across our business, as well as some of our customers, and has been analysing how well equipped we are as a business to respond to these climate challenges.

Initial findings are that we have some work to do, but by taking one step at a time, working with our customers, our suppliers, our stakeholders and our own people, we can commit to taking climate change action by:

- Setting up a carbon reduction steering group to identify engineering innovations that can reduce material, energy, and fuel use and consider climate outcomes.
- Implementing the Standard for Carbon Management in Infrastructure, PAS 2080:2016, as a framework for carbon measurement, reduction and solutions; ensuring accurate measurement of our Scope 1 and 2 emissions.
- Identifying some initial offsetting projects that can help reduce our carbon footprint.
- Analysing our design solutions so that they consider climate outcomes at all stages of the project lifecycle.
- Providing skills training and awareness courses with up-to-date information on sustainability including the themes of social value, biodiversity and carbon management.
- Creating engaging resources to support our projects and help with data capture and analysis.
- Providing solutions that consider biodiversity and environmental improvement.
- Supporting our people to think sustainably and provide value to our customers and the communities that we impact.
- Being wholly focussed on the social impact of our works, during the implementation phase as well as the legacy that we leave behind.
- Collaborating with our industry colleagues in the same way that we do with health and safety improvements, sharing learning and best practise and growing together.

It will take hard work and resolve but I am confident that we have the passion, the knowledge, and the experience as a Business and as an industry to make this happen. After all, if we don't seize this moment to make a difference, who will?

Cat and I would be delighted to hear from any of you who would be keen to collaborate with us on any aspect of our developing sustainability strategy. Together we can make the step change required.

Stay safe and well over the coming month.

John Dowsett  
CEO – Osborne Infrastructure Ltd



## Manual Handling Back Injury (No. 158 – 5<sup>th</sup> October 2021)



Rear of Van

### Door Lifting/Handling Accessories



Board/door lifter



Board/door gripper



Gripper in use on door



Air wedges

### What Happened?

A directly employed operative injured his back handling, lifting, and carrying a fire door at a builder's merchant. He was loading it into the rear of his van.

His normal van was being repaired meaning that there was no racking inside the replacement van into which sheeted material or doors can be placed. See image.

It was this lack of racking that caused him to adopt a poor posture when laying the door flat to get it into the van. This poor posture was the primary cause of his injury.

No manual handling risk assessment had been completed.

### Lessons Learned

A manual handling risk assessment has been prepared (part of which is generic) for the collection, removal and fitting of fire doors. This will be briefed to all Osborne operatives by their Site Manager.

### Key points:

1. The Osborne generic manual handling risk assessment will need to be part completed on site to take account of specific conditions at the location e.g., route to be taken.
2. Suppliers must do their own manual handling risk assessment.
3. Fire doors are best lifted, handled and fitted by two persons.
4. Lifting aids and accessories must be used to assist with the movement, handling and fitting of fire doors. See images.
5. Collection/delivery of materials should also be considered part of the task and the point of work risk assessment should be completed to include this.
6. Ensure that racking installed in the rear of vans can receive doors and other sheeted material such as plywood along its long edge in such a way that it aids loading/removal and prevent damage in transit.
7. If materials cannot be carried safely in a hire van due to the absence of racking or other means to secure loads, then please raise this with your line manager.

Finally, please make sure all injuries, near misses and close calls etc. are promptly reported on the SHE hotline on **07971 125180**. Make sure you also inform your line manager or supervisor.

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

Alert No: 158

Last Updated: 05/10/2021



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# Rail Wellbeing Live

November 2021 - STOP Think!



## Rail Wellbeing Live 17 & 18 November 2021

CHOOSE FROM 75 SESSIONS TO HELP YOU LIVE A HAPPIER, HEALTHIER LIFE INCLUDING...



### Look after your mental health

Build resilience in challenging times  
How to build a healthy brain  
Use music to manage emotions



### Fix those aches and pains

Fend off neck and back pain  
Winter stretch workout  
Importance of flexibility/mobility



### Eat well

Ask the nutritionist  
Nutrition for shift work  
Eating well: hacks on the go!



### Sleep well

Sleep well, live well  
Reduce fatigue for shift workers  
Sleep quality: feeling rested



### PLUS...

Addiction | Financial Wellbeing | Menopause  
Prostate Cancer | PTSD/Trauma | Relationships |  
And many more...



Scan the QR code and register for **FREE** today

**Rail Wellbeing LIVE**  
Inspiring healthy lives across the railway

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

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## Rail Wellbeing Live Still Time to Register!



With less than two weeks to go, there's still time to register for your FREE place for Rail Wellbeing Live on 17<sup>th</sup> and 18<sup>th</sup> November 2021.

Don't miss inspirational celebrity speakers that include Fearn Cotton, Paul Merson, Jason Fox, Bryony Gordon, Dr Rupy Aujla and Rebecca Adlington. Plus, lots of experts will be offering practical advice on nutrition, fatigue, stress, self-esteem, aches and pains, financial worries and so much more. View the agenda for the full two days [here!](#)

You will be able to add the sessions you plan to attend to your calendar and for those of you who can't join online on the day, all sessions will be available to watch back on demand! All you need to do is register for the event to get access to the on-demand content.

There really is something for everyone at Rail Wellbeing Live so make sure you sign up to give your health and wellbeing a boost.

[Rail Wellbeing Live 2021 Registration](#)

## Net Zero and Carbon Offsetting Lunch 'n' Learn

The built environment sector is one of the major contributors to carbon emissions, contributing approximately 40% of all emissions. Being low carbon makes good business sense from reduced energy and waste bills, cleaner air for the communities we work in, to driving innovation and competitiveness.

To understand what a Net Zero Target means and the role of offsetting, Osborne in collaboration with Action Sustainability are hosting a Lunch 'n' Learn webinar on the **16<sup>th</sup> of November from 13:00-14:00**. Click below to register;

[Net Zero & Carbon Offsetting Lunch & Learn](#)



There has never been a more urgent need to address the human impacts on climate change if we are to halve global carbon emissions by 2030, and keep the global temperature rise below 1.5°C. This month COP26 in Glasgow is bringing together 190 countries to agree coordinated action to tackle climate change.

To prepare our industry to take action, the Supply Chain Sustainability School has developed some great free resources and training sessions that are designed to help us gain a better understanding of climate change and carbon. Please visit;

<https://www.supplychainschool.co.uk/>



## World Quality Week 2021 8 -12 November

This year World Quality Week runs from 8<sup>th</sup> to 12<sup>th</sup> November with a focus on quality's role in sustainability and its environmental, social and governance impact.

Unlike other years we will not be holding a stand down, but instead have created a weeks' worth of content that will be available through Atlas as linked below;

### World Quality Week 2021 - Quality's Role in Sustainability

Please do take a look at the wealth of learning material that includes Toolbox Talks, videos and much, much more! Please use on your projects and share around the business.



Monday 8th	Tuesday 9th	Wednesday 10th	Thursday 11th	Friday 12th
<b>Sustainable Quality</b>	<b>Defects &amp; Non-Conformances</b>	<b>Lessons Learnt</b>	<b>Lean</b>	<b>Handback</b>
Watch the video on sustainable quality with your project team	Carry out the TBT on NCRs with your project team	Hold an interim project setdown or include the areas covered in the video in your team meeting	Try collaborative planning with your supply chain	Contact suppliers who have completed works to send in H&S file information

Submit your quality ideas, photos and lessons and each day using IOs. Include the line #WQW and join in the debate on Yammer each day.

The Business Performance Team will be on hand throughout the week to support you and will be offering tips and advice on your chosen topics. If you would like to run a Quality Workshop or Quality Briefing on your project, please get in touch with Ben Wilcox to book a slot. Please do not hesitate to contact Ben if you have any questions before, or about Quality Week.

We look forward to reading your ideas on quality and sharing them across the business!



## Design Shared Learning

During platform construction works at Upper Halliford Station, the design of the platform walls highlighted how important it is for us to challenge solutions to see if there is a better, more efficient or safer way.

The designer had specified an English bond blockwork pattern and when discussed on site, it was realised that a different pattern of blocks could achieve the same pier strength and integrity without making any cuts to the blocks.

The revised blockwork arrangement saved approximately 50% of the task time as there were over 140 piers to construct.

You can find all Design Shared Learning in the "Southern Shield Design Shared Learning" booklet. [Click here for more details;](#)

[Southern Shield - Design Shared Learning Document 2021](#)

**Safety Share**  
TRACK TO ZERO  
Platform Walls Blockwork Arrangement  
July 2021 | Reviewed by H&S

**Background / Description**  
During the GRIP 6 stage of a Wessex CP6 platform replacement at Upper Halliford Station (approx. 200m in length), the blockwork arrangement for the platform walls was questioned by the Construction Manager on site. Arcadis' GRIP 5 design had specified an English bond blockwork pattern.

**Contributing Factors/Root Causes**  
Whilst the aesthetic of the blocks would change, the blockwork piers are hidden below the platform. The revised blockwork arrangement would save approximately 50% of the task time as there are over 140 piers to construct.

**Key Points:**

- Default English bond blockwork arrangement amended as per on-site requirements to reduce construction issues.
- High risk construction activity has been removed.
- Construction time has been significantly reduced.
- The default option is not always the most practicable design for on-site construction.
- Aesthetic impact of the blockwork arrangement to be agreed by Network Rail / architects where necessary.

## Improving Safety through Inclusion



As part of Network Rail's "Everyone Matters" programme, they host an annual diversity and inclusion conference. The theme of the conference this year is "Improving safety through inclusion".

