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September 2020 - STOP Think!



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Introduction

September 2020 - STOP Think!



Hello and welcome to our September STOP Think! Cascade Briefing. It was with great sadness that I learned of the fatalities from the derailment in Scotland last month. I hope that all of our Rail teams joined in with the minute silence to pause and reflect on this tragic event.

Given the volume of work we have undertaken recently on emergency landslips in Osborne, it reinforces the huge significance of these works in keeping our rail passengers safe. It also highlights the importance of delivering this work in an assured manner, ensuring that our monitoring and communication tools are hugely effective in managing the asset both before our interventions, during the works being undertaken and ensuring that they continue to perform as expected on completion.

In seeing the devastation caused by a train travelling at high speed leaving the tracks after seemingly striking landslip debris, it also highlights the significant risk of ensuring that we return our worksites safely after the completion of all of our works. The necessary assurance of our handback processes apply equally to both our works in Highways as well as Rail, as the importance of returning carriageways that are safe for vehicles is clearly equally paramount.

Climate Change

The tragedy at Stonehaven also highlights the increasing concerning impact that climate change poses to our ageing infrastructure. In recent years we have seen an increasing number of landslips, with over 50 taking place on the Rail network in the Southern Region in this year alone.

Within both the Highways and Rail sectors, we have a huge responsibility to improve the carbon reduction levels and support the Governments targets of net zero carbon by 2050. From a Highways perspective, we continue to work closely with

Highways England on each of our projects to ensure that they are delivering the required outcomes in terms of relieving congestion and delivering the required air quality targets. From a Rail perspective, it is clear that investment in GB rail can be a major contributor towards net zero. In addition to our traditional building and civils teams, we have developed an extensive electrification capability to support Network Rail in delivering an enhanced electrification capacity and to support them on the journey to de-carbonise the railway and remove diesel only rolling stock by 2040.

Culture, Culture, Culture

In conjunction with our peers across the Southern Region in Rail, last month we undertook a Culture Survey to attract some really open, honest feedback on a range of safety, health and wellbeing issues.

This month we are looking to extend this survey across the whole of our Business, including our suppliers and our customers.

Please do all take part and provide some rich data from which we can update our Action Plans accordingly. Ensuring that our people are clear that the safety, health and wellbeing of our people is our main priority at every level of our Business is hugely important if we are to remove all accidents from our projects in the future. I know that this message can get lost in amongst programme deadlines and increasingly challenging budgets, so it is important that we understand what gets in the way, so that we can show the leadership at all levels that maintains an unwavering commitment.

World Suicide Prevention Day

In last month's introduction, I shared the tragic news that we lost one of our former colleagues. Sadly, this month, I learned of the passing of one of our customer colleagues too. In the current environment, more than ever before, we really have to do more to protect our people and look after ourselves and each other. Please do look out for the information that we will share on World Suicide Prevention Day to see how you can help in creating an environment where people feel more able to speak openly about any challenges that they might be experiencing.

Stay safe and well over the coming month.

John Dowsett
Managing Director Infrastructure



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Infrastructure Culture Survey 2020

We are pleased to launch our Infrastructure Culture Survey for 2020.

The Culture Survey will be running throughout September across every one of our projects and offices, including for our suppliers and our customers, excluding for One Team Wessex who have already completed the survey.

In support of our continued safety journey, your answers will be used to benchmark ourselves against the Cultural Survey that was undertaken in the summer of 2018. The information that you provided last time really helped us to focus our actions and communications, so please do take the time to help us again.

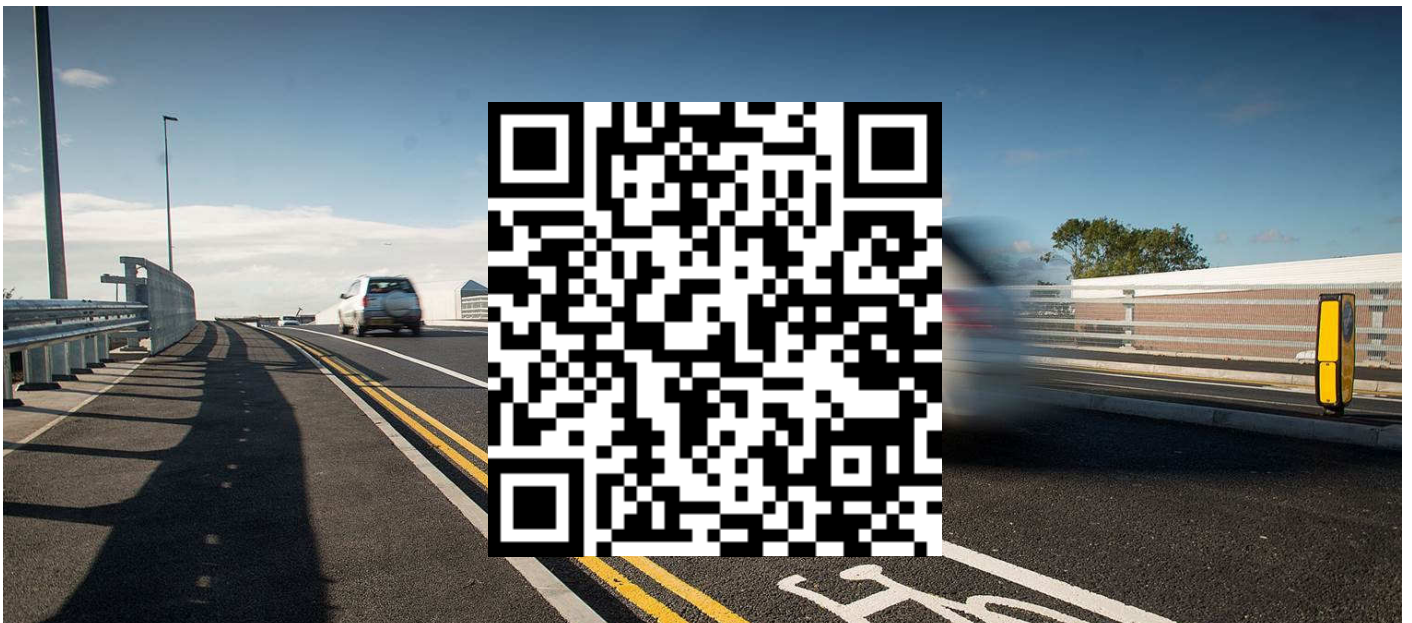
Workshops will be planned on our projects. For those who are office or home based, please either use the QR Code below, or follow the link to access the survey;

[Infrastructure Culture Survey 2020](#)

The survey is live and will remain open until Wednesday 30th September.

(The survey has already been completed in One Team Wessex, so the results will be combined.)

[Please take the time to answer the survey openly and honestly. Thank you.](#)



Scan now to access the Survey!



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The Use of Stepladders

Last month we asked all our people to stand down following a stepladder incident that clearly had the potential to be more serious.

An electrician was pulling redundant cables through containment from a distribution board whilst standing at low level on a set of GRP stepladders. When the cables suddenly came free he lost his balance. He placed a foot on an adjacent chair to balance himself but the chair slipped. As a result of the unexpected movement he suffered a muscular spasm in his back. The electrician attended hospital for a check-up and was advised that the injury was not serious. He returned to work and assumed his normal duties.

From the initial investigation, the electrician did not have a valid stepladder permit for this task and had decided to use this equipment because it was convenient.

Please Remember...



Ladders and stepladders should only be used as a **last resort** where safer alternative equipment with guardrails cannot be selected.

- When working on One Team Wessex projects please ensure that the Southern Shield Charter is followed with regard to Director Approval for ladder and stepladder use.
- Check that work at height being carried out at your site or project has been risk assessed and that the correct equipment has been selected.
- Ensure that workers are properly trained and that work equipment has been inspected and is safe to use.
- Report incidents correctly and immediately when they occur, in-line with Osborne procedures.



In June 2018, a similar non-**Osborne** incident (refer NRB 18/10), involving a **fall from a stepladder** resulted in a tragic **fatality** of a 20 year old Telecoms Engineer.

