



Contents

October 2020 - STOP Think!



Section	Page No.
Introduction	
John Dowsett Introduction	3
Rail Wellbeing Live	
The Way to Wellbeing 4 & 5 November '20	4
Programme Speakers	5
Learning Together	
Please Download the NHS Covid-19 App	6
"The Street" Social Distancing Thermometer	7
Please Reverse Park at ALL Times	7
Infrastructure Minimum CUT 3 Standard for Gloves	8
Preventing another Lifting Incident	8
"Stamp It Out" - Industry wide petition to end roadworker abuse	9
Urgent Rule Book Changes	10
Beware "Hot Sites" – Copper Theft at Substations	10
Electrical Test Device – Newly Approved	11
Lean Awareness Training	11
Save Energy, Cost and the Planet	12-13
Sharing our Successes	
High Praise for Area 4 COFA Completion	14
New River Bridge Live!	15
Safe and successful - Comet Way Bridge	15
GOLD Rated sites Period 5	15
The Shield September 2020 Edition	16
Putting Passengers First - Rapid Response to Slope Failures	16
Everest Base Camp for GOSH & Black Dog	17
Supplier Satisfaction Survey Feedback	17-18

Section	Page No.
What Good Look Like	
Innovative ALO Piling Method - Suttle Piling Gate at Wanborough Embankment	19
Achieving the Impossible - Three Bridges Rail Operating Centre Air Conditioning	20
Enhanced Environment at Chalk River	21
Safety in Italian - Modular Car Park	21
Look After Yourself and Each Other	
How are you? World Mental Health Day - 10 October 2019	22-23
Caring for your Back	24
Effective Back Care	25
How to Avoid Tech Neck	26
STOPTOBER – Time to Quit	27
Toolbox Talks	
Fairness, Inclusion and Respect in Construction - Respectful Language	28
Safety Statistics	
SHE Performance Summary Aug- Sept '20	29
Improvement Opportunities	30
STOP Think! Moments	
Clamp fell onto Live 3rd Rail	31
Unsafe Working at Height	32
Timber dropped onto Live 3rd Rail	33
External Alerts	
Hydraulic Lock Lost Time Injury	34-35
Excavator struck 11kV overhead line	36-37
Restricted access to SADTEM voltage transformers	38
Water main release – Thrust Block	39
Low Voltage Electrical Earthing	40-42
Social Media Safety Bulletin	43



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

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Introduction

October 2020 - STOP Think!



Hello and welcome to our October STOP Think! Cascade Briefing.

Wellbeing Live

In this month's edition, you will see that we are promoting the Rail Wellbeing Live virtual conference that is taking place over the 4th and 5th November. This is a fantastic event that we are proud to sponsor and whilst it is being delivered in partnership with Network Rail, the content applies to everyone, regardless of whether they work in a different part of our industry, or even in another industry altogether!

Given the extreme challenges that we are currently experiencing, both in maintaining safe environments on sites or working at home, together with dealing with more difficult circumstances in our personal lives; there has never been a more important time to ensure that we focus on the health and wellbeing of ourselves and our colleagues, supporting each other in a way that has not been done before.

The line-up for the two days is amazing, with so many fun and interactive sessions to choose from! Please sign up and create time to attend the sessions that will most resonate with you! There is definitely something for everyone!

Managing Increasing Covid Risks

Given the recent increase in infection rates across the country, it is essential that the excellent measures we have put in place over the past few months continue to be strictly adhered to. Following our STOP Think! learning, I am hopeful that after 6 months, these controls are now good habits that we have settled into.

However, I am also mindful that there could be a risk of complacency, so it is essential that we remain extra vigilant and keep engaging with our people.

Please do speak up if you see occasions where social distancing is not being followed or if you are concerned about the controls being implemented in your working environment.

Supporting Our Growth

As an Infrastructure Business we have continued our growth aspirations despite the challenges created by the last 6 months and we are likely to deliver £200m worth of projects for our customers this year. With the longevity of our core frameworks with Network Rail, Highways England and Connect Plus, we have a pipeline of identified opportunities that now reaches £1bn.

In addition to these, our progression into large and major projects in both Rail and Highways is exciting. With a UK Infrastructure pipeline totalling some £600bn over the coming years, we remain very well placed to increase our market share.

To support this growth, we are keen to further supplement our existing teams, bringing in new talent that can help us progress as we provide them the opportunities to grow themselves. We are looking for people that align with our core values and our customer focus, working in a fully collaborative way with our customers and supply partners.

If you know good people that you feel would fit well with our culture, then please do get in touch with me directly or link them into our website for the roles that are currently available. In particular, we have a number of vacant operational roles across Southern England and extending up into the Midlands too. I look forward to hearing from you.

Stay safe and well over the coming month.

John Dowsett
Managing Director Infrastructure



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Rail Wellbeing Live – 4 & 5 November '20

October 2020 - STOP Think!




Rail Wellbeing LIVE
Inspiring healthy lives across the railway



WHAT IS IT?

It's a new annual rail industry event, designed to improve your wellbeing. It was meant to happen in a football stadium with free biscuits and a massive guest list but Covid put paid to all that.

So instead, it's a virtual event taking place on 4-5 November 2020 offering a programme designed to inspire. Hosted by a mix of wellbeing experts, rail people and some unexpected famous faces, everyone in rail will get the chance to take part in a range of activities. **FREE OF CHARGE.**

THE WAY TO WELLBEING

The features are all 'Pick n Mix' so you can sign up to as much or as little as you like, with the option to log back in for the sessions that interest you the most.



Have a chat with your line manager about joining us around your shift times.



Wellbeing WEDNESDAYS

We can't wait until November to get started, so join us for Wellbeing Wednesdays, a series of free livestreams providing bite sized tips to get the industry talking.

Starting from Wednesday, 2 September at 11am.

Further dates and information can be found at www.railwellbeinglive.co.uk

Your health and wellbeing won't wait, so neither will we.

GET INVOLVED?

www.railwellbeinglive.co.uk, follow us on LinkedIn for the latest news or get in touch at bryony@railwellbeinglive.co.uk.



SAVE THE DATE Wednesday 4 November Thursday 5 November

Two dates you need to add to your diary!
Your health and wellbeing will thank you for it.



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Rail Wellbeing Live – 4 & 5 November '20

October 2020 - STOP Think!



Join us for the rail industry's biggest ever FREE wellbeing event

SEVEN Themes **FIVE** Programmes **TWO** Days **ONE** Industry changing event
Over 80 sessions and more than 140 speakers – choose as few or as many as you wish!

INSPIRATION PROGRAMME – DAY 1



Dr Rangan Chatterjee



Carole Spiers



Dame Carol Black



Ben Goldacre



Dr Dawn Harper

4 November

INSPIRATION PROGRAMME – DAY 2



Andy Cope



Dr Sophie Bostock



Ruby Wax



Nicki Williams



Lorimer Mosley

5 November

HEALTHY LIVES PROGRAMME

Louise Claire Yates
Laughing Yoga

Jo Tuffrey
Pilates

Helena Clayton
Leading with Love

Rachel Kelly
52 Practical steps to happiness

Angela Steel
Superwellness

Vicki Dawson
The science of sleep and shift work

+MANY MORE

PROGRAMMES



Inspiration Programme
Keynote talks and panel sessions



Rail Wellbeing Programme
Health and wellbeing in the rail industry



Healthy Lives Programme
An interactive and practical programme giving you the chance to try out new things



Workshop Programme
Gain greater understanding in wellbeing topics relevant to the rail industry



Wellbeing Innovations
Learn about products and services from suppliers

REGISTER NOW

4 & 5 November 2020

www.railwellbeinglive.co.uk



Rail Wellbeing LIVE

Inspiring healthy lives across the railway



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

www.osborne.co.uk

Please Download the **NHS Covid-19 App**



The new NHS Covid-19 App is now available to download for free in England and Wales.

The App is a vital part of the NHS Test and Trace Service and will help you to understand and manage your personal risk and reduce the spread of Coronavirus. The more people who use it, the more effective it will be.

It uses proven technology from Apple and Google, designed to protect every user's privacy.

For further information please see the link below;

[Covid19 NHS App Information](#)

Once you have downloaded the App you will be able to simply scan the venue QR code at all locations you visit in both your leisure and working activities.