The virtual event is taking place on Monday **22<sup>nd</sup> November from 09:30-15:30**. All sessions will be recorded and subtitled with live British Sign Language interpreters.

The exciting agenda includes live panel discussions on the links between inclusion and safety, workshops on psychological safety and how to challenge effectively, and much more.

Everyone is welcome to join, so please sign-up as soon as possible to ensure you secure your place;

[Everyone Matters Conference 2021 - Safety through Inclusion](#)





## Are you prepared for Winter?

Driving and working in the winter are very different to other times of the year.

### Driving



Adverse weather and longer periods of darkness make driving more hazardous. Always adapt your driving to suit the conditions and stick to the basics to help you drive safely;

- Allow time to demist your windscreen and clear all vehicle windows to ensure you have full visibility before setting off.
- Drive and brake to suit the weather conditions.
- Allow enough distance between you and other road users.

The Royal Society for the Prevention of Accidents (RoSPA) has produced a "Driving in Winter" Factsheet which covers information on how to prepare your vehicle, emergency kits, driving in snow or ice. Well worth a read! Please visit;

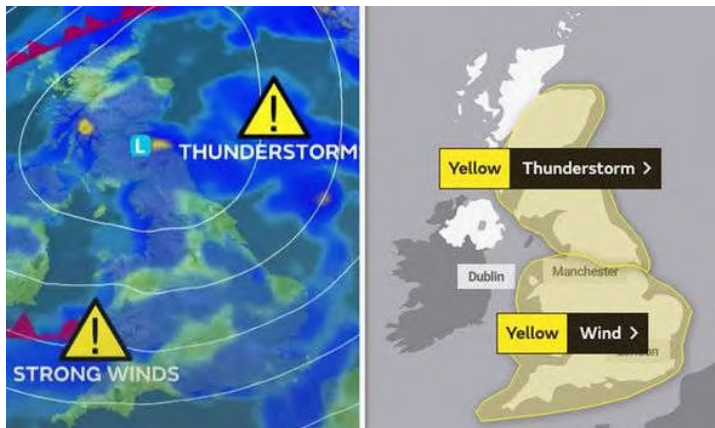
[RoSPA - Winter Driving Tips](#)

### Safe Sites

Please take extra measures to ensure the safety, health and wellbeing of those working on your sites in wet and cold conditions with reduced lighting levels.

- **Clear leaves** from pathways and work areas – wet, slippery leaves are a common cause of slips and falls.
- **Order sufficient rock salt** to keep walkways clear and slip free during snow and frost.
- **Provide additional lighting** for walkways, scaffolding and work areas.
- Reinforce the need to maintain and **use authorised walking routes**. Short cuts can result in slips, trips or falls, and mud becomes a hazard on otherwise safe walking surfaces.
- Keep **absorbent mats** around doorways to prevent internal floors from getting wet and muddy and regularly change them to maintain the control.
- **Check fire extinguishers** to make sure they have an appropriate anti-freeze additive or are protected from frost.
- **Undertake scaffolding inspections** and daily visual monitoring. Consider any additional loadings caused by snow or wind.





Please check the weather forecast regularly so that any extra precautions can be implemented in a timely manner!

## Preventing Slips, Trips and Falls

Slips, trips and falls are some of the most common causes of injuries on construction sites. Always be aware of your surroundings. For a great reminder poster visit the Southern Shield Library here;

[Southern Shield Library](#)

# DON'T SLIP UP

*Slips, trips and falls are some of the biggest dangers on any site. Here's how to minimise risk:*

<p><b>PPE</b></p> <p>Are you wearing the right PPE?</p> <ol style="list-style-type: none"> <li>1 Carry out a risk assessment to determine what PPE is needed for every task</li> <li>2 Always wear the required PPE for the task at hand</li> <li>3 Check that your PPE is in good condition before beginning work.</li> </ol> 	<p><b>LIGHTING</b></p> <p>Can you see what you're doing and where you're walking?</p> <ol style="list-style-type: none"> <li>1 Always make sure areas walked through or worked in are properly lit</li> <li>2 Check that any lighting used doesn't create shadows or dark spots</li> <li>3 When working on scaffolding, always use additional lighting</li> </ol> 	<p><b>ACCESS ROUTES</b></p> <p>Do you always use designated access routes and make sure they are kept clear?</p> <ol style="list-style-type: none"> <li>1 Always use designated walking routes where possible</li> <li>2 Be aware of your surroundings when entering or exiting site</li> <li>3 Telephone calls should only be taken in a designated mobile phone area</li> </ol> 	<p><b>WORKING AT HEIGHT</b></p> <p>Do you follow the Southern Shield Working at Height Hierarchy and Lifesaving Rule?</p> <ol style="list-style-type: none"> <li>1 Risk assess the task to ensure you have the correct protection</li> <li>2 Ensure you have the required competencies for the task</li> <li>3 A safety harness should always be used unless other protection is in place</li> </ol> 
<p><b>TIDY SITES</b></p> <p>Is your site tidy before you start work, during work and after completion?</p> <ol style="list-style-type: none"> <li>1 Survey your site before starting work to identify any slip or trip issues</li> <li>2 Keep working areas tidy throughout your shift</li> <li>3 Regularly dispose of site waste and keep designated walkways clear</li> </ol> 	<p><b>UNDERFOOT CONDITIONS</b></p> <p>Do you take extra care when underfoot conditions are poor and avoid these areas if possible?</p> <ol style="list-style-type: none"> <li>1 Take care when walking on stairs and uneven or sloped surfaces</li> <li>2 Be aware of your surroundings and any changes to underfoot conditions</li> <li>3 When working on tracks, always walk on ballast and never on sleepers</li> </ol> 	<p><b>MANUAL HANDLING</b></p> <p>Do you eliminate manual handling where possible?</p> <ol style="list-style-type: none"> <li>1 Eliminate or minimise manual handling hazards through risk assessment</li> <li>2 Consider whether manual handling is necessary to the task</li> <li>3 Use the correct technique and minimise twisting, stooping and reaching</li> </ol> 	<p><b>STAIRS</b></p> <p>Are stairs well maintained and free from hazards?</p> <ol style="list-style-type: none"> <li>1 Areas with stairs must always be well lit</li> <li>2 Always use handrails when using stairs or steps</li> <li>3 Stairs must always be completely free of tripping hazards and obstacles</li> </ol> 



## Hand SOS Signal for Exploited Workers

The Chartered Institute of Building and the Construction Industry Training Board are backing a new hand signal that exploited workers can use when they are unable to speak out.

It is the same signal that was devised for domestic abuse victims to use to ask for help;

1. Open Palm / 2. Tuck Thumb
3. Close Fingers over Thumb

### HAND SOS



1 Palm Out

2 Tuck Thumb

3 Trap Thumb



The SOS hand signal was launched on Anti-Slavery Day last month by the Stronger Together campaign group to empower victims of modern slavery to get help.

Construction has been identified as high-risk for modern slavery but detecting victims is often challenging. Victims are often unable to communicate easily, either out of fear or because they don't speak English. It is therefore important that victims have a non-verbal signal to ask for help discretely without raising suspicion.

We know that modern slavery exists within construction, and we all need to work together to stamp it out. Please share the free Stronger Together resources on their website and play your part in tackling this issue.

<https://www.stronger2gether.org/resources/>

## GO LEFT! If you Break Down on the Motorway

Highways England's 2021 Breakdown Campaign aims to improve users' awareness and confidence around what to do in the event of a breakdown including on a motorway, with or without a hard shoulder.



**IF YOU CAN'T GO LEFT  
REMEMBER**

**SEATBELT,  
HAZARDS,  
999**

To help **prevent** a breakdown on the motorway always plan your journey and check your vehicle before you leave.

- Make sure you have enough fuel for your trip.
- Check your oil.
- Check your tyre pressure.



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

## Highways Safety Hub

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

### Highways Safety Hub

#### Highways Safety Hub Monthly Newsletter



- Issued Monthly;
- Update from the Hub Group;
- Information on Raising the Bar Guidance Documents;
- Industry Best Practice;
- Learning Together Topics;
- Industry Related News Articles;
- What Good Looks Like Examples;
- Updates to the All-Alert Database.

If you would like to view this information, please find the latest edition at:



If you experience any issues using this QR code, or the information provided please report to [highwayssafetyhub@gmail.com](mailto:highwayssafetyhub@gmail.com)

## Passport Portal

As Passport continues to embed across the National Highways network, there is a large amount of information to share with you on the scheme. Please visit the Passport Portal;

### Highways Passport Portal

Or why not use this great poster, complete with QR Code, to make it easier to access "The Inside Lane", the Bi-Monthly Newsletter dedicated to updates about Passport.

Many thanks to John Bowers for working with National Highways to produce these two great posters!





## passport

### The Inside Lane

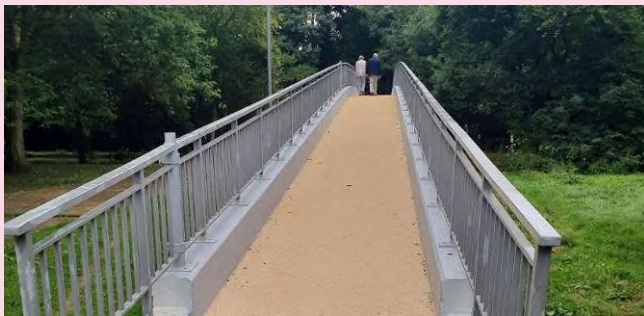
#### What to Expect from Inside Lane:

- Issued once every two months
- Key updates about how Passport is being used
- New features and announcements
- The latest stories and implementations
- Interviews with business leaders
- Lessons other companies have learned
- Key questions answered.