The Southern Shield Charter Working at Height Hierarchy (Appendix C) prohibits the use of stepladders, alloy ladders, fibreglass ladders or timber pole ladders without the approval of a Construction Director or equivalent.

Before applying for this approval, the following criteria must always be met:-






- Ladders may not be used unless a task specific risk assessment has been carried out.
- There is no other practical way of carrying out the task.

The complete Southern Shield Charter and appendices can be found on the Southern Shield website here;

[Southern Shield Charter](#)

Step Ladder	NOT TO BE USED FOR WORKING WITHOUT APPROVAL FROM CONSTRUCTION DIRECTOR OR EQUIVALENT
	<p>PROS: Lightweight and extremely easy to move</p> <p>CONS: Can be made unstable easily. Even footing required</p>

Please refer to the **STOP Think! Moment** on Page 24.

World Suicide Prevention Day

World Suicide Prevention Day is held on 10th September every year and this year the theme is:

"Working Together to Prevent Suicide."



Every year, suicide is among the top 20 leading causes of death globally for people of all ages.

Suicide is responsible for over **800,000 deaths** - equating to **one suicide every 40 seconds**.

But preventing suicide is often possible.

To help prevent suicidal behaviour you can raise awareness about the issue. Educate yourself and others about the causes of suicide and warning signs for suicide, show compassion and care for those who are in distress.





Question the stigma associated with suicidal behaviour and mental health problems and share your own experiences. Together we can address the challenges presented by suicidal behaviour.

Look out for more information on how you can join with us on **10th September**. We will be encouraging some really open conversations on this hugely important subject.



Please do take time out to look after yourselves and each other, particularly during these challenging times.

Learning through Sharing Knowledge

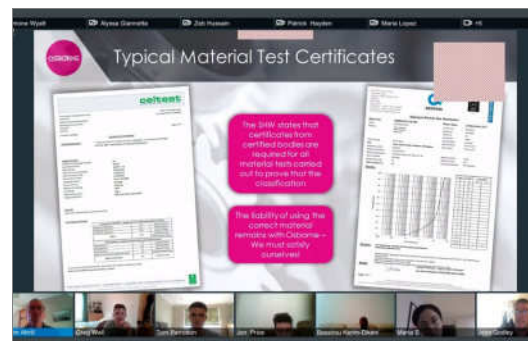
Thank you to Malcolm Attrill and Ben Wilcox who recently gave a presentation on the Specification for Highways Works focusing on Series 600: Earthworks.

The highly informative presentation was given to 20 people from the One Team Wessex Commercial Team to help them to understand what is expected on their projects involving earthworks and answering any specific questions or problems that the team had experienced.

How well do you understand the Specification for Highways Works?

- ? Do you know what Series 600 is?
- ? Unclear what to look for in an ITP?
- ? How do I know what size roller to use?

If you are unsure about any of these things, then Malcolm and Ben are keen to help and would like to roll this session out much wider to teams across Infrastructure to help improve everyone's understanding.



So if you or your team would like this hour long briefing then please contact Malcolm or Ben directly.





Lean Working and Effective Delegation

Thank you to Dean Donnelly for sharing his great use of the 4Ds Of Time Management, using his white board to help review and organise his workload to focus on the most important activities.



Please do visit our guidance on how to assess if a task will provide benefit if it is delegated to another person or team;

Key Steps to Effective Delegation

Key Steps to Effective Delegation

Sharing Workload Successfully

What is delegation?

Delegation is a two-way process that can develop both you and your colleagues - it is not just a management technique for freeing up your boss's time! It is unlikely you will have the skills and knowledge to comfortably tackle every aspect of this business. In all cases where you struggle with a lack of knowledge or time, there is no shame in calling for support. Learning delegation techniques are useful for bosses and anyone seeking new responsibilities.

When to delegate?

To achieve success, the most important part of delegation is the set-up. Time must be available for adequate training, for questions and answers, for opportunities to check progress, and for rework if that is necessary. It is good practice to proactively look for new jobs to take on as this is key for personal development.

A simple rule to test if a task could be delegated is the SMART acronym. You must check whether a task is:

Specific

Does the task have a clear progression? Can the task be broken into specific goals that are easily identifiable?

Measurable

Does the task have a clear measurable success criteria? Can you track progress to predict success?

SMART

Time-bound

Are you required to complete a time bound and criticality of the task if it isn't? Are resources that must be factored in?

Relevant

Does the task fit in to a person's job description, and are you personally interested in the task? Can you benefit from it?

Achievable

Does the person have the knowledge, resources, skills & training required to complete the task?

The Benefits of Delegation

The delegation element of the 4D approach is commonly misunderstood as a way of passing on mundane tasks to others. Successful delegation can be very rewarding and provide many benefits to both parties when used appropriately such as;

- Personal development.
- Development of your colleagues.
- Efficient time and job management.
- A feeling of trust and good will between team members.
- Recognition of a person's motivation to develop and progress.
- Review and improvement of processes from another perspective.
- The gaining of experience to take on higher responsibilities.
- Seeking and encouraging promotion.

The LEAN Launchpad has been updated as accessed below and the video of the month is on Poka Yoke and Mistake Proofing;

Lean Launchpad INF-PRC-2000-0000.pdf





Who is your Internal Customer?

Internal Customer – A customer within your organisation who uses your products or services.

External Customer – A customer who is directly affected by the organisation's products or services.

Behaviour

- Internal customers = external customers.
- Give your internal customers work and respect fit for external customers.
- Think how morale changes when a colleague gives you work which isn't fit for purpose?

Benefits

Internal customer satisfaction leads to:

- Increased productivity.
- Increased service quality.
- Greater competitiveness.
- Improved team orientation.



You may not realise who your internal customers are or that you even have any! Internal customers are so important to all businesses.

Take a look at this video to see why great internal customer service leads to increased productivity and greater competitiveness;

[Delivering Internal Customer Service](#)

Pure Gym Membership 50% Discount



AXA PPP have partnered with Pure Gym to offer an exclusive discount of 50% on an annual membership for Osborne employees.

Regular exercise helps you keep your weight, blood pressure and cholesterol at healthy levels, and improves your heart health. It also reduces the effects of stress and releases the tension that builds up during the week.

Did you know that Pure Gym use exactly the same Defibrillator model as the one that Osborne use - the fully automatic Powerheart G5 with pre-connected Adult ICPR Electrodes?



So help keep your heart and mind healthy by making the most of this great offer!





Let's Talk about Dementia

World Alzheimer's Day 21 Sept 2020

World Alzheimer's Day is on 21 September each year and September is World Alzheimer's Month™ which aims to raise awareness and challenge the stigma that surrounds dementia.

The Statistics...

There are over **50 million people** around the world living with dementia.

The number of people living with dementia is predicted to treble to **152 million** by 2050.

The cost of dementia in the UK is expected to more than double in the next 25 years, from £26bn to **£55bn in 2040**.

During the Covid-19 pandemic it is more vital than ever that people continue to talk about dementia. Talking about dementia helps tackle the stigma and encourages people to find out more and seek help and advice.

- Families affected by dementia are facing an illness that's often frightening and debilitating. They shouldn't also have to deal with ignorance, thoughtlessness and cruelty from the people around them.
- Carers often have to deal with rude comments or stares while out in public with their loved one.

- People with dementia can experience unpleasant jokes or thoughtless comments from people who just don't understand the realities of their condition.

World Alzheimer's Month September 2020

Let's talk about dementia

#LetsTalkAboutDementia
#WorldAlzMonth @AlzDisInt
www.worldalzmonth.org

Alzheimer's Disease International
The global voice on dementia

It is important that earlier diagnosis is made to ensure that people living with dementia and their care partners can live as well as possible for longer, and access the support they need.



Look After Yourself & Each Other

September 2020 - STOP Think!