Please create a unique QR code for your specific site and office locations. This is simple to do as demonstrated below;

[How to Create a QR Code for your Location](#)

Please can we recommend that everyone over the age of 16 downloads the App and uses it?

The faster you know about any positive cases, the quicker you can alert and protect your loved ones and community.





“The Street” Social Distancing Thermometer

Our team at The Street Embankment continue to take great social distancing measures. In addition to their “2 metre marshals,” they are now using a socially distant thermometer as an extra line of defence to keep their people safe. Well done team for these great initiatives!



Infrastructure Minimum CUT Level 3 Standard for Gloves

From the 1st November 2020 we are introducing a minimum cut level for all gloves worn on Infrastructure projects of CUT 3.

This is for all projects where a higher level is not required either by our customer or as the results of the task risk assessment.



Please remember that ALL our Network Rail projects are required to wear CUT Level 5 gloves.

This requirement applies to all people on our projects including Osborne personnel, supply chain and customer teams. The compliance date allows time for replacement gloves to be ordered and obtained. The Osborne Group PPE procedure is also being updated to reflect this requirement.

If you have any questions please contact Matt Wright. Thank you.





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.




Reverse parking only


Preventing another Lifting Incident

This STOP Think! Moment is to share learning following a recent incident where a crane lift incident occurred on an Osborne Construction Site


Picture 1 – Contractor office.




Picture 2 – Contractor office starts to be lifted as the skip (out of shot) catches it.



Picture 3 – Contractor office continues to rise as the Slinger Signaller is radioing to stop. Skip detaches of this point.



Picture 4 – Contractor office drops back to the ground.



What happened?

A liftable skip filled with plasterboard offcuts, had been placed next to a cabin being used by the contractor's as an office. The crane and banksman were moving the skip and as it was being lifted for removal from site it got caught on the end of the cabin which was lifted from the ground.

The Slinger Signaller called out on his radio to stop but the Crane Operator did not react quick enough, and one end of the cabin lifted off the ground, as shown in Picture 3.

The cabin then detached from the skip and fell back to the ground.

There were no injuries sustained despite the being occupied by two people.

Impacts


Although nobody was injured from this incident it had potential to cause serious multiple injuries.

Immediate actions.

- ✓ All lifting operations were immediately stopped.
- ✓ The crane was taken out of use pending a thorough examination.
- ✓ Post incident Drug and Alcohol testing was carried out.

Lessons

- ✓ The incident is still under investigation
- ✓ Sites are to review their lifting operations to ensure that similar incidents cannot occur.
- ✓ Anything that is to be lifted by a crane is not placed near anything that it can catch on whilst it is being lifted.



A short training module has been created to discuss the lessons learned from the lifting incident on an Osborne Construction Site.

This 10 minute module summarises what happened, key findings, what we learned, and what you and your team need to do next. Fortunately, no one was injured in this incident but it could easily have been more serious.

Please take the time to complete this module to help prevent another similar incident.



It can be found on the front page of "Your Learning".



“Stamp It Out” Industry wide petition to end roadworker abuse

“Stamps It Out” is an industry wide collective which is striving to eliminate abuse to all our roadworkers. “Stamp It Out” are petitioning the government to change the law around the subject and we are urging you all to get behind them.



At **10,000** signatures... the government will respond to this petition.

At **100,000** signatures... the petition will be considered for debate in Parliament.

So please help us get more than 100,000 signatures and join us in making a real step change for our industry. Suffering physical or psychological abuse when undertaking this dangerous work is totally unacceptable and we absolutely must Stamp It Out!

PLEASE - Sign the Petition using this Link



Urgent Rule Book Changes

Following the tragic derailing of the passenger train near Stonehaven there have been urgent changes to the Rule Book and Handbook that came into effect from Saturday 5 September 2020.



The changes provide clear instructions on what to do if there is damage to structures or earthworks, or if you see any unusual flows or pools of water that could cause damage. These new rules are in addition to the existing

rules for reporting flooding on the track or track defects.

It is important to remember that the investigations into the Stonehaven derailment are still at an early stage and these changes are not intended to pre-judge the outcome of the investigation. There may be further changes over the coming weeks and months as RAIB learns more about the causes of the accident.

Please do visit the RSSB website for resources, including videos that explain the Rule Book changes for drivers, signallers, controllers and any other rail staff working on the line.

[RSSB - Urgent Changes to Rule Book](#)

Thank you for your support in embracing these new rules.

Beware “Hot Sites” – Copper Theft at Substations

Please be aware that the Wessex Route has seen an increase in the theft of copper earth cables at substations. Substations suffering such thefts are known as “Hot Sites” as they have an increased electrical safety risk of unsafe touch surfaces on buildings, equipment and fencing.



A register of all Hot Spots is held by the E&P RAM and all known sites will have a Hot Site warning sign at the access point where practical.

You should **NOT** enter these locations without **Hot Site Safe Working Procedures** in place.

Please look out for;

- Upturned trough lids.
- Cut cables and fencing.
- Activities that look out of place.

If you suspect the earth cable has been stolen please report this to the WICC. If you need to access the substation please speak to your Line Manager as there are agreed procedures in place to mitigate the risks. Thank you.



Electrical Test Device – Newly Approved

The Southern Shield Electrical Safety Group recently approved the Self-Testing Current Rail Indicating Device (ST-CRID) as an approved device.

A ST-CRID Best Practice document can be found on the Southern Shield website;

[Southern Shield Best Practice Library](#)



The Network Rail Technical Authority have now provide further guidance as follows:

- The ST-CRID can be used as a Live Line Tester without restrictions.
- The ST-CRID can be used on steel conductor rail as a Line Live Indicator, e.g. to mark live 'floaters'. However, it cannot be used as a Line Live Indicator on Aluminium Steel Composite (ASC) conductor rail as this rail is only weakly attractive to the magnets fitted to the ST-CRID that keep it in place.
- You can use the ST-CRID as a Line Dead Indicator but only on steel conductor rail as part of an emergency switch-off. Normally, such usage will only be by MOMs in the course of an incident. It cannot be used as a Line Dead Indicator on ASC conductor rail.

Lean Awareness Training



Further to the success of our first ever virtual Lean Awareness Training course, more sessions have been made available. The course is 2 hours long, is delivered through Teams and provides an introduction to Lean tools and techniques. There are 20 spaces available for each course which will run from 9.30 - 11.30am on;

- Weds 21 October
- Weds 28 October
- Weds 04 November

Please book through "Your Learning" as found on the iGO home page.





To assist you on your Lean journey, the Performance Team have developed the Lean Launch Pad. Within the Launch Pad you will find links to training, guidance, templates, advice, and so much more.

So please do use this really useful tool as linked below;

[Lean Launchpad INF-PRC-2000-0000.pdf](#)

Lean Launch Pad

Use this Launch Pad to find links to learn more about lean and to use tools that will help you implement lean in your own work.

Upcoming Training:

Find out more and book upcoming training events through the e-learning link below.

Lean e-learning tools

Lean Understanding Survey

Lean Activity Register

Master Tracker for Timwood Opportunities

For support and advice on any lean activities you are planning, please contact Kimberley Wild.

[Click Here](#)

Useful Lean Websites

www.bourton.co.uk	Up to date Lean industry news.
http://www.bgl.org.uk/	Latest news and events about both quality and continuous improvement.
https://www.clarityvisualmanagement.com/	Check out the visual management options available
Inside Knowledge	Highways England Knowledge Transfer Area - You can find case studies that may be relevant to your area of need
https://www.leanconstruction.org/	Lean education and tools specific to the construction industry.

Lean Course Notes

White Belt Awareness Training (BGF)

Lean Awareness Course Slides (Bourton Group)

Lean Advocate Course Slides (Bourton Group)

Does it add value?