Scan Here



## Quality Completion At South Parks Garden Footbridge



Our team at South Park Gardens Footbridge have now finished this challenging project much to the delight of our customer and the local community.

Even with many additional concrete repairs and the last-minute addition of the footpath renewal from the car park to the bridge, the work was all completed in only a week over the original programme date.

Over 70 concrete repairs were carried out, ranging from crack repairs to full depth deck repairs, along with anti-carbonation and anti-graffiti coatings, new combined waterproof membrane and surfacing, new joints and refreshed railings.

**Congratulations for a fantastic result by all involved!**

A truly exceptional outcome that you should all be very proud of.

## A46 Binley Flyover Making Great Progress

The great progress being made by our team on the A46 has been picked up by the local news;

Coventry Telegraph Media Coverage



Despite the complexities of the location, the new slip roads and support columns for the flyover are clearly taking shape.

Indeed, the great aerial image that was taken by Sensat's drone, shows the enormous challenges faced by the team from building a comprehensive bridge structure in the middle of a live dual carriageway!

The scheme is designed to alleviate traffic congestion in this bottleneck area of the A46, as once complete, drivers will stay on the road as it crosses the new flyover, without the need to slow down and queue at the roundabout.

**Congratulations to the WHOLE Team!**  
For your professional delivery on this important infrastructure scheme that will also improve traffic flows for local businesses.

## Improving People's Lives - Liphook Station Access for All

Our team at Liphook Station are nearing completion of the access for all scheme that includes the installation of lifts that will enable mobility impaired access between the two platforms.

The new steel footbridge was brought into service last month, which allowed the existing life expired footbridge to be safely craned out during a possession.

Installation and testing of the lifts is being finalised, including fitting of lift car cameras, in preparation for the lifts to go into service later this month.

**Enormous Congratulations to ALL.**  
For the safe delivery of this important project that will make the railway more accessible for all.



## Big Milestone Success at White Hart Junction, Swindon

At White Hart Junction a significant milestone has been achieved with the completion of the deck pour. The installation of the parapets will follow shortly, and the gyratory construction is progressing at speed, along with the earthworks to the new bridge.



Don't forget to visit our website for great case studies on the problems that we are solving for our customers.

As part of the White Hart Junction Improvements, Swindon Borough Council brought Osborne Infrastructure in early to work with designer Atkins and develop a solution for spanning the West Coast mainline. The result was a fully modular bridge and reinforced earth approach roads built offsite and safely installed using standard maintenance closures. Do take a look;

[White Hart Junction ECI Modular Bridge Solution.pdf](#)

**Road/Rail Structures**  
ECI delivers Road over Rail Modular solution

PROJECT	White Hart Junction Swindon
CUSTOMER	Swindon Borough Council
LOCATION	Swindon
CONTRACT	ECI and Build
COMPLETION	2021

Well done to the whole team for your safe and efficient work to progress this major junction upgrade that will support the New Eastern Villages Development.





## Brickendon Lane Open for Road Users Nine Days Early



Our team at Brickendon Lane have now opened the road to traffic a very significant nine days early. Despite additional works and many challenges, our team worked tirelessly to open the road at the earliest opportunity to minimise the disruption to the travelling public.

In the final weeks the capping beam was completed, along with the installation of fencing and safety barriers at the retaining walls. The temporary closures to the badger setts were also removed.

Well done to all for completing this important scheme whilst putting the local community first. A great achievement!

## Fairness, Inclusion and Respect Supply Chain Workshop

Along with the Supply Chain Sustainability School, we recently held a workshop with our supply chain that examined the "Business Case for Fairness, Inclusion and Respect".



With 17 supply chain attendees, the workshop aimed to provide a broad understanding of the importance of tackling Fairness, Inclusion & Respect (FIR) to our respective businesses. The principles behind FIR were discussed, along with why it matters and how you can achieve it to enable a better workplace for all.

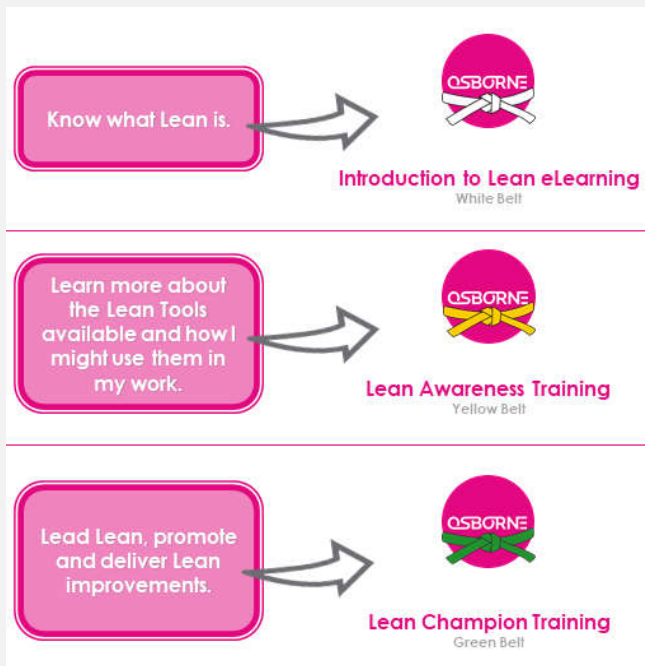
The CPD accredited workshop helped to equip the attendees with the knowledge and tools to really progress FIR within their organisations to create happy, safe environments for people to work and stay.

A big thank you to the Supply Chain Sustainability School for delivering this great workshop.





## Lean Maturity Assessment Congratulations



Following our National Highways Lean Maturity Assessment, we achieved a final score of 2.4 out of 4, up from 1.9 at our last assessment.

The assessment panel were very impressed with how embedded lean is within the business, the benefits that it is showing and the commitment to lean we have made.

Enormous congratulations to all involved, with special recognition to Kimberley Wild who has been working tirelessly to achieve this score for the last 2 years!

This is a fantastic achievement and sets a great foundation for us to really deploy lean further as our performance improvement toolkit.

## Congratulations Period 6 GOLD Rated Sites



Congratulations to our Yeovil Pen Mill North Embankment team who have for the second month, received the Network Rail GOLD Award.

The cutting is at high risk of washouts that flow towards the track, leading to uncontrolled water scouring the slope face and depositing material in the cess. The team are therefore working hard to improve drainage and the resilience of the railway as winter fasts approaches.

The project was also the top scoring site in the southern region, a great achievement.

### A Massive Well Done to ALL involved!

These awards are only given to the best sites across Network Rail - not just our Framework, but across the whole country.





## Congratulations Stripey Stork Fun Runners

Congratulations to Supply Chain Manager, Nikolaos Sapounas, Developments Financial Controller, John Fernandez and Communications Coordinator, Esther Pellow who joined the Reigate Fun Run in support of our Osborne chosen local charity for this year, Stripey Stork, raising over £400 for this great cause. Stripey Stork supports local families who are facing hardship, also collecting toys, clothes and essential items for babies and children that are most in need. Nikolaos also achieved his personal goal, completing the 10k in under an hour.

## Highways Safety Initiative Award Congratulations

Congratulations to our teams working with Connect Plus on the M25. Connect Plus working in Partnership with Steve Perkins Associates have been awarded the Highways "Site Safety Initiative Award" for their Healthier Highways on the M25.

A Great Achievement for All involved!



## Permatrack Joint Replacement achieves UK First Denham Viaduct Road Closure Success

Enormous congratulations to our team at Denham Viaduct who recently completed joint replacements during a 36 hour closure of the A40, reopening the road 3 hours earlier than planned to the benefit of the travelling public.

And the team did not just complete the planned works, they completed additional activities that resulted in the remaining items only needing a further three night shifts rather than the ten that were originally programmed. This safe and highly successful road closure resulted in cost savings of more than £150,000 for our customer and was a UK first for the volume of Permatrack placed in one go.



The road closure success reduced the overall number of traffic management installations required, hence reducing the exposure of the team to this risk, whilst also reducing the disruption to the road users and the local community. A great result for all involved!



# What Good Looks Like

November 2021 - STOP Think!



The site team were also complimented by our suppliers for their comprehensive and professional Site Briefing that included three dimensional drawings of each stage of the complex work sequence and clear access and egress arrangements – with one supplier commenting;

*"We didn't have to follow the others to the site like we normally do, everything was so well detailed and explained."*



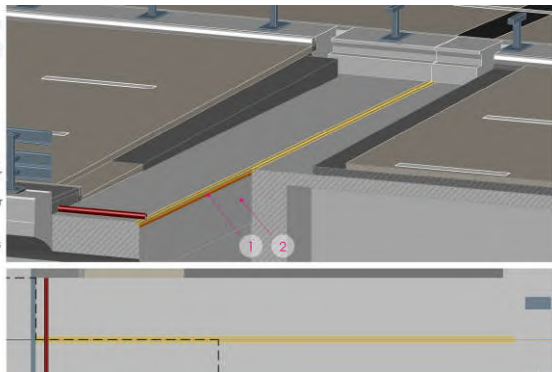
## Air-Gap Survey & Repair Works

Sat 07:00 – 11:00 4h

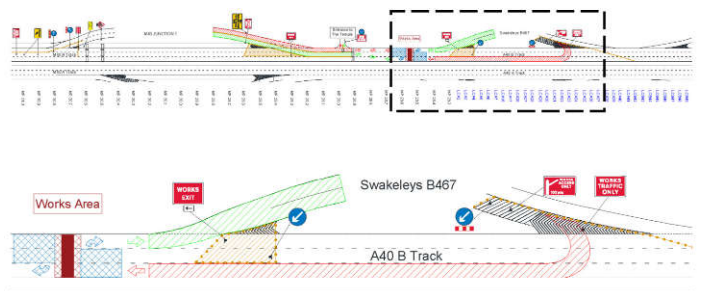
Remove damaged sections of copper strip and nosing!