10

warning signs of dementia

<div style="border: 1px solid red; padding: 5px;"> <div style="background-color: #00a0c0; color: white; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center; margin-bottom: 5px;">1</div> <p style="color: white; text-align: right; font-weight: bold;">Memory Loss</p> </div>	<div style="border: 1px solid red; padding: 5px;"> <div style="background-color: #9933cc; color: white; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center; margin-bottom: 5px;">2</div> <p style="color: white; text-align: right; font-weight: bold;">Difficulty performing familiar tasks</p> </div>	<div style="border: 1px solid red; padding: 5px;"> <div style="background-color: #ffcc00; color: white; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center; margin-bottom: 5px;">3</div> <p style="color: white; text-align: center; font-weight: bold; font-size: 12px;">I DEN'T ROMEDBIR O E M E E</p> <p style="color: white; text-align: right; font-weight: bold;">Problems with language</p> </div>
<div style="border: 1px solid red; padding: 5px;"> <div style="background-color: #ff9900; color: white; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center; margin-bottom: 5px;">4</div> <p style="color: white; text-align: right; font-weight: bold;">Disorientation to time and place</p> </div>	<div style="border: 1px solid red; padding: 5px;"> <div style="background-color: #ff6666; color: white; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center; margin-bottom: 5px;">5</div> <p style="color: white; text-align: right; font-weight: bold;">Poor or decreased judgement</p> </div>	<div style="border: 1px solid red; padding: 5px;"> <div style="background-color: #00a0c0; color: white; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center; margin-bottom: 5px;">7</div> <p style="color: white; text-align: right; font-weight: bold;">Misplacing things</p> </div>
<div style="border: 1px solid red; padding: 5px;"> <div style="background-color: #99cc33; color: white; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center; margin-bottom: 5px;">6</div> <p style="color: white; text-align: right; font-weight: bold;">Problems keeping track of things</p> </div>	<div style="border: 1px solid red; padding: 5px;"> <div style="background-color: #ff9900; color: white; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center; margin-bottom: 5px;">9</div> <p style="color: white; text-align: right; font-weight: bold;">Trouble with images and spatial relationships</p> </div>	<div style="border: 1px solid red; padding: 5px;"> <div style="background-color: #ff6666; color: white; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center; margin-bottom: 5px;">10</div> <p style="color: white; text-align: right; font-weight: bold;">Withdrawal from work or social activities</p> </div>
<div style="border: 1px solid red; padding: 5px;"> <div style="background-color: #00a0c0; color: white; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center; margin-bottom: 5px;">8</div> <p style="color: white; text-align: right; font-weight: bold;">Changes in mood and behaviour</p> </div>	<p style="color: blue; font-weight: bold; font-size: 14px;">Dementia is not a part of normal ageing. Talk to a doctor or contact the Alzheimer association in your country.</p>	

[@AlzDisInt](#)

[Alzheimer's Disease International](#)

The global voice on dementia.

Reducing the Risk of Dementia

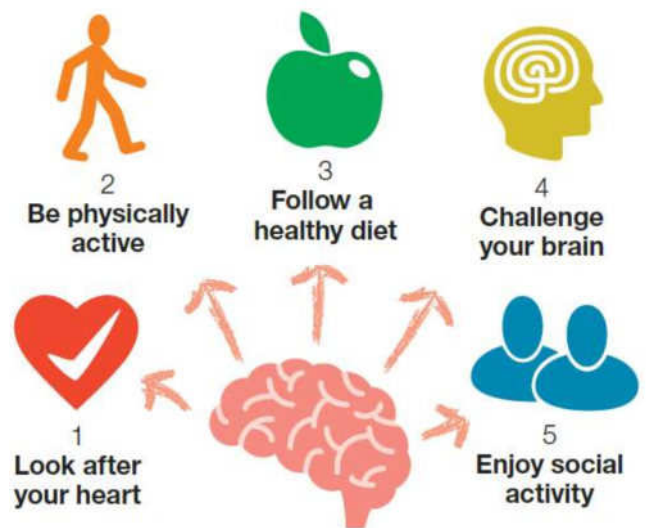
According to recent studies, one in three cases of dementia could be prevented if more people looked after their brain health throughout their life.

Lifestyle can play a major role in reducing an individual's dementia risk by strengthening the brain's networks to help it to function in later life despite damage. Reduce your risk of developing dementia;

What is good for the heart is good for the brain.

Look after both with a balanced diet, and regular physical and mental exercise.

Although dementia is often only diagnosed in later life, the brain changes usually begin to develop years before. Acting early can vastly improve life for people with dementia and their families.



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Look after your Vision and Hearing National Eye Health Week 21 to 27 September 2020

Our campaign for September aims to raise awareness and understanding of how to protect your hearing and eyesight in association with the NHS;

Looking after your Vision and Hearing

The Statistics...



Every day **250 people** start to lose their sight in the UK.

There are **11 million people** with hearing loss across the UK, around one in six people.

1.1 billion young people are at the risk of hearing loss due to exposure to noise in recreational settings.

As we get older your vision may change in the following ways:-

- Blurred vision
- Reduced visual field
- Trouble judging distances
- Taking longer to adjust to changes in lighting levels



This year's National Eye Health Week is set to take place from the 21st to 27th September 2020, and aims to inspire and educate people on the importance of eye health and why they should go for regular sight tests.

- A sight test can detect early signs of conditions like glaucoma, which can be treated if found soon enough.
- During a sight test, other health conditions such as diabetes and high blood pressure can be detected.

Sight is the sense people fear losing the most, yet many of us don't know how to look after our eyes – National Eye Health Week aims to change all that!

You can look after the health of your eyes, and help to prevent eye conditions from occurring, by:-

- Not smoking
- Keeping active
- Eating a balanced diet
- Protecting your eyes from the sun
- Having regular eye checks

For more information visit the Vision Matters website;

Your Vision Matters





HELP BANISH SCREEN FATIGUE

Look away from your screen
every 20 minutes at something
20 feet away for 20 seconds



Look After Yourself & Each Other



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Hearing

Problems with hearing can affect the balance centre in your inner ear, and your awareness of hazards in your environment, making tripping and falling more likely.

If you've noticed a change in your hearing, speak to your GP as soon as possible.

If you suffer from hearing loss, hearing aids are available free on the NHS and can help restore some, if not all, of your hearing. Think about how you currently look after your vision and hearing;

- What positive things do you already do to look after your vision and hearing?

- What changes can you make that might help?
- How will you make these changes?



You can find out more about how to best protect your vision and hearing by visiting;

[Looking after your Vision and Hearing](#)

Good workplace communication tips

- Always ask: even if someone's using a hearing aid, ask if they need to lipread you.
- Make sure you have the person's attention before you start speaking.
- Turn your face towards the person you're speaking to, so they can see your lip movements.
- Speak clearly, not too slowly, and use normal lip movements, facial expressions and gestures.
- Get to the point: use plain language and don't waffle.
- Don't cover your mouth when speaking.
- Make sure what you're saying is being understood.
- If someone doesn't understand what you've said, try saying it in a different way.
- Keep your voice down: it's uncomfortable for a hearing aid user if you shout, and it looks aggressive.
- For longer chats, find a place to talk with good lighting, away from noise and distractions.
- If you're talking to one person with hearing loss and one without, focus on both people.

#WorkingForChange

Action on Hearing Loss is the trading name of The Royal National Institute for Deaf People. A registered charity in England and Wales (207720) and Scotland (SC038926). A1325/1018

Visit our **Employers' Hub** to find out more about supporting people who are deaf or have hearing loss at work.
www.actiononhearingloss.org.uk/employershub



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Sharing our Successes

Comet Way Bridge Closure Opens 10 hours Early



Congratulations to our team at Comet Way Bridge who are working hard to repair and refurbish the structure over the Alban Way traffic free route for pedestrians and cyclists.

Works to install a new waterproofing system to the bridge deck have now been completed with minimal disruption to the travelling public. By reducing the carriageway width, the footways and verges on each side were closed and removed to allow preparation of the bridge deck and installation the new waterproofing system whilst keeping the road open. The main carriageway works were completed within a 52 hours full closure which was successfully reopened 10hrs earlier than planned.