Lean Reading List

Black Box Thinking – Matthew Syed, 2016

The Lean Toolbox 5th Ed – John Bicheno, 2017

Deep Work – Carl Newport, 2016

Lean Six Sigma for Leaders – Martin Brenig-Jones, 2018

Will It Make the Boat Go Faster? – Ben Hunter-Davies, Hamlet Beveridge, 2011

Lean Tools and Guidance

Guidance

- A3 Summary Prep Control Guidance
- 5S to Success
- How to Collaboratively Plan
- Weekly Collaborative Planning Agenda
- Lean Implementation Guide
- HE Standards for Visual Management
- HE Standard Visual Management Guidance
- HE Standards for Collaborative Planning
- HE Standard Collaborative Planning Guide

Templates

- A3 Lean Project Summary
- TIMWOOD 7 Wastes
- Osborne Scheme Lean Deployment Plan
- Fishbone Diagram
- Kanban Board
- Lean Intervention Project Log
- Project On A Page
- HE Standard Visual Management Templates
- HE Standard Collaborative Planning Board
- All Lean Templates

Latest Infrastructure Lean Case Studies (A3's)

Site signage comparison

- Lean Project A3 – Yammer 55
- Lean Project A3 – Reuse of Mudstone
- Lean Project A3 – Piling Mark-Up
- Lean Project A3 – Night Closures
- Lean Project A3 – Expanding Foam Piling
- Lean Project A3 – A500 Handrail

Infrastructure Lean Strategy

Video of the Month:

Lean Sprint

Save Energy, Cost and the Planet

World Green Building Week is an annual campaign that is run each September to increase and support the delivery of greener buildings.

“Green” buildings reduce or eliminate negative impacts on our climate and natural environment, and may even create a positive impact. Buildings and construction are responsible for 40% of carbon emissions worldwide.

With a UK legal target of net zero carbon by 2050, carbon reduction has never been more important.

As we head into winter please try turning your heater's thermostat down. Forty per cent of all Osborne on-site energy consumption is heater use.

Turning your thermostat down by only **1°C**
will save **8%** in energy.





Save Energy
Save Cost
Save the Planet

40%
of all site
energy
use is
heaters



Reducing your
thermostat by 1°C
saves 8% energy



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High Praise for Area 4 COFA Completion

Enormous congratulations to our team who have worked tirelessly over the last 10 months to safely deliver efficiencies for Highways England in Area 4.

Following the great work of the team in the Kent area, they were asked to look at delivering additional schemes for Highways England through the Connect Plus Improvements Framework in Sussex. These have now been successfully and safely completed much to the delight of our customer.



Highways England – Project Manager

"The purpose of this email is to feedback on the performance of the key delivery partners in the project; CP/CPS, Atkins and Osborne. I have never been part of a more collaborative, transparent and flexible team that always strived to deliver the best for the client and the customers. This positive behaviour was demonstrated by the whole team from the supervisors on site to the senior responsible owners in each organisation and it was refreshing and comforting to see everyone pulling in one direction. This is even more remarkable given the uniqueness of the project set up and its challenges. AOne+ support was also exemplary throughout."

Highways England, Head of Scheme Delivery

"Please can you pass on my thanks to the whole team, including as you mention, the guys making it happen on the ground. To complete the work safely is our paramount aim so first and foremost it is great to hear that has been achieved. When faced with a 'stretch' target some might be tempted to cut corners or commit to work that isn't realistic and then under-deliver. What you describe is true collaboration through having challenging conversations and managing risk collectively. In working together through the delivery challenges the calibre of this new team working is truly worthy of being commended."

Highways England, Programme Delivery Manager

"We have here another fitting tribute to the new collaborative approach to project delivery in Area 5 since 2009, which has put human kindness and connection, whilst getting the job done, at the core of how we work."

Highways England – Regional Director

"...Just brilliant work all round – heartfelt thanks to you all."

Thank you to the whole team including our valued suppliers for delivering with a difference to support our customer. Your efforts are clearly very much appreciated!





Safe and Successful Comet Way Bridge Completion



Congratulations to our team at Comet Way who have completed the comprehensive refurbishment scheme to the bridge over the Alban Way cycle route.

To finish on the original planned completion date was a great achievement, especially when considering the volume of additional works and is thanks to the great collaboration between our customer, suppliers and our team.

You should all be very proud!

New River Bridge Live!

Congratulations to our team working hard to deliver the New River Bridge that will improve access and safety for vehicles, cyclists and pedestrians coming in and out of Hoddesdon Business Park. The project now has its own

YouTube Channel where you can see monthly drone flights that are taken over the site. Do take a look;

[New River Bridge Monthly YouTube Drone Footage](#)



The deck concrete has been poured over the previously installed beams, and the precast concrete culvert units have now been installed. The capacity of these units has been designed in collaboration with the Environmental Agency to ensure that the new road layout does not increase the likelihood of flooding.

GOLD Rated Sites Period 5

Congratulations to FOUR of our teams working at;

- Ashmead Embankment
- Dorking Deepdene Platform Extensions
- The Street Embankment
- Weybridge Station

For receiving the Period 5 "GOLD" rating from Network Rail.



Sharing our Successes

October 2020 - STOP Think!



Dorking Deepdene was also the top scoring site in the Wessex Route. The platform extension project is the final extension in preparation for the Class 769 trains coming into service.

The scheme has been logistically challenging, with all materials having to be carried up access stairs – not an easy task with sizeable timbers and a large quantity of concrete.



Our customer complimented the team and commented on the quality of the carpentry saying;

"I have been impressed with the way the site team have accepted the challenges and got on with the hard work..."

I have a keen eye for detail and have been very pleased to see the quality of carpentry work. A great deal of care and skill are evident in the timber structure. Well done to the team."

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

A massive well done to all involved!

The Shield September 2020 Edition

Network Rail Southern Infrastructure Projects recently published their September 2020 Edition of "The Shield", aimed at increasing our safety engagement and communication direct with our workforce.

This edition features a great two page spread on our nine-day blockade at Templecombe. It can be downloaded from the Southern Shield website here:-

[Southern Shield - The Shield](#)



Putting Passengers First Rapid Response to Slope Failures

The impact of wet winters on the embankments and cuttings of our railway was never more evident than this year, keeping our Rapid Response team incredibly busy! Please do take a look at the great



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article in the Rail Technology Magazine (starting on page 36) by our very own Jas Rupra.



Jas talks about the different stabilisation schemes that have been completed by One Team Wessex and how the “whole team” response supports fast and efficient design and delivery to reduce railway impacts and puts the passenger first.

Well worth a read as linked below;

[Rail Technology Magazine - Wessex Route Slope Failures](#)

Everest Base Camp for GOSH and Black Dog

As if Kilimanjaro was not hard enough, Arron Dolan is preparing for another mountainous challenge. In September of next year a party will be making their way up to **Everest Base Camp** to raise money for Great Ormond Street Children’s Hospital and Black Dog Outdoors.



Would you like to join Arron and the team on this quest? If you want to find out more or secure your place please do contact Arron Dolan directly;

Arron.Dolan@osborne.co.uk

Please note that to allow enough time for preparations, the cut-off date for joining is the end of November 2020.

Supplier Satisfaction Survey Feedback - Summer 2020

We recently invited our top 100 suppliers, which represents approximately 80% of our spend, to provide us with valuable feedback on how we, Infrastructure, perform. Such feedback allows us to better understand our areas of strength and also areas where we can focus on making improvements.

Thank You - to all our suppliers who took the time to submit your responses.

Customer experience is at the core of our business and we are proud that we work collaboratively as one team with our suppliers, sharing best practice and developing each other’s skills.



Although the feedback received was generally positive there are areas where we can improve and an Action Plan to address these areas is being developed.

Osborne value the Supply Chain as a means of **adding value**, not reducing cost.

So please...

Review the Survey Feedback overleaf and consider how you can influence and improve the experience our suppliers have when working with and supporting us. Thank you!





OSBORNE

The Supplier Satisfaction Survey Feedback – Spring 2020



Thank you for taking the time to respond to our Infrastructure Supplier Satisfaction Survey. Your feedback is crucial in ensuring we identify where we are performing well and where we need to target improvements.

Customer experience is at the core of our business and we are proud that we work collaboratively as one team with our supply chain partners, sharing best practice and developing each other's skills.