Access joint air gap through removed sections and clear half-joint as much as possible with compressed air

Repair copper strip and nosing sections using lengths of new copper strip and tontech



## East Access and Egress Arrangement



Permatrack is a versatile and waterproof system that can be installed rapidly to reduce delays and inconvenience. With unlimited joint width and depth limitations, this cost effective material lended itself brilliantly to the replacement of the half joints.

With the expertise of the Techjoint team we were able to complete the joints in one go, which is a volume not achieved previously in the UK, to provide numerous safety, programme and financial benefits.

## Enormous congratulations to all involved!

For the safe and efficient delivery of this complex scheme that will increase the resilience of this important structure for the travelling public.



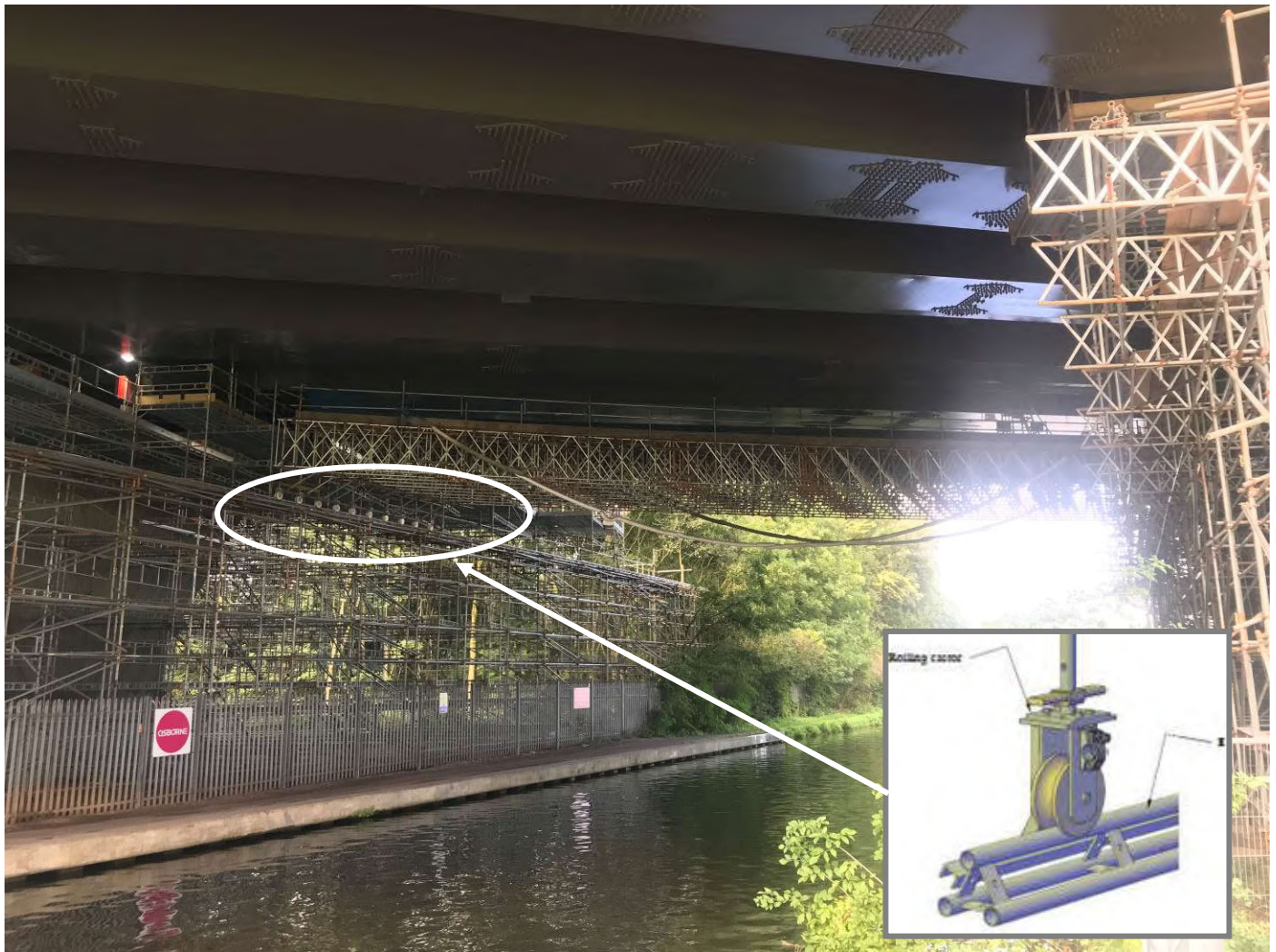
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Feedback to: [julie.king@osborne.co.uk](mailto:julie.king@osborne.co.uk)

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

## Rolling Deck Scaffolding Provides Huge Benefits Gade Valley Span 3 Safe and Efficient Access Solution

When our team working on the strengthening and refurbishment of Gade Valley Viaduct needed to gain access to Span 3 that crosses over the Grand Union Canal, they came up with an innovative methodology that not only saved time and money but was safer for the working teams and minimised disruption to the travelling public and the local communities.



Instead of providing a traditional full span scaffolding deck, a pre-assembled "rolling deck" was used which provided numerous technical and financial benefits without compromising access to the structure or indeed the delivery programme.

The top of the supporting scaffold cages either side of the canal are formed by cylindrical tracks that allow the deck to be rolled across the width of the deck as the work progresses.



# What Good Looks Like

November 2021 - STOP Think!



The main deck was pre-assembled in two sections at ground level and lifted into position using a crane. Once in position, both sections of the deck were connected in-situ. A turfer at either end is used to move the rolling deck, with stoppers to secure it into position. This solution meant that the footprint of the scaffold deck over the Grand Union Canal was reduced by approximately 65%, providing;

- ✓ Significant cost savings for the "Oversail Licence" which is directly related to the area over the canal.
- ✓ Cost and time savings for the erection of the access scaffold deck of 25 working days.
- ✓ Reduction in the volume of scaffolding materials needed.
- ✓ A reduced need for night work, hence minimising nuisance and disruption to the public.
- ✓ A reduction in scaffold dismantling times of around 12-15 days.

The system was in place for approximately 4 months, during which local areas of encapsulation allowed the paint to be removed and the corrosion protection to be applied during the day without the risk of spills and contamination of the canal or falling materials. Indeed, the canal only had to be closed during erection and dismantling which took place over night shifts.



This clever access design has minimised disruption to public, whilst also minimising risk to our teams and providing time and cost savings for our customer. A win win!

**Many congratulations to all involved in developing and implementing this innovative solution.**



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## Revitalising Local Business, the Environment and Biodiversity New River Bridge Official Opening



Drone image of the new bridge in operation (September 2021)



At the end of last month dignitaries and representatives from the various stakeholders joined together to celebrate the completion of the New River Bridge Scheme, and to announce the winners of the bridge naming competition. Attendees were given a guided walking tour of the scheme, including viewing the beautiful mural painted under the bridge by talented local artist, Mark Tanti and the blossoming wildlife surrounding the bridge.

The road bridge and footbridge were named after two amazing, inspirational local women, Claire Bayless and Debbie Pezzani, who were recognised for their outstanding efforts to support the community, and those most in need during the COVID-19 pandemic. Claire produced food parcels for schools, care homes and struggling families and Debbie Pezzani, the founder of the charity "Teens" delivered an incredible programme of online activities for more than 1,000 young people with cancer who are supported by the charity.

**An Enormous THANK YOU and CONGRATULATIONS to everyone who has been involved in and supported this hugely successful project.**

It is not only improving access to Hoddesdon Business Park, but also the experience of the travelling public and is revitalising the local environment and biodiversity.







## Tiredness and Fatigue

November's Health and Wellbeing topic is about tackling stress, tiredness and fatigue.

Did you know that on average, a person living in the UK spends **7.5 years** of their lifetime feeling tired?


Fatigue is the condition of being physically or mentally tired or exhausted.

When you are fatigued you will make errors in judgement.

Your mind or eyes can be off the task and you may make a critical error, have a near-miss incident, or indeed a serious accident.



Driver fatigue is a contributory factor in up to **20%** of road accidents.



### Negative Effects of Sleep Deprivation

- ⌚ Decrease in productivity and decision making
- ⌚ Impaired memory and cognitive brain functions
- ⌚ Reduction in reaction times and motor skills
- ⌚ Impaired vision
- ⌚ Exaggerated emotions or mood
- ⌚ Greater risk of injury or automobile accidents

Fatigue has been identified as a contributory factor in many industry accidents. If you recognise the effects of fatigue in yourself, or others, **STOP** what you are doing and raise your concerns with your immediate supervisor.



## Top Tips to Beat Fatigue

The shorter days of winter disrupt your sleep / waking cycle, leading to fatigue. Less sunlight in winter also means your brain produces more of a hormone called melatonin, which makes you sleepy.

For tips and advice on recognising and dealing with tiredness and fatigue visit the NHS website;

[NHS Live Well - Sleep and Tiredness](#)

## Spotlight on... worker fatigue

Fatigue can significantly affect your judgement, slow your reaction times, and reduce your concentration.

**We need to ensure the safety of our workforce.**

Over 80% of UK construction workers are not getting sufficient, good quality sleep

Safety & Health Practitioner (2018)





## Address your Stress

Stress is the body's response when it senses danger. We all experience stress and need it to function. But when stress interferes with our lives, it becomes a problem. Too much stress, for too long, can make us ill. If unaddressed, stress can cause mental health issues like depression or anxiety and harm our physical health.