Works now turn to grit blasting and painting the bridge soffit. To minimise the impact of the works on the cycle route a comprehensive sealed scaffold deck has been installed and encapsulated, creating a tunnel to ensure the route can be kept open. The green route lighting is being provided through an environmentally friendly solar power pack.

Thank you to the WHOLE team including our suppliers Tech-Joint and Barao Construction and our customer.

Your great collaboration is providing working efficiencies and minimising disruptions to the public, especially at this busy time of year.

Feltham Team Thanks our NHS

Well done to our team at Feltham Station for publicly displaying their thanks for our NHS.

The banner on the new footbridge looks great!





Sympathetic Refurbishment to Listed Bookham Station



Our Rail Services Team is working hard to refresh and repair the Grade II Listed Bookham Station in Surrey, to improve passenger journeys and preserve the much-loved structure.

The station was originally opened in 1885 and the timber structure is suffering with wet rot which is being removed by a specialist contractor, along with strengthening measures and replacement of a large section of the roof.

A temporary ticket office has been built in the car park for the duration of the works which are designed to ensure that the train services will not be affected.

The Grade II listed footbridge connecting the two platforms is also being repainted during station out of hours to ensure minimum disruption to passengers.

Thank you ALL for your enormous efforts in safely delivering this sensitive refurbishment.

New Modular Car Park Progresses at Speed



Congratulations to our Car Park Team

Within only 3 weeks the team have already completed new foundation works and Siderpark are now busy erecting columns and beams ready for the deck installation.



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Property Surveys and Seismic Monitoring at "The Street"



As our team at "The Street" progress sheet piling works to stabilise the railway embankment, a comprehensive monitoring regime is in place with strict limits being adhered to, to ensure that there is no disturbance to the surrounding area.

Ground vibration readings are taken whenever piling is in operation, along with seismograph monitoring of a high pressure gas main that runs through the site. The residents of nearby properties are also kept informed of the proactive measures that are in place and their properties surveyed weekly to ensure that they are not impacted by the works.

Congratulations Team

For your excellent Monitoring Action Plan that ensures the piling works can continue safely.

GOLD Rated Sites Period 4



Congratulations to FIVE of our teams working at;

- Ashmead Embankment
- Finchdean
- Guildford Sands
- Weybridge Station
- Worcester Park Station

For receiving the Period 4 "GOLD" rating from Network Rail. Guildford was also the top scoring site in the Wessex Route.

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

Well Done to All

Involved in these projects!

Social and Environmental Benefits - Community Wood Recycling



To enhance the potential of waste recycling and reuse, several of our sites continue to engage with "Community Wood Recycling," a voluntary organisation who take waste wood from sites at cheaper rates than having a skip and reuse/recycle the timber waste into other wood products.



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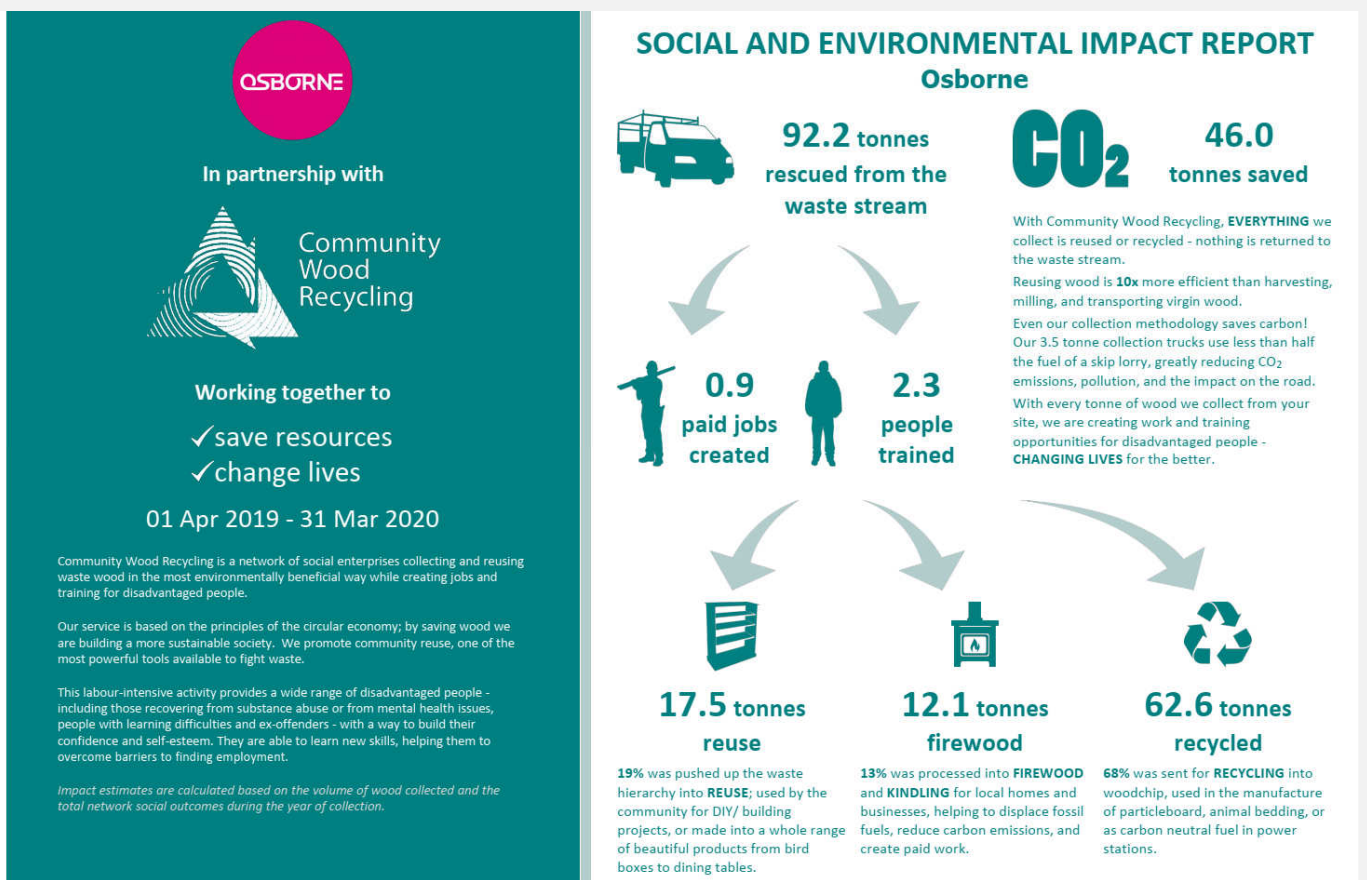


Their scheme is not only worthy from an environmental point of view – but also demonstrates great Corporate Social Responsibility as clearly seen in their recently published Social and Environmental Impact Report for 2020 as linked below;

Community Wood Recycling - Social and Environmental Impact Report 2020

Their invaluable work provides life-changing opportunities for disadvantaged people to gain the skills and confidence they need to get back into the workforce, saves precious resources and reduces carbon emissions to help fight climate change.

How did we do?



Community Wood Recycling were invited to collect **92.2 tonnes** of wood, saving **46.0 tonnes of CO₂** and helping to train **2.3 people**.

Our partnership with "Community Wood Recycling" not only helps to preserve resources, but also provides opportunities to contribute to a fairer, healthier and more inclusive society.

If you would like further information, and think their service could be of value on one of your sites please contact a member of the SHE Team.



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Collaborative Behaviours Drive Efficiencies Ickenham Station Step Free Access

Congratulations to our team at Ickenham Station who have now safely and successfully installed the steel footbridge, link lobbies and canopies – all in engineering hours over three weekends, with an average of only three working hours each night.