Collaboration

- 96.8% of our suppliers think that we have a collaborative approach to relationships management
- 93.2% of our suppliers think that we promote involvement and contribution of Supply Chain to preparing the programme

Core Values



Integration

- 98.2% of suppliers believe that we clearly communicate our customer requirements and strategic objectives
- 96.4% of the suppliers believe that we support their development in line with the aforementioned requirements and strategic objectives



Fair Operating Practices

- 95.1% of our suppliers believe that we pay them in accordance with the agreed payment schedule

Equality

- 89.5% of our suppliers believe that we treat all suppliers equally



Considerate Making a Social & Environmental Impact

- 100% of our suppliers believe that we enhance the lives of the communities we work in
- 98.2% of our suppliers believe that we are environmentally conscious and caring for the environment

"I cannot express enough how much STOP Think! changed how we do things. It completely revolutionised my thinking and how we as a team come together to attack behavioural change to develop safer working practices."



H&S Leadership

- 96.8% of our suppliers believe that we exhibit safety leadership
- 95.2% of our suppliers think that we visibly care about the Health & Wellbeing of the operatives on site
- 96.2% of suppliers believe that the STOP Think! Behavioural Change programme has made a positive impact on our attitude towards safety

"Feedback on our tenders is very honest and open which helps to improve. Tender packs are usually very clear and detailed with good information provided. Webcontractor is excellent for managing applications and payments. And, the STOP Think! newsletter is also excellent - we disseminate this throughout our own safety stand downs."



Overall

- 98% of our suppliers believe that Osborne's Supply Chain Strategy is heading in the right direction by providing the necessary support, meaningful customer strategic information, and facilitating the development of closer and more meaningful relationships
- 95.1% of our suppliers believe that Osborne performs the same or better than other main contractors that they work for



We Listened

Our team are liaising directly with all of those who have put forward a good suggestion or response which was less than satisfactory to address individual cases of where we need to improve.

We Actioned

AS A RESULT OF YOUR FEEDBACK, WE HAVE: Raised your comments from the survey to the relevant senior member of our team to look into for identifying future improvements, as well as responding to you.

We will now be including further suppliers to both our STOP Think! behavioural change programme and the distribution list of our monthly STOP Think! publication.



Next Steps

We will continue evaluating your feedback to identify areas where we can make improvements.

You will also see a further survey coming from us very soon - we hope that you will spare 10 minutes to fill this in. Together, your comments are vital in helping us build safer, more vibrant working relationships with everyone

The survey was conducted by the Infrastructure business unit for qualifying suppliers engaged in the period April 2019-March 2020.



Innovative ALO Piling Methodology Suttle "Piling Gate" at Wanborough Embankment

At Wanborough Embankment our specialist supply partner "Suttle Projects" have developed an innovative solution to overcome the challenges of piling next to an open railway line, whilst also providing efficiencies for the permanent methodology.



The scheme involves embankment repairs south of Wanborough Station that consist of sheet pile walls, re-grading and new drainage. All overhead hazards such as the power lines were identified and risk assessed to ensure appropriate controls were put in place. The working issues from lifting and driving the 17.5m sheet piles so close to the railway were overcome via the installation of a "piling gate." This gate consists of driven temporary piles, with horizontal steels and a steel wire at high level and has dual purpose;

- To act as a barrier to prevent piles from swinging towards the track and entering the railway.
- To guide the pile into position, controlling the alignment and verticality of the pile during pitching and driving operations.

A crawler crane, with the aid of a MEWP, is used to feed the leader rig with pairs of piles. It is fitted with a slew restrictor to ensure the jib cannot get close to the rail.



Thank you to Suttle Projects and the whole team.

For this innovative piling method that allows the project to progress safely and efficiently adjacent to the operational railway line.



Achieving the Impossible

Three Bridges Rail Operating Centre Air Conditioning Installation



Congratulations to our team at Three Bridges Rail Operating Centre who recently completed installation of a new comprehensive air conditioning system in this highly sensitive environment despite strict access and working restrictions.

The project was considered impossible, with noisy or dusty works being disallowed, but through detailed communication and professional collaboration, the high priority project was completed with no accidents or incidents during the two thousand working hours.

The secure building controls large parts of the network and it was crucial that the team did not disrupt the staff and operation of the building. A detailed weekly schedule was key to delivering the project, clearly showing the planned operations and locations.

The new system of 24 ceiling units and 2 roof condensers provide fast acting cooling and heating which works to support the building's original system. The entire pipework system was installed without any hot works, with dust extraction fitted to tools to ensure the sensitive fire alarm systems were not upset. The roof units were lifted into place which involved berthing the crane adjacent to depot train lines with careful positioning due to the buried 11kv cables in the vicinity, along with identification and assessment of all overhead hazards such as the power lines.

Enormous Congratulations to Bruce Williams, Joel Gold, mechanical installation suppliers Airtemp, electrical installation suppliers AJ Electrical and the Whole Team!
For this great achievement that received continual positive feedback.





Enhanced Environment as Chalk River Flows

It is great when things produce the desired results and this certainly is the case at our recent project to replace an aging brick bridge with a new box culvert system.

When Dean Donnelly revisited our Redbourn Chequers culvert project he was amazed to see how much the water, vegetation and wildlife was thriving in the previously dry and run down area. Several local people even commented on the vast improvement.

What a fabulous result, improving the environment and encouraging the river to flow again at this beautiful location. Well done team!



Safety in Italian as Modular Car Park Takes Shape



Our Osborne-Siderpark team really are motoring in the delivery of their current modular car park! By week 5 the installation of the steelwork was progressing well. By week 7 another milestone was safely and successfully achieved, with the pouring of the deck concrete ready for the waterproofing. The simplicity of the lighting system also meant that all the lighting was put up in just a few hours.

The no-foundation, modular steel framed design provides a quick, efficient and cost effective solution to transform an existing area into revenue generating parking.

The high quality, highly durable componentry provides many years of maintenance free parking. The flexible design also allows for future expansion or dismantling and relocation to meet changing customer needs.

It is great to see the site safety signage also provided in Italian for our Siderpark workforce, to assist in the safe delivery of the project for those not fluent in English.

Well Done All! For your exceptional team work to safely and efficiently deliver a quality product!





How are you? World Mental Health Day - 10 October 2020

World Mental Health Day falls on 10 October every year, with the overall objective of raising awareness of mental health issues around the world and mobilising efforts in support of mental health.



This year's World Mental Health Day is focussing on mental health for all. We all have mental health and it is just as important as our physical health.

Prioritising mental health has never been more important than it is now. The months of lockdown and loss have had a huge impact on us all. We've all found ourselves under pressure in different ways, and the stress of uncertainty could be having an impact on your mental health too.

Whatever you've been through this year, World Mental Health Day is a chance to

make a positive change. But sometimes it can be hard to know where to start.


So why not mark the day by doing one thing for better mental health?

Whether it's going for a walk, learning a new skill, taking the first steps to getting support for yourself, or reaching out to someone else; take the opportunity to do one thing for better mental health.

For more information visit;

[Mind - World Mental Health Day](#)





Worried about a mate? Introducing...

ALAN

ASK **LISTEN** **ACTION** **NETWORK**


ASK
Ask open questions like, "how are you feeling?" to start a conversation. Show concern but don't judge.

LISTEN
Let them speak. You don't need to solve problems, they may just need to get stuff off their chest.

ACTION
Help them make a plan of action and set some simple goals. Let them know what help is out there. Arrange your next meet up.

NETWORK
Build a network of support together, with other friends and family.

Dave





Caring for your Back

October's Health and Wellbeing topic is about understanding and support around back care. You can find out about how to minimise your risk of back injury by visiting;

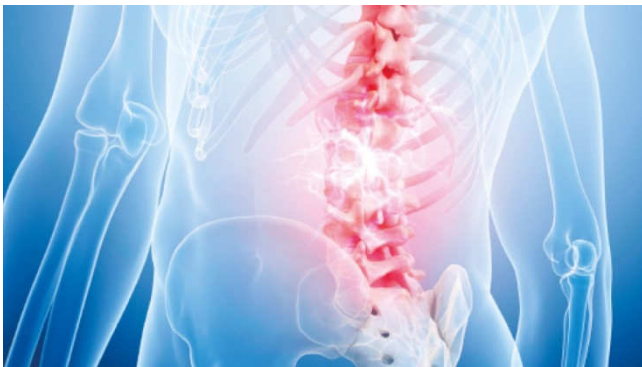
[HSE Back Pain](#)

The Facts

- **49,000** construction workers suffer new back injuries every year.
- An estimated **498,000** people in the UK suffer from work-related musculoskeletal disorders.
- In 2018/19, **6.9 million** working days were lost due to work related musculoskeletal disorders.