### The Facts

- **17.9 million** working days were lost due to work-related stress, depression, or anxiety in 2019/20.
- **29% of people** reported that they started drinking or increased their drinking.
- **16% of people** reported that they started smoking or increased their smoking.

You can find out more on how to recognise stress by visiting;

[NHS Understanding Stress](#)

Don't forget to visit our interactive Health and Wellbeing Calendar for 2021 as linked below;

[Health and Wellbeing Calendar 2021](#)

**Some common sources of stress include:**

Life changes	Emotional	Physical	Environmental	Changes at work
Leaving home, getting married or having children	Peer pressure	Late nights or lack of routine	Poor housing or accommodation problems	Starting a new job
Divorce or relationship breakdown	Conflicting cultural values and beliefs	Poor diet	Social isolation	Coping with an increased workload or a promotion
Health scares or physical illness	Coping with uncertainty	Misuse of alcohol or drugs	Unemployment	Poor relationships with colleagues or managers
Accidents or bereavement			Adjusting to new environments such as moving house or travel	Redundancy, or the fear of it
Legal issues, arrest or imprisonment			Financial pressures	

There are simple steps you can take to **#AddressYourStress**. Check out our resources at [mhfaengland.org](http://mhfaengland.org)



# Look After Yourself & Each Other

November 2021 - STOP Think!



## Try

**Get moving!** Physical and mental health are connected — so eat well and exercise to release endorphins. Find a fun activity that suits you and your schedule.



**Setting aside time** to have fun or indulge yourself — positive emotions can help build a buffer against stress.

**Learning a new skill** — whether painting, playing guitar or a new language.



**Sharing how you're feeling** — it's OK to ask for help and support.

**Switching off from distractions** — make time for yourself as a regular part of your routine. Schedule a reminder if you need to.

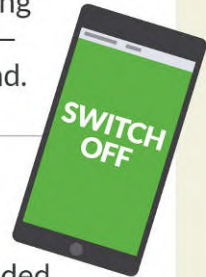


## Avoid

**Overdoing it** on sugar, caffeine or alcohol — they're a quick fix which can increase stress in the long term.



**Overworking** and checking your emails out of hours — we all need time to unwind.



Spending **too much of your free time** in front of a screen — phone included. Don't feel pressured to always be 'doing' something.



**Chasing perfection** — it can create unrealistic expectations. Accept that mistakes will happen.

**Bottling up your feelings** and assuming they will go away — this can make things worse in the long run.



## Supporting You - AXA EAP - Mental Health First Aiders

For all our permanent employees, don't forget that you have the use of our completely free Employee Assistance Programme by AXA Health. We also have many Infrastructure Mental Health First Aiders you can talk to as named on our updated poster;



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



## How are you?

SAD? STRESSED? ANXIOUS? WORRIED? HOPELESS?

ANGRY? TEARFUL? OVERWHELMED? WANT HELP?



## Mental Health First Aid



To support you, we have now trained 82 Mental Health First Aiders from across the Infrastructure Business. We hope this will encourage people to talk more freely about mental health, reduce stigma and create a more positive culture.

### Here to Help

Mental Health First Aiders are a point of contact if you, or someone you are concerned about are experiencing a mental health issue or emotional distress. They are not psychiatrists but they can give you initial support and signpost you to appropriate help if required.

Adam Szeremeta

Alan Webb

Ali Hakeem

Andrew Hodson

Andy Hodgson

Andrew Williams

Andrew Wright

Antony Cooper

Anthony Nardelli

Barbara Staszuk

Basil Jane

Bradley Mansbridge

Catherine Whitehead

Carlos De'Abreu

Chris Hudson

Colin Gibb

Calum Saville

Danny Jeans

Daren Norris

Darren Dawe

Darren Phillips

Dave Mantle

Derek Rapson

Dominic Lowry

Emma Cleary

Fiaz Elahi

Gareth Barker

Gary Angus

Gary Marshall

Graeme Mann

Graham Bowers

Graham Stevens

Greg Brown

Henry Barkas

Ian Fry

Ian Holden

Jaco Janse Van Vuuren

Jas Rupra

Jon Price

Kelly Coupland

Kevin Ursell

Kirstie Carpenter

Lisa Cridge

Lloyd Jefferson

Mark Howe

Mark Rainbow

Matt Smith

Matthew Whale

Matthew Wright

Mick Reeves

Mick Sheehan

Nichola Weymouth

Nick Freeman

Nick Glover

Paige Baker

Paul Grant

Paul Toner

Paul Wheeler

Peter Collins

Pete Palmer

Philip Jones

Raphael Natty

Ross George

Said Enany

Samantha Mitchell

Sarah Askey

Sean Coleman

Sharon Lovell

Simone Wyatt

Simon Mace

Sophie Haughton

Sophie Liptrot

Stacey Greaves

Stefan Rossi

Steve Carr

Sue Coomber

Terry Whitlock

Trevor Beale

Vladimir Duraki

Wayland Wiegang

Wayne Sheppard

Yung Meng Kok

Please feel free to contact them - they are here to help!

If you have any questions about Mental Health First Aid please contact [mick.reeves@osborne.co.uk](mailto:mick.reeves@osborne.co.uk)



HEALTH &  
WELLBEING



MHFA England



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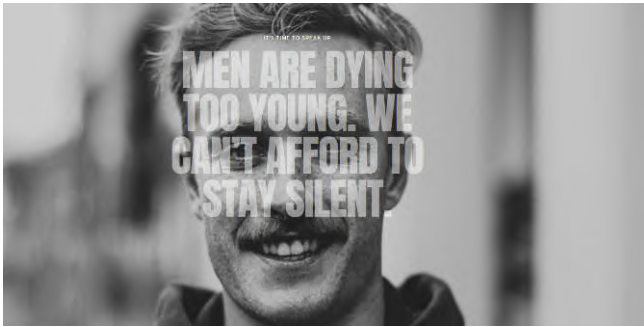
Feedback to: [julie.king@osborne.co.uk](mailto:julie.king@osborne.co.uk)

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



## “Movember” Moments

The “Movember Foundation” is a global charity committed to men living happier, healthier, longer lives.



Year round they address some of the biggest health issues faced by men by raising awareness and investing strategically in the key focus areas of Prostate Cancer, Testicular Cancer, Mental Health and Suicide Prevention.

Across the world, men die an average of six years younger than women, and for reasons that are largely preventable. By 2030 the Movember Foundation aims to reduce the number of men dying prematurely by 25%.

So this Movember more than ever before, please team up with your mates to raise much-needed funds for men's health. Arrange a group shave-off of facial hair to get the month started!

**Host a Virtual Mo-moment!**  
to stop men dying too young.

To find out more on visit;

**Movember - It'll be the most important Mo you'll ever Grow!**

**HAVE A CONVO, SAVE A BRO**

HELPING A FRIEND IS EASY WHEN YOU KNOW HOW. FOLLOW THESE FOUR STEPS TO LET THE CONVERSATION FLOW.

**MOVEMBER.COM**



### 1. ASK

Start by mentioning anything different you've noticed. Maybe he's spending more time at the bar, coming into work late, or missing social events.

“You've not quite seemed yourself recently. Are you okay?”

Trust your instinct. Remember, we often say “I'm fine” when we're not. Don't be afraid to ask twice.

### 2. LISTEN

Try to give him your full attention, without interruptions. Don't feel you have to diagnose problems, offer solutions or give advice. Just let him know you're all ears, judgement-free.

Follow-up questions are good, too. They'll help let him know you're listening:

“That can't be easy. How long have you felt that way?”

### 3. ENCOURAGE ACTION

Help him to focus on simple things that might improve his wellbeing. Is he getting enough sleep, exercising regularly, and eating properly? Maybe there's something that's helped before?

Suggest he tells other people he trusts how he's feeling. This will make things easier – for both of you. And if he's felt low for more than two weeks, suggest he sees his doctor.

### 4. CHECK IN

Suggest you catch up soon – in person if you can. If you can't manage a meet-up, make time for a call, or drop him a message. This will show you care. Plus, you'll get a feel for whether he's feeling any better.

If you're worried somebody's life is in immediate danger, go directly to emergency services.



## Toolbox Talk – Deer on the Road

More than 150 people are killed or injured every year on British roads in accidents involving deer, causing over £11 million of damage to vehicles.

The area that we work and live in has some of the highest fatalities involving deer and vehicles. Around 74,000 deer are killed on British roads each year, highlighting the real risk we face on the roads.

### What you need to know

- May, October and November are main months of activity.
- Deer are more active at dawn and dusk.
- Expect a mate. Deer's often travel around in herds so if you see one, expect more.
- DO NOT touch a deer. Some can weigh up to 100kg and if not dead can be very aggressive.



From 34 Local Authorities Hampshire topped the league for accidents.

The M27 between Southampton and Portsmouth is 5th in The Top 5 Accident Country Wide Hotspots.

Up to 74,000 deer are killed per year on British roads.

### Things to remember

- Break instead of swerving - most injuries and fatalities are caused by swerving into oncoming traffic or hitting objects on side of the road such as trees, lamp posts.
- Use your horn. If you see a deer in the road slow down and honk your horn.
- If you hit a deer, pull over safely and report the accident.
- Contact the Local Police and your car insurers
- If you see a dead deer in the road, report it to the Local Police - we do not want another car to hit it.