Along with specialist suppliers Ainscough performing the crane lifts and McNealy Brown completing the installation, the team managed to complete the works using only seven of the nine planned shifts, whilst also accommodating our London Underground's seasonal track maintenance team. Our Customer commented;

"Through good collaboration between the Osborne Site Team, their Possessions Booking Manager and the LU Track Environmental Team, arrangements were put in place to allow both groups to carry out their works with minimal impact on the other. Each night involved numerous small lifts to prepare columns and supports for the larger steelwork to be installed... Overall roughly 75 tonnes of steelwork has been installed to help make Ickenham Station Step Free, with no overruns or incidents, making good use of the time available to get ahead of programme where possible."

Many Congratulations

To Justin Thorpe and the **WHOLE** team including our suppliers for this great achievement!



Gold Rated Site and Best Performing Solar Pod Guildford Sands Double Awards

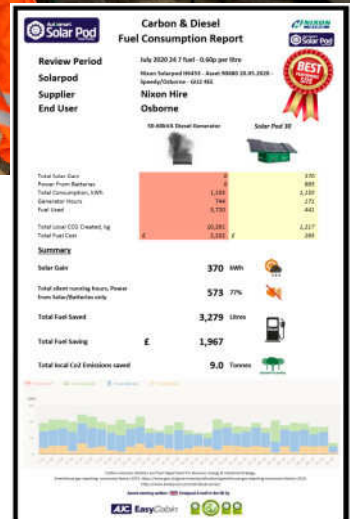


Congratulations to our team at Guildford Sands who were awarded "The Best Performing Solar Pod for July 2020. Through using this renewable energy, in one month alone they saved a very impressive;

- **9.0 tonnes** of CO₂ emissions
- **3,279 litres** of fuel
- **573 hours** of silent running time achieved, equating to 77%.

Solar Pods are also being used at our projects at Ashmead Embankment and Templecombe Cutting and both these sites also had a pod in top ten performers out of the 70 pods that are currently in use from Nixon Hire. This is a great achievement in this area of ever growing importance as we strive to meet net zero carbon targets in the UK by 2050. Thank you teams!

Guildford sands also received the Period 4 "GOLD" rating from Network Rail and were the top scoring site in the Wessex Route for innovations including the use of an industrial hoover to remove the sand throughout the works, which protects the line and reduces costly track access.



Well done to the Whole Team
For your efficient and energy saving methods.



Supporting Local Communities

New River Bridge Team at St Catherine's Primary School

Our Team at New River Bridge came together with volunteers from, Hertfordshire County Council, WSP, Sainsbury and suppliers Barao Construction and Duncan Groundworks Ltd to undertake a very successful and fun community volunteering day at St Catherine's School in Hoddesdon.



Colourful Painted Tyres



Top Teepees



Bright Boot Racks



Water Play Area

Along with members of the school, the socially distancing team came together to transform play areas within the school, add extra equipment made from recycled materials, create boot racks and refurbish railings and benches. Thanks were received from the School Head;

"It was tremendous to see the enthusiasm and commitment of those who came to support the work... when the children come back in September they're going to be delighted with the changes and additions to their play areas... Thanks again for your time and support."

Enormous Thanks to All Involved

For making a difference to the communities in which we work.





Innovations Deliver Environmental Benefits and Cost Savings Reconomy Waste Management at A500

	<p>The largest muckaway waste management project contracted to Reconomy by Osborne (Client: Highways England)</p>
	<p>Reconomy identified an onward use for over 14,000 tonnes of topsoil, moving it up the waste hierarchy</p>
	<p>Reconomy established and managed a site waste disposal compound, overseeing the disposal of various construction waste streams</p>
	<p>The project achieved 100% recycling with no requirements for the disposal of material at landfill</p>
	<p>Through close collaboration the project finished 3 months ahead of schedule</p>

Our team at Etruria not only opened the A500 Widening ahead of schedule, the project achieved 100% recycling with no requirements for the disposal of material at landfill. The widening scheme is the largest muckaway waste management project ever contracted to Reconomy by Osborne Infrastructure and together they delivered cost savings and benefits to the environmental.

All Topsoil Re-used

When a large verge topped with over 14,000 tonnes of high-quality topsoil required clearing, Reconomy quickly identified the potential for the topsoil to be utilised elsewhere. Reuse of this soil reduced muckaway disposal costs for this waste by 27% as well as reducing the overall environmental impact of the A500 project. No hazardous waste was identified for the remainder of the excavation works, and more than 14,000 tonnes of arisings were removed as inert waste and sent for recycling.

Waste Disposal Compound

In addition to the muckaway, Reconomy also set-up a waste compound and established segregation procedures for various other types of construction waste including wood, brick and block, general waste, plastics and hazardous waste. Approximately 20 tonnes of these materials were collected during the project, and with the exception of any waste mandated to go to landfill, 100% diversion was achieved.

*In total, Reconomy managed the removal of **29,636 tonnes of waste, achieving 100% reuse or recycling**, with no requirements for the disposal of waste at landfill. By thinking innovatively and utilising methods beyond standard disposal routes, Reconomy was able to deliver a considerable cost saving for Osborne Infrastructure whilst also helping to fulfil the project's sustainability ambitions.*



To read the full case study please do visit the Reconomy website;

[Reconomy Case Study - A500 Carriageway Widening Project](#)

Thank you to the Reconomy and the WHOLE team for your commitment to sustainable and cost saving methods.



Tool Box Talk – Fatigue Awareness



Infrastructure Projects Southern Toolbox Talk

Fatigue Awareness

16 August 2018

What is fatigue?



Fatigue can be described as "a state of extreme tiredness resulting from physical or mental exhaustion that can result from prolonged working, heavy workload, insufficient rest and inadequate sleep."

Fatigue has been identified as a causal factor in incidents and accidents and can lead to reduced alertness, increased errors, impaired decision-making as well as a general deterioration in mood and motivation.

What causes fatigue?

The main causes of fatigue are:

- A loss of sleep – acute, for example, having four instead of the usual eight hours; or cumulative – having four hours instead of the usual eight over several days.
- Poor quality of sleep with lots of interruptions.
- Long working hours, particularly if these are as long as 14 to 16 hours.
- Poorly designed shift work.
- Inadequate breaks during the working day.



Recognising the signs

Fatigue can cause a vast number of physical, mental and emotional symptoms including:

- Chronic tiredness or sleepiness
- Headaches
- Dizziness
- Sore or aching muscles
- Slowed reflexes and responses
- Impaired decision-making and judgment
- Hallucination
- Moodiness, such as irritability
- Impaired hand-to-eye coordination
- Appetite loss
- Reduced immune system function
- Blurry vision
- Short term memory problems
- Poor concentration
- Low motivation

Top tips for fighting fatigue

- Try to get at least seven to eight hours of sleep.
- Avoid drinking caffeinated drinks four to five hours before bed as this can cause sleeplessness.
- Avoid using technology 30 minutes before bed.
- Eat a healthy diet that promotes longer-lasting energy. Avoid fatty foods and junk food and stay hydrated by drinking lots of water.
- Take frequent breaks throughout the day.
- Avoid driving if you feel tired, especially in inclement weather where vision is impaired.

Reporting fatigue

A Southern Shield survey reported that only 80% of people would feel comfortable reporting fatigue in themselves or others. Fatigue is rarely reported with the main reason being fear of negative consequences. If you are concerned that you or a colleague is suffering with symptoms of fatigue, raise this with your line manager or supervisor. If you are concerned about your colleague, speak to them and offer support.

If you need support...

The confidential Southern Shield Employee Assistance Programme is available free to everybody working on behalf of Infrastructure Projects Southern. Call the 24-hour freephone number on **0800 358 459** or **+44 141 271 7540** from outside the UK or go online at www.vclub.com to join the vClub using the username: **southernshield** and password: **homesafe**.

Contact us: shield@networkrail.co.uk




07971 125 180 24 hour Infrastructure Advice & Reporting

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

www.osborne.co.uk

Tool Box Talk – Wasps




Infrastructure Projects Southern Toolbox Talk

Wasps

23 June 2017

Did you know?