Visit our Health and Wellbeing Calendar for supporting Toolbox Talks, videos and posters;

[Health and Wellbeing Calendar 2020](#)



Back pain is unfortunately very common and can make you feel very miserable. However, it is not usually due to any serious damage or disease. The pain usually improves within days or a few weeks, at least enough to allow you to get on with your life. Find out more about caring for your back by visiting the NHS website;

[NHS Back Pain Treatment](#)

Top Ten Tips for a Healthy Back

1. Exercising

Walking, swimming and using exercise bikes are all excellent ways to strengthen your back muscles.

2. Bending

Always bend your knees, not your back.

3. Lifting

Learn to lift heavy objects using the correct lifting technique.

4. Carrying

Carry larger loads in a rucksack using both shoulder straps, and avoid sling bags.

5. Posture

Maintain a good posture. Avoid slumping in your chair, hunching over a desk.

6. Move

Try to take a short break from sitting every 30 minutes.

7. Stop Smoking

It is thought smoking reduces the blood supply to discs between the vertebrae, and may lead to these degenerating.

8. Lose Weight

Lose any excess weight. Use the healthy weight calculator to find out if you are a healthy weight for your height.

9. Bed Support

Check that your bed provides the correct support for your weight and build.

10. Relax

Learn relaxation techniques to help manage stress, which is a major cause of back pain.



Effective Back Care

Tips and advice



Top tips for effective back care

Staying still or maintaining your posture for long periods is potentially harmful – most of us are far too sedentary, sitting for about 80% of our waking lives. To prevent static muscle loading, joint stiffness and fatigue, movement is vital. Here are some basic tips on how to maintain a healthy back.



At Home

- Don't tuck your legs up beneath you when you sit – this can place your spine in a side flexed, twisted position
- Be aware that recliner chairs can sometimes increase lower back pain if you sit with your legs out straight for long periods
- Move! Build small and regular movements into your home life – simple stretching exercises can be truly beneficial



At Work

- Take a critical look at your workstation – when did you last check it was suitable for you?
- Is your keyboard close to you?
- Is your chair correctly adjusted in height and providing your back with support?
- Again, don't sit still all day, stretch, exercise and move as much as you can



In the Car

- Adjust your seat and mirrors to ensure you are not slouching when driving
- When planning your journey, build in time to allow for regular breaks
- Use the adjustability your car gives you – is the seat height right for you? Adjust the seat back to suit, can you adjust your steering column to reduce reaching?
- Remember, cars are designed for people of different shape and size, you need to get it right for you

If you are suffering from lower back pain, remain as mobile as you possibly can. Usually, consulting a medical professional early can get you back to normal quicker and can prevent longer term problems from developing.

www.posturite.co.uk/posture-learning-resources



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

www.osborne.co.uk



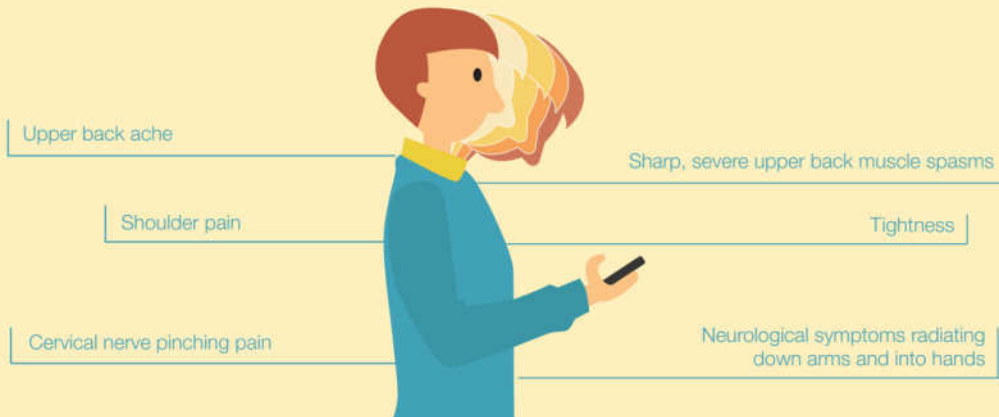
Tech neck and how to avoid it



What is this doing to our bodies?

Phones and tablets are handheld. This means that we often need to hang our heads forward to see the screens. The further forward the head hangs, the greater the pressure on the spine.

This position puts a large amount of strain on joints, discs and muscles in the neck and back. If maintained for long periods of time, it can lead to:



Try these stretches:



Neck twist

- Sit or stand upright
- Without lifting chin, twist head to look over your shoulder
- Hold for slow count of 10
- Repeat 3-5 times



Neck tilt

- Drop head slowly to one side, taking ear towards shoulder until stretch is felt
- Hold for slow count of 10
- Repeat 3-5 times



Shoulder stretch

- Raise shoulders towards ears until slight tension felt across tops of shoulders
- Hold for slow count of 10
- Repeat 3-5 times



Shoulder roll

- Sit with back supported
- Slowly roll shoulders up and backwards in circular motion
- Repeat 10 times

Find products to help you stay healthy and comfortable when using handheld tech by visiting posturite.co.uk/mobile-device-accessories





STOPTOBER – Time to quit an Unhealthy Habit

Whether it's alcohol or cigarettes, October is the month to say goodbye!

STOPTOBER is the 28 day stop smoking campaign from Public Health England to encourage people to stop smoking.

Stopping smoking is one of the best things you'll ever do for your health.

When you stop, you give your lungs the chance to repair and you'll be able to breathe easier.

Quitting smoking is one of the best ways to wake up feeling;

- A sense of accomplishment.
- That you are saving money.
- Cleansed of the harsh toxins in cigarettes.

- That you have more time throughout the day.
- Fresh, without the lingering smell of tobacco.

There are lots of ways to quit and STOPTOBER can help you choose what works best for you by offering a range of free support to help you on your quitting journey.

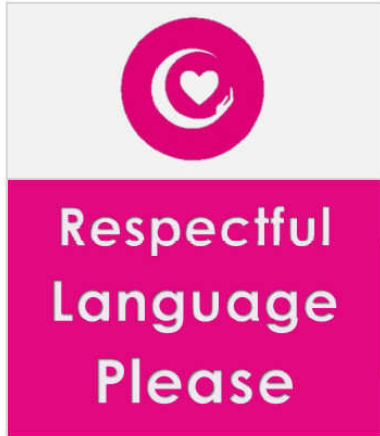
Although smoking and alcohol are good targets, if you neither smoke nor drink, you might want to focus on developing a new healthy habit over the 28 days.

For example, if you've been meaning to take up running, aim to train for a 5k, or commit to taking 10,000 steps a day over the next 28 days. So join the 28 day challenge... **Starting today!**

"One You" - Quit Smoking STOPTOBER!



Fairness, Inclusion and Respect in Construction Respectful Language



STOP Think! before you Speak

Respect, honesty, integrity and fairness are at the heart of everything that we do; how we treat our people, our customers, our suppliers, and how we deal with the communities and environments in which we work.

Through our core values we care for each other, encouraging support and understanding.

It is important that we all feel included and respected. If we feel included we work better and more safely and everyone goes home happier!

Think of the words and language that we might use regularly...
Could this be offensive to others?

Swearing, blasphemy, unwanted use of nick names, sexually suggestive comments, unwanted personal comments, anger, negativity, racism and homophobia - can all be offensive.

Please seek to use language that makes people feel included in the workplace, not which offends them.



We are working with the Supply Chain Sustainability School on their Fairness, Inclusion and Respect Programme (FIR). FIR has some great material that shows less respectful language and behaviours. Please watch their short videos for more awareness of the language and behaviours that need to be eroded away from our industry:-

<https://www.supplychainschool.co.uk/uk/fir/construction/toolkit/fir-toolkit.aspx>



We all bring something different to Osborne. Help us to create an environment where ALL our people, whatever their background, want to work and stay.

Please ensure you use Words and Language that make everyone feel valued and included.