Hitting a deer or an animal is hard but not as hard as another car or tree.  
**Be Aware, Be Alert.**



## Toolbox Talk – Carbon and Climate Change (Page 1 of 2)



### Tool Box Talk: Carbon & Climate Change

#### Introduction:

It is predicted the mean global temperature will rise by 3.2 degrees (on pre-industrial levels) by end of this century. This rise would cause mass extinctions and leave large parts of the planet uninhabitable. The world has already heated by 1 degree since the industrial revolution.

Carbon and other Green House Gas (GHG) emissions must halve by 2030 to limit global temperature rise to 1.5 degrees; to meet the requirements of the Paris Agreement and avoid major climate impacts.

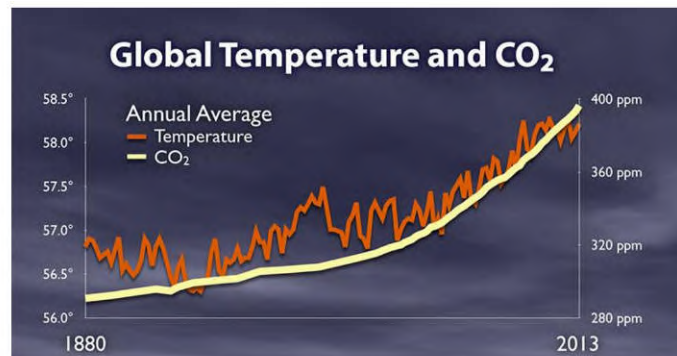
The Built Environment is responsible for 42% of emissions in the UK and has a large part to play in solving this issue.

#### Carbon Emissions and Climate Change:

In the 11,000 years before the Industrial Revolution, the average global temperature was stable at around 14°C.

Since the Industrial Revolution in the mid-1800s when humans began to burn fossil fuels for energy, the concentration of carbon in the atmosphere and global average temperature has risen sharply.

Burning fossil fuels releases GHG such as carbon dioxide and methane into the atmosphere, building into large quantities over time (CO<sub>2</sub> remains in the atmosphere 300-1000 years). GHG prevent more of the earth's heat loss into space causing global warming. Global warming effects the water retention capacity of the atmosphere causing climate change, the long-term shift in average weather patterns across the world.



#### The Effects of Climate Change:

- **Rising ocean levels** – Rising temperatures cause glaciers and ice sheets to melt, adding more water to the oceans. Oceans absorb 90% of the extra heat from global warming; warmer water expands. Both these cause sea level rise and flooding.
- **Ocean acidification** – Ocean acidification occurs when the ocean absorbs extra carbon dioxide and becomes more acidic, reducing marine biodiversity and populations.
- **Extreme weather events** – Climate change is causing extreme weather events to become more intense and frequent (heatwaves, droughts, floods, storms). These reduce crop yield creating food and material insecurity. It also causes people harm and destruction of infrastructure.
- **Food/water/natural material insecurity**-Drought causing water shortages. Climate change reducing yield in the growth of crops. Forest fires reducing timber stocks.
- **Loss of biodiversity**- Species cannot evolve fast enough to adapt to the rapid change in global temperatures.





## Toolbox Talk – Carbon and Climate Change (Page 2 of 2)

### Tool Box Talk: Carbon & Climate Change

**Drivers of climate change**

**Changes to the climate system**

**Impacts**

**Business Consequences:**

- Disruption of material supply through extreme weather events, political instability or reduced yield
- Increased flood, fire and high winds risks- disruption to day-to-day operations, damaged assets and increased insurances
- Reduced investor confidence if climate risks not managed
- Increased carbon legislation – compliance with ESOS, SECR and PPN 06/21
- Client and tender requirements to meet carbon targets and report

**What can we do:**

- Plan to reduce carbon emissions as early in the project as possible
- Use local suppliers/ labour
- Sustainable transport to site such as public transport
- Select lowest energy plant and equipment including fully electric, hybrid and LED lights
- Use eco cabins
- Power site by mains electricity as soon as possible, if this is not possible use renewables followed by low carbon fuels such as HVO
- Record and monitor your waste, water and energy use monthly on Smartwaste, to reduce these environmental impacts including carbon from energy and comply with legislation

Sept 2021

2 | 2



## SHE Performance Summary – September 2021

<b>Improvement Opportunities Frequency Rate (IOFR)</b> the Current Rolling IOFR is: <b>2.95</b> (Target of 2.5 per 1000 hours worked)			
<b>Accident Frequency Rate (AFR)</b> Days since the Last RIDDOR Accident: <b>16</b> The Current Rolling AFR Is: <b>0.17</b> against a threshold of 0.01			
<b>Service Strike (SSFR)</b> Days since the last Service Strike: <b>83</b> The Current Rolling SSFR is: <b>0.43</b>			
<b>September Total Number IOs</b> <b>313</b>		<b>September No. Safety, Health &amp; Environmental IOs</b> <b>254</b>	
<b>September No. Business IOs</b> <b>59</b>			
Reference Number	Date	Project	Description
<b>RIDDOR Non-Specified</b>			
15342021-20-09	14/09/21	Kent Planned & Reactive	Operative injured back when lifting fire door into back of van.
<b>Injury</b>			
15162021-14-09	13/09/21	OTW E&P Northbrook	Electrician cut finger whilst drilling - was wearing 3 fingered gloves.
<b>Hi-potential Near Miss</b>			
15332021-20-09	18/09/21	A46 Binley	Pile cap rolled from works area into live lane and damaged a vehicle as it came to rest against it.
<b>Operational Close Call</b>			
15062021-09-09	06/09/21	OTW E&P Northbrook	Operative closed open line when line blockage was implemented incorrectly.
15192021-15-09	14/09/21	OTW E&P Northbrook	Back-up generator failed which resulted in train describers dropping out.
<b>Property Damage</b>			
15002021-06-09	06/09/21	OTW Liphook	9T dumper caught fire due to hydraulic fuel leak from engine.
15202021-15-09	11/09/21	OTW Yeovil North	Children broke into site and set fire to an empty container being stored in a farmer's field.
<b>Near Miss/Close Call</b>			
15242021-17-09	17/09/21	OTW E&P Kingsworthy	Personnel entered sub-station compound without having the planned Site Keeper present.
15462021-28-09	21/09/21	LUL Sudbury Hill	Mobile access tower incorrectly put up and subsequently used.
<b>Environmental – Spillage</b>			
15442021-27-09	26/09/21	Gade Valley Viaduct	Diesel spill from broken down HGV.
15472021-30-09	30/09/21	A46 Binley	Hydraulic fluid leak from telehandler.



## Improvement Opportunities

### October IO Statistics

During the month of October, the level of engagement with the IO System has again reduced when compared to last month and to the same time last year.

Improvement Opportunities are critical to our learning culture and to ensuring everyone returns home safely every day.

So please do continue to submit your IO's and thank you for recognising the importance of your continued engagement.

#### Don't Forget...

You can now raise your IO's through the Infrastructure Processes Home Page of Atlas – just click the button “Raise an IO”.

Whilst it is still raised in iGO, you can now get there more quickly through Atlas.

### Top Projects in October

- Gade Valley Strengthening 45
- A46 Binley 35
- E&P NSCDS's Phase 4&5 18
- Wallers Ash Cutting 18

### Top IO Originators in October

- Henry Barkas 42
- Catherine Whitehead 17
- Adam Miller 12
- Darren Bradford 9

### Top Suppliers in October

- Civil Rail Solutions 19
- Whitehouse Electricals 2
- Network Rail Infrastructure Ltd 1

### Top SHE Categories in October

- Site Housekeeping 38
- Access / Egress / Site Security 29
- Pre-construction / Development 19
- Ecology 16
- Site Welfare 16

## Infrastructure Improvement Opportunities

Month	Total No. IOs	Total No. People Raising IOs
August	336	72
September	313	73
October	264	68
How many did your site submit last month?	?	?



TBT – 21/10/21  
Page 1 of 3

## Lorry loader stabilisers



Incident notification



Alert



Information



Toolbox Talk



### Why

#### are we doing this talk?

An individual has lost his life following an incident on a Skanska UK project site in Bristol on 17 September.

A delivery driver was preparing to leave site having offloaded a storage unit when he became trapped by one of the lorry's stabiliser legs. Those on site sought to free him and alerted emergency services, but he sustained very serious injuries and sadly passed away in hospital.

### How

#### can it affect us?

This tragic event occurred during the retraction of the stabiliser legs on a lorry loader. Logistics, especially lifting, loading, and lowering is a significant risk area to our people involved in the activities around those operations.

The deceased had delivered and offloaded a storage cabin with his lorry mounted crane. He had successfully stowed away his crane and was in the process of stowing away the vehicle stabilisers. The vehicle stabilisers legs are vertical (foot down) when deployed and vertical (foot up) when stowed. At the time of the event the stabiliser leg was in a horizontal position as the stabiliser extension was retracted. The horizontally positioned stabiliser leg crushed the deceased against the vehicle bed as it was retracted.

The risk of crushing injuries is increased when hydraulically operated tilting stabilisers are used. The risk of injury is further increased if the tilting leg can be drawn in towards the position where the operator is operating the controls.

### What

#### do we need to do?

When receiving a lorry loader on site the responsible person either from Skanska or the trade contractor must:

1. Ask the operator to describe the safe operation when deploying and retracting stabilisers, including the position they stand in when operating the stabilisers.
2. Check the operator has the correct competency card for the vehicle lorry loader and has received familiarisation training for its operation.
3. Identify the type of stabiliser on the vehicle.
  - Manual non-tilting – allow to proceed
  - Hydraulic non-tilting – allow to proceed
  - Manual tilting, hydraulic deployment, and retraction – allow to proceed but supervise the operation
  - Hydraulic tilting, deployment, and retraction (**HOLD: Follow the steps below for this specific type**)
4. Ask to see the operator's manual.
5. Find out if the stabilisers are operated from fixed positions or via remote.
6. Understand where the operator will be positioned as the stabiliser legs tilt (rotate) and is this a place of safety i.e., does the leg rotate towards or away from the operator?
7. Observe/supervise the whole activity including the setting up and de-rigging.
  - The operator must observe the extension and tilting leg at all times when it is being operated.
  - Simultaneous deployment/retraction of stabiliser extensions and tilting legs is not permitted under any circumstances.