Last year there were seven incidents of wasp's stings. For example an operative suffered multiple wasp stings whilst carrying out devegetation works, when he stood on a wasps nest.

Wasps release a chemical alarm to each other if they are disturbed or feel in danger this causes the nest to swarm and react. Wasp nests can carry up to 10,000 wasps which can be found in hidden locations underground, insides bricks, walls and hedges.


Why do they attack?

Wasps can attack unexpectedly at any time. They sting to protect themselves and their nests. If they feel angered, threatened or disturbed they will attack.

What are the symptoms of a sting?

The most common symptoms:

- Pain in the area of the sting
- Minor swelling and redness
- Itchiness.



Anaphylaxis
Some symptoms that develop may signal a severe allergic reaction, this can include the following:

- Difficulty breathing and swallowing
- Dizziness, fainting, nausea or vomiting
- Increased heart rate
- Rapid and severe swelling.

Seek urgent medical attention if you experience a severe reaction or if you are worried about a reaction

How do I treat nests?

Treating a wasp nest can be very dangerous and it is important to use a trained professional for safety. Contact a professional PEST control company.

Do not attempt to treat a nest yourself

Contact us: shield@networkrail.co.uk

Do

- ✓ Report any harm or injury by wasps or if you suspect a wasps nests in the area
- ✓ Keep calm and still to avoid being stung
- ✓ Stop any works that are being carried out in the vicinity of a wasps nest. Cordon off the area and treat the nest as soon as possible
- ✓ If you are allergic to wasp stings please let your line manager and team know.

Do not

- ✗ Make any sudden movements around wasps
- ✗ Scratch or rub the area that has been stung, to reduce the risk of infection
- ✗ Remove a sting with tweezers to avoid spreading venom. Scrape it out sideways using a sharp edge e.g. a credit card
- ✗ Approach or attempt to destroy a nest.

This and other toolbox talks can be downloaded from:
www.southernshield.co.uk



Tick Bite

(STOP Think! Moment No. 115 – 06 August 2020)



Upper arm tick bite.



Close up of a tick.

What happened?

An operative working for Osborne as a site keeper on works that involved de-vegetation was bitten on the upper arm by a tick. The bite occurred after he had removed his long sleeve top to cool down from the heat of the sun.

Fortunately after visiting the hospital he was given the all clear and was able to return to work the next day.

Impacts

- ✓ Some tick bites can result in infection, so it is important to remove ticks safely and as quickly as possible.
- ✓ Some people may have an allergic reaction to a tick bite. This reaction may be mild, with a few annoying symptoms. In rare cases, a severe allergic reaction (anaphylaxis) may occur.
- ✓ Potentially being hospitalized due to the reaction from the bite.

Please consider the following points when undertaking similar operations...

- ✓ Wear long trousers and long sleeves when walking through heavy brush, tall grass, and densely wooded areas.
- ✓ Pull your socks over the outside of your trousers to prevent ticks from crawling up inside.
- ✓ The safest way to remove a tick is by using a pair of fine-tipped tweezers or a tick removal tool.
- ✓ Spray your clothes with insect repellent.
- ✓ Contact your GP or dial NHS 111 promptly if you begin to feel unwell with flu-like symptoms or develop a spreading circular red rash. Remember to tell them you were bitten by a tick or have recently spent time outdoors.
- ✓ 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.





Heat Stress: Protect Yourself (STOP Think! Moment No. 116 – 10 August 2020)



Protecting Yourself

Heat stress, from exertion or hot environments, puts you at risk of heat stroke, heat exhaustion, or heat cramps.

Heat Stroke

Occurs when the body becomes unable to control its temperature. Can cause death or permanent disability.

Symptoms: High body temperature, confusion, loss of coordination, hot, dry skin or profuse sweating, throbbing headache, seizures, coma.

First Aid: Request immediate medical assistance, move the worker to a cool, shaded area, remove excess clothing and apply cool water to their body.

Heat Exhaustion

The body's response to an excessive loss of water and salt, usually through sweating.

Symptoms: Rapid heartbeat, heavy sweating, extreme weakness or fatigue, dizziness, nausea, vomiting, irritability, fast, shallow breathing, slightly elevated body temperature.

First Aid: Rest in a cool area, drink plenty of water or other cool beverages, take a cool shower or sponge bath.

Heat Cramps

Affects workers who sweat a lot during strenuous activity. This depletes the body's salt and moisture levels.

Symptoms: Muscle cramps, pain, or spasms in the abdomen, arms or legs

First Aid: Stop all activity, and sit in a cool place, drink clear juice or a sports beverage, or drink water with food, avoid salt tablets, do not return to strenuous work for a few hours after the cramps subside.

Seek medical attention if you have the following: heart problems, are on a low-sodium diet, or if the cramps do not subside within one hour.

Key to UV exposures

Category definitions and protection required:

- L** Low - None. You can safely stay outside.
- M** Moderate - Take care during midday hours and do not spend too much time in the sun unprotected.
- H** High - Seek shade during midday hours, cover up and wear sunscreen.
- VH** Very high - Spend time in the shade between 11 and 3. Shirt, sunscreen and hat essential.
- E** Extreme - Avoid being outside during midday hours. Shirt, sunscreen and hat essential.



Protect Yourself

Avoid heavy exertion, extreme heat, sun exposure, and high humidity when possible. When these cannot be avoided, take the following preventative steps:

- Monitor your physical condition and that of your co-workers for signs or symptoms of heat illnesses.
- Wear light-coloured, loose-fitting, breathable clothing such as cotton.
- Avoid non-breathable synthetic clothing.
- Gradually build up to heavy work.
- Schedule heavy work during the coolest parts of day.
- Take more breaks when doing heavier work, and in high heat and humidity.
- Take breaks in the shade or a cool area.
- Drink water frequently. Drink enough water that you never become thirsty.

Be aware that protective clothing or personal protective equipment may increase the risk of heat-related illnesses so when resting remove it to help you cool down.

Alert 116 - source NIOSH Heat Stress <https://www.cdc.gov/niosh/docs/2010-114/pdfs/2010-114.pdf>
Last Updated: 10/08/2020



NON-INFRASTRUCTURE – Crane Lift Incident

(STOP Think! Moment No. 118 – 19 August 2020)

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 at 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.



Crane Lift Incident 19/8/20
118



NON-INFRASTRUCTURE – Penetrations in Floors

(STOP Think! Moment No. 115 – 06 August 2020)

This STOP Think! Moment is to share a common finding across Osborne Construction sites

Picture 1 – Riser opening where operative fell and dislocated his shoulder



Picture 2 – Example of an unsafe covering



Picture 3 – Example of no covering frequently seen



What happened?

Whilst undertaking site SHE inspections a common item found is penetrations in floor slabs and risers for services that are either not covered or not covered safely.

Recently an operative dislocated his shoulder after climbing over a scaffold handrail into an area where there was a leading edge for services to be installed. Whilst he should not have accessed the area there was an opening of approximately 1m by 600mm that was covered by a loose scaffold board that was not supported. When he stood on the board it tipped and fell through the hole, he stopped himself falling by holding onto a steel beam and wrenched his arm causing a dislocation.

Impacts

Unprotected holes in slabs can cause injuries from twisted ankles to broken and dislocated bones. Significant falls from height, could result in multiple injuries or fatalities.

Immediate actions.

- ✓ Review your projects and identify all the holes in the floor slabs throughout the building
- ✓ All holes need to be protected by a secured suitable covering and clearly marked
- ✓ Discuss a strategy with the site team and SHE Advisor on how you will manage the penetrations on your project through its duration and who will be responsible for managing this
- ✓ It is important to think about what is below the hole, if there is a risk of anything falling through any protection then consider an exclusion zone below

Lessons

- ✓ Where the operative dislocated his shoulder the area, he accessed was not a current work area and he had ignored the scaffold edge protection that was in place to prevent access
- ✓ Do not rely on PPE to prevent falls, physical barriers should be installed for large areas such as risers



Penetrations in Floors
119



SKANSKA

31/07/20
Page 1 of 1

Protecting The Public Managing Site Access



Incident notification



Alert



Information



Toolbox talk



A ten-year-old child died recently after suffering serious injuries acquired from an accident in a works site, (not a Skanska site).