07971 125 180 24 hour Infrastructure Advice & Reporting

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

www.osborne.co.uk



SHE Performance Summary August – September 2020

Improvement Opportunities Frequency Rate (IOFR) the Current Rolling IOFR Is: **3.54**
(Target of 2.5 per 1000 hours worked)

Accident Frequency Rate (AFR) Days since the Last RIDDOR Accident: **163**
The Current Rolling AFR Is: **0.05** against a threshold of 0.01

Service Strike (SSFR) Days since the last Service Strike: **5**
The Current Rolling SSFR is: **0.48**

**Aug/Sept
Total Number IOs
531**

**Aug/Sept
No. Safety, Health &
Environmental IOs
485**

**Aug/Sept
No. Business IOs
46**

Reference	Incident Date	Incident Name	Description of Incident
RIDDOR Dangerous Occurrence			
I/174010/001	09 Sep '20	St Denys	During canopy works mag-drill spun, connecting with a clamp and causing it to fall off and land on the live 3rd rail. No injuries.
Injury			
I/044022/003	04 Aug '20	Templecombe	Supply chain operative working with de-vegetation team noticed a tick on his arm - pulled it out himself.
Service Strike			
I/178001/001	29 Sep '20	Kent Planned and Reactive	An L.V. cable was damaged during hand digging to excavate a new service trench. No one was hurt.
Asbestos Related Incident			
I/178007/003	25 Aug '20	Managed Stations - Victoria	Possible asbestos seal observed around air conditioning unit. Not disturbed - team now in the process of obtaining sample tests.
Near Miss / Close Call			
I/070380/000 2/004	14 Aug '20	Debden	Supply chain operative working on top of canopy with no edge protection.
Other			
I/178010/001	11 Aug '20	Waterloo Station	Small oil leak was detected from the MEWP generator.
I/044022/004	12 Aug '20	Templecombe	Water bowser seen to have algae on top of water due to long period of hot weather. Immediately taken out of action and cleaned.
I/172013/002	20 Aug '20	Small Lea Bridge	Existing gas leak. Gas company called to repair. Osborne have not been working in this area.
I/172002/003	25 Aug '20	Ford Lane	Street Master developed a hydraulic leak.
Property Damage			
I/174010/002	21 Sep '20	St Denys	Noise monitoring equipment vandalised.
I/172001/008	28 Sep '20	CP D&B Joints	MOP vehicle struck front bumper of IPV causing some damage to both vehicles. Failed to stop.
Theft			
I/172013/001	10 Aug '20	Small Lea Bridge	Theft of generator, socketed distribution board and small tools.
I/172013/003	31 Aug '20	Small Lea Bridge	40L of diesel stolen from site.
I/044030/003	31 Aug '20	Ashmead	Water bowser stolen.
I/174010/003	28 Sep '20	St Denys	Lead flashing stolen off station roof.
TM Incursions			
I/172001/006	06 Aug '20	CP D&B Joints	A low loader lorry went through the full closure in lane 3 at speed.
I/172002/002	18 Aug '20	Ford Lane	Two vehicles entered the TM and then reversed out of the closure.
I/172002/001	21 Aug '20	M26 Main carriageway	TM pick up not related to our works entered our TM to seek benefit.
I/025468/012	15 Sep '20	A46 Binley	30 quad bikes entered TM whilst it was being removed. No injuries.
I/025468/011	15 Sep '20	A46 Binley	MOP walked through our TM, became verbally abusive when challenged.
I/025467/006	16 Sep '20	A27 Arundel	Van entered closure at speed, travelling the wrong way. Intellicone was activated and all operatives were able to move to safety.





Improvement Opportunities

August / September IO Statistics

During the months of August and September the level of engagement with the IO System has again reduced when compared to the same time last year.

Improvement Opportunities are critical to our learning culture and to ensuring that everyone returns home safely every day. So please, let's reverse this trend! Submit an Improvement Opportunity and help us to share important learning across the wider industry. Thank you for recognising the importance of your continued engagement.

Top Projects in August /September

- Feltham Combined Scheme 88
- Laverstock Embankment 42
- Guildford Sands 42
- Bournemouth LMD 35
- Wanborough Embankment 30

Top IO Originators in August / September

- Lizzie Barber 67
- Hamza Al-Khafaji 61
- Michael Moloney 61
- Steven Dolan 36
- Majid Nassiri 35

Top Suppliers in August / September

- Civil Rail Solutions 4
- Arcadis 3
- Deploy 2
- Coleman 1

Top SHE Categories in August / September

- Personal Health 60
- Site Housekeeping 55
- Access / Egress / Site Security 46
- PPE 35
- Site Welfare 30

Infrastructure Improvement Opportunities

Month	Total No. IOs	Total No. People Raising IOs
July	657	100
August	488	95
September	531	95
How many did your site submit last month?	?	?



Clamp fell onto Live 3rd Rail

(STOP Think! Moment No. 120 - 09 September 2020)



Clamp being used



Damage to the running rail

What happened?

At St Denys Station, work was being undertaken to drill into the station canopy steelwork as part of canopy replacement works.

Access to the canopy was via a GRP mobile scaffold tower. The drilling template was being held onto the steelwork by 2 Rack Clamps. The drilling was being completed using a mag-drill. The mag-drill snagged during the drilling causing the drill to spin round and impact the handle of the clamp. This caused the clamp to come off the canopy steelwork and be propelled onto the track below. The clamp landed in contact with the live 3rd rail and the running rail just beyond a 12 metre run of conductor rail shrouds. No one was injured.

Impacts

- The short circuit caused damage to the 3rd rail and the running rail which required replacement of a section of running rail and repair to the 3rd rail.
- There was potential for injury to personnel if they had been hit by the clamp or been near to the rails at the point of impact.
- There was disruption to the rail service while repairs were undertaken.

Whilst this incident is under investigation, please consider the following points when undertaking similar operations...

- ✓ When working at height, ensure that all items of equipment in use are tethered to the individual or to the structure, whichever is appropriate.
- ✓ Ensure that an appropriate exclusion zone is in place below work at height.
- ✓ 'Mag-drills' are known to snag and spin, has this been accounted for in the safe system of work. Is it the safest tool for the job?
- ✓ Is the 3rd rail sufficiently protected?
- ✓ If unsure of how to proceed, stop, think and consult your supervisor or SHE Advisor for guidance.



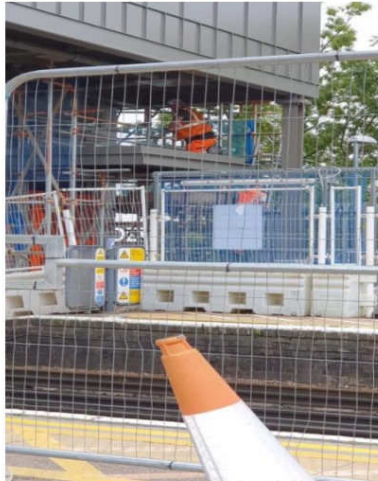
STOP Think!
Have a conversation!
Make the right choice the SAFE choice.





Unsafe Working at Height

(STOP Think! Moment No. 117 - 22 September 2020)



Unsafe Working at Height



Position of Electrician on the canopy roof

What Happened?

An Electrician working for one of our suppliers was observed working unsafely at height on the (outside) of the scaffold guardrail on the lower canopy of platform 1 at Debden Station.

The Supplier was undertaking the cutting of CMS trunking by hand, before it was to be installed to the external face of the lift shaft. The Osborne site supervisor observed the supplier on the canopy and instructed him to return to the (inside) of the scaffold guardrail.

Impacts

- Whilst no injury occurred. The potential for a far more serious outcome existed

Immediate Actions

- All works on the footbridge were stopped.
- The Electrician was stood down pending the outcome of the investigation
- The Scaffold adjacent to the canopy was secured and later modified to prevent further encroachment.

Investigation Findings:

- The supplier climbed over an existing scaffold guardrail onto the canopy.
- The supplier was working on the canopy unprotected within 2 metres of a leading edge.
- There was a documented safe system of work in place.
- The unsafe behaviour was not influenced by program pressures. There was no justifiable reason for the encroachment onto the canopy roof.