TBT – 21/10/21  
Page 2 of 3

## Lorry loader stabilisers



Incident notification



Alert



Information



Toolbox Talk



The images below show a part of the safe operation of the nearside stabiliser legs:



**If you are unsure do not allow the activity to proceed and seek further guidance Lifting AP, HSW Manager or both.**



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

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

TBT – 21/10/21  
Page 3 of 3

## Lorry loader stabilisers



Incident notification



Alert



Information



Toolbox Talk



### Q&A

What did we understand?

How can lorry loader stabilisers affect those operating or working near them?

How can we identify the type of stabiliser on the lorry loader?

Once we know stabilisers are hydraulically operated tilting, deployment, and retracting type, what is the first question we should ask?

What should you do if you are unsure about an activity and its safe operation on site?

For more detailed information on the safe operation of Hydraulic tilting, deployment and retraction stabilisers [download the briefing pack here:](#)



Scan the QR code with your Skanska smartphone or tablet and see the presentation online in our [How to Guides Hub](#) on the Lifting Page:



## Safety Alert

A serious incident has taken place



### Near miss with two track workers near Kettering

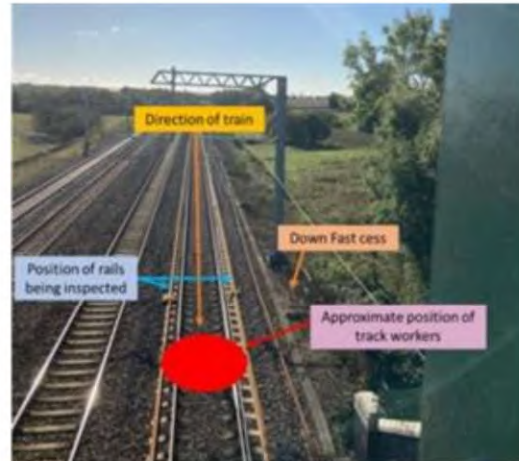
Scope: **All Network Rail line managers, safety professionals and accredited contractors**

Ref: NRX21-02

Date: 08/10/2021

Location: East Midlands

Contact: [Daniel Farr](#), Programme Director High Output



Picture: Location of near miss.

### Overview

At 09:58 on 6th October 2021 the driver of a passenger train saw two track workers in the four-foot ahead of their train. The driver sounded the train horn, applied the emergency brake and reported the near miss. He had to be relieved from driving at Kettering station. A Mobile Operations Manager (MOM) attended the site and arranged drugs and alcohol testing.

The track workers had been checking lengths of rail that had been dropped in the location ahead of renewal works, remained in a safe position not affecting running rails. Their safe system of work was 'separated by distance', allowing them to visually check rails from the Down cess. However, overhead line stanchions and an overbridge affected being able to stay the required distance from running lines.

Front facing train video footage indicates that the two track workers had been in the four-foot and reached a position of safety barely five seconds before the train passed. To exit the railway, the two workers crossed four open lines.

### Immediate actions required:

Responsible managers, Safe Work Pack (SWP) planners and line managers should:

- Review all SWPs for forthcoming works where the safe system of work is separation.
- Verify that the planned activities can be safely performed this way at each specific location.
- Identify whether there are safer alternative means of performing tasks, i.e. removing the need for people to go on track.

Part of our group of Safety Bulletins

Safety Alert

Safety Bulletin

Safety Advice

Shared Learning





## HEALTH & SAFETY ALERT

Road O&M Companies

Alert 013

### Fall when exiting vehicle

#### Injury with lost time (7 days)



#### Background

The incident occurred in March 2021. A road maintenance team intended to carry out repairs to a damaged motorway roadside adjacent to an energy barrier. The repair consisted of levelling the damage (rut) by backfilling it with earth.

Three workers assigned to the job arrived on site in a truck equipped with a hydraulic truck crane (HTC) with a bucket for transporting earth. The truck was parked in the emergency lane. One of the workers climbed into the vehicle's control station and, using the HTC, backfilled the rut with earth. He then intended to get back down to join the other crew members to manually even the ground out. While exiting the vehicle, the worker slipped and fell approximately one metre, hitting the motorway barrier with his right side.



The fall resulted in bruised ribs and a 7-day sickness absence.



#### Key circumstances

The following contributing factors were identified:

- The incident occurred at 15:00. There was heavy traffic on the motorway at the time.
- The worker had climbed to the operating position using a ladder installed by the manufacturer. The ladder is located on the driver's side. It is the only authorised way to get in and out of the vehicle.
- The worker fell while exiting from the passenger side. There is no designated access/egress route on this side of the vehicle.
- The worker slipped and fell while exiting the vehicle in an unauthorised manner.
- The operative explained that he had decided to exit the vehicle on the wrong side because of safety reasons (using the ladder would have caused him to stand between the truck and the motorway lane). The worker considered that it would be safer to exit the vehicle from the other side.







## Actions taken

- Immediately, a written information about the accident (an internal health and safety alert, including the details on preventive measures) was prepared and issued. The information was communicated to all maintenance workers.
- A detailed team discussion of the circumstances and causes of the accident has been planned as part of the upcoming OHS training.
- For adequate stability, workers must always maintain three points of contact when entering and exiting vehicles, or when using ladders.
- The soles of shoes must be clean and free from mud and debris, as this can cause slipping.
- When purchasing trucks with HTC in the future, the option of installing steps/ladders on both sides should be considered, if technically possible.
- Options of wireless, remote HTC control (via bluetooth) are considered, in order to eliminate the need to enter the operator's station on the vehicle.



## Learnings

In this case, the worker's unsafe decision was caused by haste and was motivated by safety. The worker felt that exiting the vehicle on the other side would not only be quicker, but also safer for him.

This draws attention to the three basic elements of safe behaviour when in similar situations:

- Strictly, the employee should only leave the operator's position when the adjacent traffic has decreased enough to do so **in a completely safe manner**.
- Even if the waiting time for an adequate break in traffic is prolonged, **there cannot be any rush**.
- **The only correct and acceptable way** to get in and out of the vehicle are the steps installed by the manufacturer.

In addition, haste, as a risk factor, should be taken into account when:

- Planning tasks;
- Allocating resources;
- Providing training and regular communication to employees; this should highlight:
  - > Avoiding 'improvisation';
  - > Not putting unnecessary pressure on yourself;
  - > Reporting problems on an ongoing basis;
  - > Not taking actions that create additional risks.



## Safety Bulletin

A serious incident has taken place



### Railway crime in yards and depots

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

Ref: NRB21-09

Date of issue: 22/10/2021

Location: Wrenthorpe Sidings, Wakefield Westgate

Contact: Olly Glover, Head of Safety, Health & Environment, North & East route



### Overview

At 14.22hrs on the 10 October 2021 an empty stone wagon ran away and derailed on a set of trap points at Wrenthorpe Sidings, Wakefield Westgate on Network Rail infrastructure.

This incident is currently under investigation by the British Transport Police (BTP) as a malicious act by juveniles who intentionally released handbrakes on a number of wagons, before detaching the wagon which ran away.

Action was immediately taken to review site security arrangements, additional BTP officers were deployed; and a review was undertaken to look at the possibility of permanently isolating the Overhead Line Equipment (OLE) at this location.

There have been other serious incidents, many of which have led to criminal convictions for railway companies including Network Rail, freight operating companies and a terminal operator. Fines have cost the industry many £millions. Some examples are:

- In 2017 an 11 year old boy was killed after coming into contact with overhead line at Daventry Freight Terminal. The site operator was prosecuted and received a record fine of £6.5 million.

- In 2017 two children received burns at Bescot Yard Freight Terminal after climbing on top of a train and coming into contact with overhead line equipment (OLE).
- In 2015 a 16 year old was killed at Wrenthorpe Sidings when he climbed onto a wagon and came into contact with the OLE.
- In 2014 four children gained access to Tyne Yard. Two received injuries after climbing onto a wagon and coming into contact with OLE.
- In 2009 three children entered Allerton rail depot and climbed on stabled wagons. One child was killed whilst his two friends suffered life changing injuries from the live OLE.

Following these incidents and further assessment of the risks work has taken place to reduce the risk of access to these sites through enhanced fencing and removal of redundant buildings that can appeal to trespassers. The risk has also been reduced in many areas through removal of stabled wagons and isolation or removal of OLE equipment where wagons are stabled. However, this incident at Wrenthorpe shows that trespass continues to be a significant threat and that site security needs to be a priority issue.

### Discussion Points

- What process do you have in place to assess trespass risk in depots and yards?
- Are trespass risk assessments revised regularly enough to capture changes?
- How do you check that risk assessment findings have been acted upon?
- Are you using the industry guidance for trespass mitigation? [Click here to view.](#)
- Do you have locations where OLE can be removed or isolated?
- Where you have known trespass hotspots, how do you work with your community safety manager to understand the problems and work with local communities (schools, social clubs etc)?