Emergency Services were called to the site circa 10pm and the child died shortly after arriving at hospital. The work site contained excavations and associated material piles, (addressing flooding problems).

Reported comments included references to:

- Gaps in the construction site fence
- Parts of the fence being torn down and replaced
- Covid 19 affecting checks being made on the fence

With school summer holidays combining with less international holiday travel due to the Covid pandemic, it may increase the risk over the next few months of children accessing work sites.

A reminder then, that all construction sites require:

- Measures to manage access across defined boundaries, and
- Steps to exclude unauthorised people

When physically defining site boundaries with fencing, regular inspections of such fencing must be undertaken together with any associated maintenance.

Part of the boundary planning aspect should have considered whether the site will attract children, (as a place to play), and we must do everything that we can to keep them out of the site:

- Secure sites adequately when finishing work for the day
- Barrier off or cover over excavations and pits
- Isolate and immobilise vehicles and plant and if possible, lock them in a compound
- Store building materials so that they cannot topple or roll over
- Remove access ladders from excavations and scaffolds
- Lock away hazardous substances
- Inspect and maintain perimeter lighting and/or CCTV if applicable

For further information please see [HSE - Protecting The Public](#)





QSHE ALERT M6 J33-34 ACCIDENT



Safely Marking
The Way Ahead

WHAT HAPPENED?

On the 11th of August whilst on stud removal and backfill operations operatives reversed a Jointline vehicle into the live traffic lane outside the TM boundaries causing a serious RTC.

This accident has left a member of the public with significant injuries and has the potential to be life changing.



HOW DID THIS HAPPEN?

The method used by the operatives to move the vehicle did not follow Jointlines procedures or site induction rules and allowed the vehicle to enter a live traffic lane.

HOW IS THE INJURED MEMBER OF THE PUBLIC?

The injured driver of the vehicle in the live lane is suffering from a broken collar bone, acute whiplash, and anxiety.

WHAT HAVE WE DONE?

All plant, people & vehicle interface controls were considered to be suitable and sufficient prior to the works being carried out.

Whilst it is stated that all vehicles are to remain in the confines of Traffic Management unless using the correct entry and exit points it was not stated that if vehicles had to manoeuvre whilst inside the works that reversing towards a live lane was prohibited.

As a result of reviewing existing controls Jointline have mandated that if you do not have to turn a vehicle around, you **DON'T**.

Consider the following:

- Working area design and planning - Can the working area and vehicle/plant selection remove the necessity for the reversing manoeuvre?
- Use the Traffic Management correct exit/entry points - Manoeuvre plant into the correct position by using the Traffic Management exit/entry points.
- After considering the 2 points above, if there is absolutely no alternative **STOP** and consult your Supervisor. Additional checks may be required to facilitate the manoeuvre safely.



ALWAYS PUT SAFETY FIRST



SKANSKA Safety Alert 044 Service Damage (Page 1 of 2)

25/10/19

Service damage

🔔

Incident notification
Alert
Information
Toolbox Talk

Date and time of incident:	06/06/20 10:01	Injury severity:	Minor
Alert Author:	Christian Booth	Potential severity:	Fatal/catastrophic
HS&W Lead:	Rachael Lee	Investigation Completed:	Full
Operating unit:	Infrastructure Services	Operational disturbance:	Contact with electricity or an electrical discharge

What Happened?

The gang were undertaking footway works comprising of taking up and disposal of existing slabs and replacing with tarmac including take up and removing existing kerb line and replacing with new.

The area was surveyed by Devon Highways contract utility surveyor who produced a utility survey report. The report supplied was accurate and in line with the utility plans within the works pack.

The gang were using kerb (road) pins, one fiberglass and one metal, to prepare the line for new kerbs, when they struck a utility cable with the metal curb pin.

The gang enquired with the business users around the work site to see if they had any interruption with their supply which all confirmed they had not. At this point the gang it was believed it to be static electricity.

The Gang exposed the cable and once realised it was a utility strike made the area safe and contacted Weston Power to arrange repairs to the service damage service.

The cable struck was a non-armoured lead 70mm paper faced cable with 440v volts current through it. Weston Power isolated the power supply to make repairs.

Key Investigation Learning:

The operative used a metal kerb pin which is not permitted within Skanska UK. An insulated kerb pin was also used without project director's authority, authority from business director is a requirement within IS and detailed on the avoidance of underground services permit.


Area was not CAT Scanned adequately enough to determine services within the work area.

Training on Skanska minimum standards / line in the sand not conducted across the contract. No records of minimum standards / line in the sand could be found. Operatives was not aware of the ban on metal curb pins or the health and safety hazards associated to it.


The operatives were not 100 percent sure that the utility cable had been damaged until it was exposed. Work should not have continued if there was any suspicion that a service strike had occurred. Operatives should contact the utility company and make the area safe for themselves and members of the public until the utility company have isolated the power and completed repairs.

The use of kerb pins is not covered in risk assessments used for the job.


Utility Cable that was Struck



Metal Kerb Pin that was used



Utility Cable repaired



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

www.osborne.co.uk

Page 32



SKANSKA Safety Alert 044 Service Damage (Page 2 of 2)

25/10/19

Service damage

Devon Highways

Incident notification

Alert

Information

Toolbox Talk

OU/Project Specific Learning Points:
 Present the line in the sand lite and minimum standards across the contract.
 Review Generic Risk Assessments to include risk and control measures of kerb pins and brief across the contract.
 Agents to carry out random reviews of CAT scans conducted.

BU Considerations for Learning:
 Confirm minimum standards are understood on pins/stakes.
 Review if metal kerb pins are held within the contract.

Basic Risk Factor:

<input type="checkbox"/> Housekeeping	<input type="checkbox"/> Defences	<input type="checkbox"/> Design	<input type="checkbox"/> Error Enforcing Conditions
<input checked="" type="checkbox"/> Procedures	<input checked="" type="checkbox"/> Incompatibility of Goals	<input type="checkbox"/> Maintenance Management	<input type="checkbox"/> Organisation
	<input checked="" type="checkbox"/> Tools/Equipment	<input checked="" type="checkbox"/> Training	<input checked="" type="checkbox"/> Communication

Distribution:	<input type="checkbox"/> EMT/SMT	<input checked="" type="checkbox"/> All OUs/EFs	<input type="checkbox"/> Originating OU Only
Action Required:	<input checked="" type="checkbox"/> Brief	<input checked="" type="checkbox"/> Display	<input type="checkbox"/> Information Only

Document Title: EHA-020-F08 MAN – H and S Alert Form
 Version: 3.4
 Page 2 of 2



Safety Advice

Action required following a serious incident



Cotec C31 Live line indicator

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

Ref: NRA20-09

Date of issue: 04/08/2020

Location: National

Contact: [Linda Penfold](#), Professional Head Contact Systems (AC/DC)



Overview

A recent incident involved a Cotec C31 Live Line Indicator (LLI) - Cat No 091/012337- which was damaged when used on live overhead line equipment (OLE).

The live line indicator was recently delivered as a replacement for the capacitive LLI's previously subject to safety advice NRA20-05 and the user was unfamiliar with the type of tester.

An investigation of the incident concluded that the user screwed the contact hook directly into the body of the LLI and not into the (resistor) probe section. This subjected the body directly to 25kV causing it to fail and resulted in sudden movement of the tester.

There was no injury to the user but minor damage to the OLE and the tester is no longer fit for use.

Immediate action required

- Users of the Cotec C31 LLI must be trained with their set up and use prior to using them.
- The contact hook must only be connected to the probe and never connected directly to the main body of the LLI.
- The earth lead of the Cotec C31 LLI must always be connected to the traction return rail prior to use.
- Never raise the LLI so that the fluorescent yellow band (just above the black rain hood) goes above the contact wire. This would risk operator injury and LLI damage.