Learning Outcomes:

- Anyone preparing written systems of work/risk assessments or supervising the work of others must be competent. This means that they must have received any necessary training, be knowledgeable about the hazards, risks and control measures.
- Those supervising need to make sure the control measures to protect against risk are being properly used, maintained and monitored.
- An opportunity was missed by the electrician to "Stop Think!", assess the risk and seek advice/guidance as to how to proceed.

If you are unsure of how to proceed, contact your Line Manager or SHE Advisor for guidance.



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



Timber dropped onto Live 3rd Rail

(STOP Think! Moment No. 121 - 06 October 2020)

What happened?

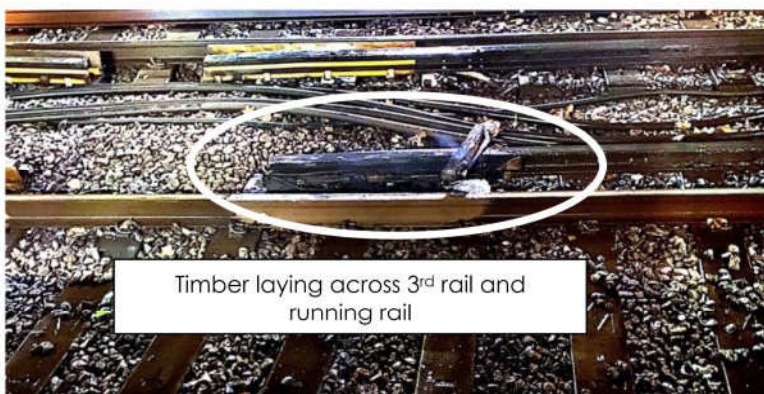
At West St Leonards Station, work was planned to refurbish and replace sections of timber on the station footbridge walkway. The work had been planned to take place using a pre-planned line blockage with additional protection. As the line blockage was being implemented with the signaller, it is thought that work had begun on the footbridge to remove the Magma board, which is fitted above the structural timber forming the walkway. When the Magma board was lifted up a piece of rotten timber below it unexpectedly fell and landed across the live 3rd rail and running rail which caused an arc and then a small fire. An emergency isolation was arranged, and the timber safely removed by the attending Mobile Operations Manager.

Impacts

- There was no damage to either the running or 3rd rail.
- There was potential for injury to personnel if they had been near to the rails at the point of impact.
- There was no disruption to the rail service.
- The line blockage was re-taken to allow the footbridge to be made safe for the public.

Whilst this incident is under investigation, please consider the following points when undertaking similar operations...

- ✓ Ensure that all personnel understand at what point work is allowed to start.
- ✓ Assess the stability and condition of the structure to be worked on to see if there is any likelihood of any part of it falling when it is disturbed as part of the work.
- ✓ Ensure that an exclusion zone is in place below works at height.
- ✓ Check that the track and associated equipment is protected if there is a likelihood of material falling from the structure onto it during work e.g. by placing conductor rail shrouds.
- ✓ Check that any safe system of work prepared for footbridge repairs takes account of the risk of a fall when the timber forming the walkway or part of it is removed, creating a gap large enough for someone to fall through.
- ✓ If unsure of how to proceed, stop, think and consult your supervisor or SHE Advisor for guidance.



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



Reference: SB-0120.00

Safety Bulletin



Hydraulic Lock Lost Time Injury

A Carnell employee sustained an open fracture to his index finger and lacerations to his middle finger when he removed a bolt within an excavator breaker attachment. The injured party (IP) received 5 stitches and underwent minor surgery under a local anaesthetic to 'pin' the open fracture. Fortunately, the employee is expected to make a full recovery and was able to return to work 2 days after the incident occurred.



The employee sustained the injuries as he attempted to relieve excess hydraulic pressure known as 'Hydraulic Lock' which prevents the hydraulic hoses being attached to the excavator couplings. This can occur when any hydraulic attachment is:

- Disconnected without the operator first removing the pressure
- Left in hot/cold conditions
- Dropped or impacted

The IP, without any training, attempted to remove the hydraulic lock himself by loosening the nuts at the hydraulic coupling. When this did not work the IP contacted the plant supplier to arrange for a plant fitter to attend site. Whilst waiting for the plant fitter the IP identified a bolt within the body of the breaker attachment and, without any knowledge or experience, loosened the bolt until it ejected at speed into his fingers.

Danny Pitcher – SHEQ Manager
1stth of September 2020



Reference: SB-0120.00

Safety Bulletin



Within Carnell no reports of hydraulic lock have ever been reported as an unsafe condition indicating that some employees treat its occurrence and removal as a routine operation.

To prevent incidents of a similar nature excavator operators must always ensure they have released the hydraulic pressure before disconnecting any attachments by:

- Turning off the excavator and moving the operating levers / attachment controls.
- Checking movement within the hydraulic hoses – when pressure has been sufficiently released the hoses should move easily. Hoses with excess pressure will feel rigid when attempting to move them.
- Checking movement within the coupling. The coupling should slide upwards with minimal force being applied. If the coupling does not move easily then there is still pressure within the hydraulic system.

Any occurrence of hydraulic lock must only be removed by a suitably trained and competent person such as a plant fitter.

If hydraulic lock is identified when attempting to connect hydraulic attachments:

- **STOP** what you are doing.
- Isolate the plant.
- Report it to your supervisor.
- **NEVER** attempt to relieve the excess pressure yourself!

All occurrences of hydraulic lock must be reported as an unsafe condition to the near miss line

‘Think Safety, Work Safely and Let’s all go Home Safely’

Danny Pitcher – SHEQ Manager
1stth of September 2020



Title: A striking reminder

Due by date: 15 September 2020

Short description: Initial learning from Safety Critical incident, where an excavator struck 11kV overhead power line

Allocated to: Operations Managers

Owner and contact for more information: Jonathan Jones

Email copies to: HSW Service, Phil Munslow, Emma Smailes, Toby Willison, Lucy Hunt, DOps



Critical and immediate safety action from the Deputy Director Health, Safety & Wellbeing

A striking reminder!

During river maintenance work a 21 tonne long reach excavator fitted with a weed cutting attachment, came into contact with an uninsulated overhead electricity cable rated at 11000 Volts. Fortunately no one was injured and the utility company repaired the damaged cable that day.



Due to the potential consequences this has been classified a Safety Critical Incident. We have reported this dangerous occurrence to the Health and Safety Executive, who have been in contact with us about the matter.



The initial facts point towards the importance of implementing our established control measures. The full facts and lessons learned will emerge in the review that has begun. However, the incident is an important reminder of the significant hazard presented by overhead powerlines. I am therefore reminding colleagues who undertake, supervise or manage work involving mobile plant and equipment of the key precautions that must be taken when travelling under or working near overhead powerlines.

Operations Managers must:

Brief those members of their teams who plan, supervise and undertake tasks involving mobile plant and equipment, and remind them to:

- Obtain up to date services information from statutory utility providers before the work commences
- Include the information on services in the Pre-Construction Information and/ or site pack for the activity
- Provide information on services and other hazards on a single map or plan of the site
- Implement all of the control measures specified in the risk assessment before the works proceed
- Carry out a pre-start briefing so that risks, controls and method of work are communicated to colleagues undertaking the task
- When plant is operating within 15 metres of overhead power lines, ascertain the voltage and height of the cables. This information is essential in determining exclusion zones, stand-off distances and for setting of height limiter devices

Please re-brief the [Tool Box Talk – Avoiding overhead services and buried cables](#).

Further details are contained in the OI, [Safe working & Travelling Under or Near Overhead services](#)

By close of business on 15 September 2020 all Operations Managers must:

Please note Safeguard is not being used to issue actions due to reliability problems (we shall shortly be moving Group Actions to Airstweb). As an interim measure;

Confirm that the action is completed and that the appropriate personnel have been briefed as requested by using the voting buttons on the notification email.

In your voting email please **please provide feedback** on how you have completed this action and any barriers that are hampering your team's ability to follow the guidance to keep people safe, or any questions that you have. Any further comments can be made via email to HSW@environment-agency.gov.uk using the title "A Striking Reminder."