## RDPN WHSE Alert

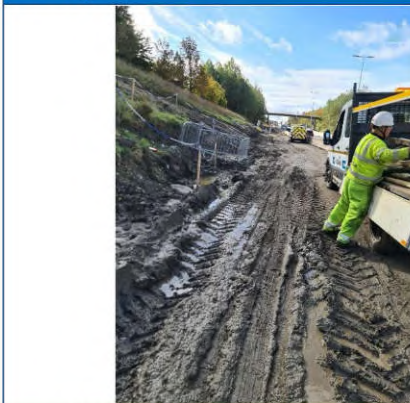


<b>Package / Contract</b>	RDP North - Scotswood to North Brunton	<b>Location</b>	A1 North of Jct77 southbound
<b>Date &amp; Time</b>	11 October circa 12:15pm	<b>Incident Type</b>	Smashed Dumper Windscreen

### Outline of Incident

On Monday 11 October 2021 at circa 12 noon, a Costain pickup was stuck adjacent to the haul road within the verge working area on the southbound side. A decision was made to use a supply chain dumper to 'push' the Costain pickup out of the area it was stuck in. The individuals involved decided to use two 300mm pieces of 4"x2" timber between the dumper and pick up as an aide in the attempt to push the pickup clear. The timber has sprung free and smashed the front windscreen glass of the dumper. Once it was established that no one was hurt, the pickup was pushed out manually.

### Photographs



Area just off haul road where vehicle became stuck



Smashed windscreen on dumper

### Corrective Actions Taken

- ✓ Haul road in that area repaired and improved for clear lines between road and verge.
- ✓ All on site instructed not to attempt to carry out actions that are not covered by an appropriate RAMS.
- ✓ Full inspection of all other haul road areas within verges on the project.
- ✓ Specific maintenance team dedicated to maintenance of all haul roads.

### Preventative Actions Taken

- ✓ Recovery process to be set out, documented then communicated to all relevant people on project.
- ✓ Full investigation underway to determine required preventative actions,
- ✓ Hazard perception training from a behavioural aspect to be developed and rolled out across the RDPN.

### Significant Learnings

- ✓ **Control of parking on haul roads to be improved.**
- ✓ **Review of passing points or the extension of hard surfaces in verge.**
- ✓ **Winter weather approaching - all projects to get their winter preparedness plans in place and communicated well.**

### Further Information

Please contact CJP SHE Team members Malcolm Shiels 07341512834 [malcolm.shiels@costain.com](mailto:malcolm.shiels@costain.com) or Matthew Hamm 07776594942 [matthew.hamm@costain.com](mailto:matthew.hamm@costain.com)



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## INFORMATION



# Safety Alert PHEV extension lead charging

5 October 2021

## Background information

- A plug-in electric hybrid vehicle (PHEV) was being charged through a connection of an extension cable at an outstation.
- The extension lead was a three-pin (G-type) connection, which was then plugged into a socket in a store room.
- The extension lead had been used to charge vehicles for some time, sometimes with two vehicles being charged at the same time.
- An employee who was attempting to charge the one of the PHEV using this method, when they noticed that the vehicle was not charging and began investigating why.
- The switch had not tripped and the extension lead was checked using another electrical device. There was no action from the device.
- The extension lead was completely disconnected from all devices and the employee opened the plug. This showed the damage to the plug around the fuse area, as shown in the image.
- The duty Team Manager was informed of the event and the extension lead method of charging discontinued
- Guidance had previously been issued by the Vehicles team regarding the vehicles, which includes charging.



## Lessons Learnt

- No vehicle should be charged via indoor mains supplies.
- Only use dedicated PHEV charging points.
- Only use equipment that you have been briefed on its correct use, if in doubt ask.
- If any equipment appears defective, do not use, quarantine and report the defect.
- Do not tamper with or disassemble any equipment which you are not trained or authorised to do so.
- If you are unsure or do not understand a briefing or guidance issued, ask.

NHa272

If you have any queries about this safety alert information announcement or any other safety announcement then please contact [Bobby.McHale@highwaysengland.co.uk](mailto:Bobby.McHale@highwaysengland.co.uk)

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and **well**



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

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



## INFORMATION



# Safety Alert

## Failure of Holding Down Bolts on Bridge Deck Expansion Joint

12 October 2021

### Background information

During a recent emergency bridge inspection, a fixing bolt attaching a (Type 5) expansion joint to a bridge deck, was found to have worked loose and was protruding above the road surface by approximately 25mm.

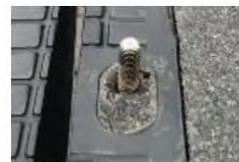
On close inspection, it was noted that a number of the holding down bolts along the joint were also starting to work loose, but were not yet protruding above the road surface.

The Type 5 joint had been in service for less than 12 months.

No harm was caused to our workforce or the road user, but several vehicles sustained punctures as a result of driving over the protruding stud.

Two previous joint failures on similar joints identified the same concerns with the fixings relating to inadequate embedment / anchorage lengths of the bolts and lack of bond between the between the bolt and the resin that anchors into the fixing to the concrete deck. These defects required extensive remedial works.

A full investigation in to this latest failure is ongoing.



Protruding stud



Removed Bolt



Bolt hole with stud removed



Breakdown of bolt hole resin

### Lessons Learnt

- During routine Safety Inspections, Inspectors should be aware of this issue and lookout for protruding bolts.
- Any signs of deterioration, to the material surrounding the bolts at road level, should be picked-up during the principal inspections and flagged for action.
- The specification for all resin fixings for new Type 5 bridge expansion joint installations, to be checked and agreed with joint manufacturer, prior to installation.
- Records should be kept during installation of new joints to record the condition of the deck below the joint, the bolt embedment depths and any torque requirements for the fixing.

If you have any queries about this safety alert information announcement or any other safety announcement then please contact [Terry.Robinson@highwaysengland.co.uk](mailto:Terry.Robinson@highwaysengland.co.uk)

NHa273

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

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



## INFORMATION



# Safety Alert Use of reconstruction photographs

5 October 2021

## Background information

National Highways and their Supply Chain partners must issue safety alerts within a strict timeframe when safety-related incidents occur on site. Occasionally safety alerts often include photographs of an aspect of the incident taken during a reconstruction of part (or all) of the incident.

### Concerns

The reconstruction of an incident could lead to further exposure to the same hazards and the same type of injury / accident reoccurring or a new incident taking place. The risk of this occurring is increased if the photograph is needed urgently to assimilate the incident scenario again with it being hastily reconstructed and as a result the risk assessment not being adequate.

When reconstruction photographs have been used in the past this has, in some instances, led to an assumption that the recreation was the same as the original situation, and therefore such photographs could inadvertently influence how an incident is portrayed by those receiving the safety alert.

Advice should be given to those producing safety alerts that incidents should not be recreated, either in part or in full, to obtaining photographs as they are not essential in alerting people of an incident. The questions below must be considered ahead of setting up a reconstruction of an incident or event:

- Is there an image which was taken at the time of the incident which could be used?
- Is an image essential in explaining the incident?
- Can a drawing, diagram or sketch be used instead of a photograph?
- Can a stock photograph or a photograph from an earlier event be used?

### Summary

The reconstruction of an incident to take photographs increases the risk of the same accident / injury occurring and therefore should not be encouraged or undertaken.

Whilst inclusion of a photo in a safety alert does add value and context, we should not expose our people to additional risks to obtain them.

A diagram, sketch or drawing should be used to illustrate the issue as an alternative to a photograph taken from a reconstruction of the incident.

Where a decision is made that the use a photograph from a reconstructed incident scenario is necessary, this must only be undertaken once a full safety risk assessment has been completed.

### NHa271

If you have any queries about this safety alert information announcement or any other safety announcement then please contact [Mike.Boyland@highwaysengland.co.uk](mailto:Mike.Boyland@highwaysengland.co.uk)

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## Quality Alert

12.10.2021

*On Thursday 17<sup>th</sup> August, a concrete pour was scheduled for the installation of two test piles to inform the design of the Small Dean Viaduct Structure for the HS2 main line.*

*The test piles are 1500mm in diameter and approximately 40m deep, installed using rotary bored piling method.*

*The approved target flow for concrete delivered to site was 560-680 mm as per ITP. Five of the first seven loads were out of specification upon arrival. One of the loads that passed the flow table test was not pumpable and appeared unstable/segregated once discharged through the pump.*

*The pour was aborted and the piles filled up with grout and abandoned.*

### What we know

- Admixtures included in the concrete to achieve a target six hour working life caused the consistence (flow test) of the concrete to increase while in transit from the value measured at initial batch to the point of deposition
- The admixtures dosage contributed to an increased workability that exceeded the upper limit of the target consistence range
- Mix design development trials are undertaken for concrete to be used for permanent works, either in the laboratory and concrete batching plants or from the batching plants alone. In this situation plants trials were not undertaken as the supplier is not a strategic delivery partner for concrete and the concrete would not be used in the permanent works

### Actions taken

- The concrete mix design was improved with a change in admixture and admixture dosage. Mix specifications, SSD Concrete composition and additives combination also improved
- Further plant trial was conducted resulting in required concrete characteristics



### NCA Small Dean Viaduct

## What you can do

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

- Discuss the mix design with concrete suppliers and EKFB Materials Engineering if the concrete has particular performance requirements such as a prolonged consistence retention. Discuss whether a concrete plant trial is required in advance.
- Engage with EKFB Materials Engineering team for advice.
- Take into consideration:
  - Travelling time from batching plant to site
  - Weather conditions that can affect the characteristics of the concrete i.e reduced consistence retention and workability due to hot weather
  - Heat loss due to cold weather. Concrete that is produced at a batching plant and then transported to site may lose heat energy during transit in cold weather. This may result in retarded early age strength gain
  - The experience of the concrete producer with the chosen admixture package.





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Making **better** decisions...

Changing **lives**”