If you have any queries on this, please contact Jonathan Jones Senior HSW Business Partner

Remember; taking these actions could prevent a colleague being hurt or seriously injured

This action was approved by the review team on 8 September 2020

To support this action, active monitoring suggestions include:

- Check if services information is included in site packs
- Ask site teams if they know the voltage and height of the overhead power lines they are working near or travelling under
- Check quality of site maps and plans to see if hazard information is included



Safety Advice



Restricted access to 25KV ABB FSKII SMOS sites with SADTEM VTs

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

Ref: NRA20-11

Date of issue: 15/09/2020

Location: National

Contact: [Felix Langley](#), Professional Head of Power Distribution

Finnieston MPTSL



Filton MPATS



Overview

There have been a number of failures of SADTEM Voltage Transformer (VT) over the past 6 months.

The two notable incidents are:

- On Saturday 5th September 2020 a 25kV SADTEM BBY2 Voltage Transformer (VT) catastrophically failed at Finnieston Mid-point Traction Switching Location (MPTSL).
- On Wednesday 12th August 2020 a 25kV SADTEM YE7 Voltage Transformer (VT) catastrophically failed at Filton Mid-point Auto Transformer Site Location MPATS.

In both incidents debris from the exploded VTs were found inside the compound and some minor debris found outside adjacent to the compound. While these failures are being investigated with the manufacturer, access to traction distribution sites with 25kV ABB FSKII Structure Mounted Outdoor Switchgear (SMOS) with SADTEM VT, is now restricted.

Immediate action required

Access to any 25kV ABB FSKII SMOS sites with SADTEM VTs, whether by Network Rail staff or Contractors, shall require the site to be established as safe by carrying out the actions specified in NR/SIN/194.

Actions specified in NR/SIN/194 shall be completed and must be submitted to and endorsed by a Route Asset Manager (E&P) / Regional Asset Manager (E&P) or delegates, or Designated Project Engineer (DPE) in advance of accessing a site.

This temporary change applies until further notice, until this instruction is withdrawn or superseded.





INFORMATION



Safety Alert

Water main release - thrust block

3 September 2020

Background information

- Piling works were planned to provide a foundation for temporary propping to a bridge.
- Ahead of this the proposed pile locations were being excavated to ensure no obstructions that could stop the piling.
- Excavation / investigation works were being progressed when a concrete structure was located below the surface.
- In some locations the depth of the concrete mass was only a 300mm thick strip, which was proven by drilling into it.
- At another location there was a larger, deeper mass which was irregular in shape and depth.
- At the time this was not perceived to be related to the existing water main due to its shape and finish. The intention was therefore to remove the obstruction from the location.
- During these works the concrete obstruction (now identified as a thrust block) was dislodged. This led to the water main in the vicinity coming away and the site flooding.
- The term thrust block refers to any type of element that will absorb, or take the thrust that occurs when a liquid is forced through a piping or conduit system and subjected to a change in direction, in this instance a water main.



Above: Typical example of thrust block in situ.

Key learning:

- Position of the water main adjacent to the concrete had been determined from other known points (from trial holes) on the water main. The actual position should have been clarified once the block of concrete had been uncovered
- Assumptions were made that the concrete was waste from other construction work – we should never assume and this ties back to point 1 above
- Key learning – failure to STOP when change occurs. The full situation should have been assessed, advice sought as required from the site supervisory team, the work pack amended with the new way of working and working practice briefed.

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

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c2c

SAFETY ALERT

Low Voltage Electrical Earthing

Issued to: c2c Supply Chain
Network Rail
UK Power Networks

Ref: C2CMEPFSA001

Date of Issue: 02/09/2020

Location: Essex Thameside Route

Contact: Paul Meenan – M&E
Asset Manager



It has been identified and brought to the attention of Trenitalia c2c that we have excessive unknown transient energy levels flowing into the Low Voltage earthing system, peaked measurement at 58.1 Amps AC. As a result and following the principles of HSG 85, a review of works and effective measures when working on or near Low Voltage systems is being undertaken and where practicable controls put in place.

Because of this and as of the date of this notice, **NO** unauthorised person shall work on or near any c2c managed Low Voltage electrical earthing and bonding cabling known as the 'earthing system' across c2c managed station infrastructure.

c2c are currently investigating the issue, what we do know is that we have monitored varying levels of electrical energy which is being transferred from what is assumed to be the traction return system. Also, energy from inductive or capacitive coupling is being measured, this appears and is then split or diverted across the earthing system of the station and into supply network. This may be a bi-directional flow.



Ref: C2CMEPFSA001
Version: 1.02
Date: 04/09/20



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Effective immediately any persons undertaking work on or near the earthing systems shall be registered and authorised via the Sparksafe Licence to Practice initiative at QE grading.

Measurements were initially found and Data has been collected on Friday 14th August 2020 and 01st September.

The scenarios checked by c2c were.



- All Power on, measurement on various earthing and bonding cables.
- Total Power down and remove DNO fuses, remeasure.
- Record Ze and PSC/PFC readings.
- Measured Voltages at Station Line (and also rise of potential) and at Earth Terminals

	Power on to station	Power off to Station (DNO Fuses withdrawn)	Observation	Conclusion
Stanford le Hope	Y	Y	Readings taken with and without trains in station. Energy observed coming from multiple paths, traction link, columns, DNO When isolated at DNO power still entered through station. Ze and PFCC readings taken.	Possible Diverted Neutral Current from street and larger energy levels coming from traction links to station.
West Horndon	Y	Y	Readings taken with and without trains in station. Energy observed coming from multiple paths, traction link, columns, DNO When isolated at DNO power still entered through station. Ze and PFCC readings taken.	Possible Diverted Neutral Current from street and larger energy levels coming from traction links to station.
Leigh on sea	Y	Y	Readings taken with and without trains in station. Energy observed coming from multiple paths, traction link, columns, DNO When isolated at DNO power still entered through station. Ze and PFCC readings taken.	Possible Diverted Neutral Current from street and larger energy levels coming from traction links to station.

Voltage and waveform recording are being undertaken for formal reporting.

c2c will continue to monitor and try to collaborate with 3rd party stakeholders (the Distribution Network Operators and Network Rail) to identify route causes and directional flow of energy. Network Rail have begun an earthing system correlation exercise.



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Version: 1.02
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Given the complexity of the electrical systems it may not be possible in the short term to identify the cause and effect. Therefore, we will implement mitigation and controls immediately to minimise risk to staff working on the c2c route.

To do this, c2c require all suppliers to comply the following.

1. Any works on or near earthing systems must be notified to c2c in the first instance.
2. Disconnections of station LV earthing will only be authorised during station isolations and preferably at night after a safe system of work is agreed.
3. All switch rooms to have full insulated matting in place and maintained.
4. Only authorised person to be allowed into rooms with exposed earth systems.
5. Revised safe systems of works to be implemented.

NOTE: We recommend that before any works are engaged in planning and before tasks occur an earth leakage clamp meter is used to check levels of energy before working on or near or connecting an earthing or bonding system cable.

Calibrated Meter recommended for this task would be either the

- Megger DCM05E
- Fluke 381

Image to right; indicates possible Neutral Current Diversion despite station being fully isolated.



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Date: 04/09/20





Safety Bulletin



Social Media

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

Ref: NRB20-09

Date of issue: 27/08/2020

Location: National

Contact: [Investigation & Assurance](#)

Overview

You may be aware of a video circulating on social media of a group of track workers sitting in the cess very close to the running line as a train passes by at speed.

Network Rail is investigating the origins of the video and early indications suggest that this is historic.

It is essential that in all aspects of our work that people challenge unsafe behaviours at the time. Close call, CIRAS and the worksafe procedure may be used.

Historic videos of this nature being shared without context undermine the work that the industry has done and continues to do to improve trackworker safety.

Discussion Points

As a reminder to all staff that we must never allow ourselves to become complacent in either implementing or demonstrating safe procedures and behaviours:

- Managers, supervisors and planners, are you satisfied that the Safe Work Pack keeps the team safe and deals with hazards?
- Has the safe system of work been tested to show it is fit for purpose?
- Remember to always acknowledge train warnings.
- Make sure you know your position of safety, and move to it at least 10 seconds before a train passes.
- Always wear the correct PPE.
- Unless it is an emergency, staff should not be using their personal mobile devices whilst on or near the line.
- Feedback any issues or improvements of the safe work pack to the planner and responsible manager.
- Always watch out for your work group and help them comply with the above points.





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