Part of our group of Safety Bulletins

Safety Alert

Safety Bulletin

Safety Advice

Shared Learning



07971 125 180 24 hour Infrastructure Advice & Reporting

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

www.osborne.co.uk

Safety Advice

Action required following a serious incident

Withdrawal of the HVD03/2D live line indicator from use by Network Rail staff

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

Ref: NRA20-10

Date of issue: 14/08/2020

Location: National

Contact: [Linda Penfold](#), Professional Head Contact Systems (AC/DC)

[Felix Langley](#), Professional Head of Power Distribution HV/LV

Overview

The HVD03/2D (PADs Number [094/007055](#)) live line indicator shall be withdrawn from use by all Network Rail staff from the 14th August.

Contractors and third parties are still permitted to use the HVD03/2D after the 14th August 2020 until a future date. Although where alternate live line indicators are available, they shall be used in preference to the HVD03/2D.

Until the HVD03/2D live line indicators have been completely withdrawn, the 3-metre rule will remain in place as in the Safety Advice NRA20-05.

For devices that do not have a proving unit, a weekly check on a known live 25kV supply must be carried out as stated in the briefs.

Staff should only use the following live line indicators:

- Westminster D3 resistive
- Cotec C31 resistive
- Pfisterer KP-Test 5HL Capacitive live line tester
- Arthur Flury AG 25kV Capacitive live line indicator
- High voltage indicators and live line testers - LLT 33kV - HVI
- London Midland type resistive
- Eastern Region type resistive
- HVD03/2B - HS1 only

The lifesaving rules and associated guidance for Test Before Earth and Test Before Touch on 25kV OLE must still be followed as in the Safety Advice NRA18-12.

Immediate action required

- HVD03/2D live line indicators must be quarantined and not used by Network Rail staff after the 14th August 2020.
- Staff should only use live line indicators that they have been briefed to use.
- Always use live line indicators as instructed.
- If at any point staff feel unsafe with any aspect of working on or about the 25kV OLE infrastructure and associated electrical risks they should discuss their concern with their supervisor.





SHE ALERT

Ref: SHE H170 A BCC Arc Flash
Issued by: Kier Highway SHE
Department
Date: 18/08/2020

Removing fuse from street lighting column – Potential for burns

A street lighting electrician was isolating a mains supply to replace a damaged secondary isolator in a sign column. When removing the mains fuse carrier, the live and neutral arced and causing a flash fire.

The operative was experienced and qualified.

The operative had followed the Kier Risk Assessment and Safe System of Work.

The Point of Work Risk Assessment was completed.

He was mentally and physically healthy.

He was wearing the correct arc flash PPE, gauntlet gloves and visor.

His behaviours met expectations – he stood to the side of the column to remove the fuse.

The **preventative** control measure – isolating the column **failed** the investigation showed that the insulation on the live and neutral had shrunk over time, pulling the fuse brought them close enough to arc.

His behaviour influenced by training was effective, stepping to the side shielded him from the direct flash.

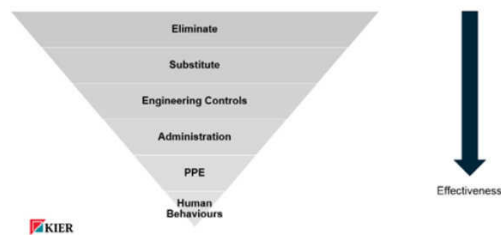
The **Mitigation** control measure – arc flash PPE was effective he sustained no injuries from the 10000c flash.

The behaviours and effective combination of control measures saved his life.



Immediate actions to prevent recurrence

1. Always check electrical components for signs of visible damage.
2. If you are unsure about condition request the DNO isolate the supply upstream.
3. Always follow your safe system of work and training.
4. Wear the correct PPE for the task
5. Behave responsibly at all times, maintain your situational awareness during high risk activities.





INFORMATION



Safety Alert Breakdowns advice

30 July 2020

Background information

Following a recent safety alert, we wanted to clarify our breakdown advice. Knowing what to do in an emergency or a breakdown is key to keeping yourself and others safe.

Every year our traffic officers deal with more than 85,000 breakdowns. Over 40 per cent of these are caused by vehicles running out of fuel, poor tyre maintenance, power loss and engine trouble. Most breakdowns are avoidable and simple [vehicle checks](#) can help you have a safer journey.

All motorists should be able to make their own recovery arrangements in the event of a breakdown. Keep details of your breakdown provider with you.

If your vehicle appears to have problems or is damaged, always try to exit the motorway. If that's not possible, follow this advice:

- **If there is an emergency area** – Emergency areas are regularly spaced along a motorway with no hard shoulder and are marked with blue signs featuring an orange SOS telephone symbol. If you can't get to the telephone in the emergency area but have a mobile phone with you, call our customer contact centre on 0300 123 5000.

- **If there is a hard shoulder on a motorway, you can use it to stop in an emergency only.** Put on your hazard lights. If you feel you can get out safely with any occupants, consider exiting your vehicle via the left-hand door, and wait behind the safety barrier if there is one and it is safe to do so. Keep clear of your vehicle and moving traffic at all times. Use the free SOS telephone or call Highways England on 0300 123 5000

- **If you can't get to an emergency area or there is no hard shoulder** move your vehicle as close as possible to the nearside (left-hand) verge or other nearside boundary or slip road and put on your hazard lights. If you feel you can get out safely with any occupants, consider exiting your vehicle via the left-hand door, and wait behind the safety barrier if there is one and it is safe to do so. Keep clear of your vehicle and moving traffic at all times. Call 999 immediately.

Do not put out a warning triangle on a motorway.

If it's not possible to exit your vehicle safely, there's no safe place to wait, or you feel your life is in danger, put your hazard warning lights on and stay in your vehicle with your seat belt on. If you have a mobile phone, dial '999' immediately.

If you have any queries about this safety alert information announcement then please contact Kate.Honey@highwaysengland.co.uk

HEi174

home safe
and well



07971 125 180 24 hour Infrastructure Advice & Reporting

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

www.osborne.co.uk

HEi177 CCTV Camera Winch Failure - Follow up to HEi158 (Page 1 of 2)



Background information

This is a follow up to the Safety Alert HEi158 - CCTV mast winch equipment failure on the M25.

The regulations governing winch equipment are The Health and Safety at Work Act 1974, and The Lifting Operations and Lifting Equipment Regulations 1998 (LOLER). It is a requirement to inspect winches at 12 month intervals.

The Overseeing Organisations requirements for inspections are set out in CS 450 Inspection of highway structures. Inspection of ancillary mast equipment such as winches falls outside the normal inspection regime and must be covered by a special inspection which shall be tailored to a specific need to gather information on the condition or details of that equipment.

A special inspection may comprise the following in any combination:

- a close visual inspection;
- testing and measurements or;
- monitoring.

Special inspections may be planned as:

- a one-off inspection;
- a discrete series of inspections; or
- an ongoing programme of inspections.



Findings:

The initial findings of the investigation into the failure indicates there was excessive wear to the winch drive gear. This would not be visible due to the unit being sealed. More detailed examination of the whole mechanism and winch drum is being carried out to identify the cause of the failure.

The mast was not damaged and pulleys and cables were found to be in good order.

The cause of the failsafe breaking mechanism not activating is yet to be determined. The manufacturer has stated that the failsafe brake will operate if the cable broke but may not engage in the event of stripped winch gears. There is also the expectation that that the braking system would have been set up correctly and regularly inspected.

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

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Findings (continued):

The findings also highlight that it wouldn't necessarily require a winching operation to initiate the failure and cause the cradle to fall. If the catch mechanism at the top of the mast was not engaged correctly supporting the cradle, the cradle and cameras would effectively be hanging on the winch cable. Loading and unloading due to wind forces could potentially initiate a failure.


Recommendations:

- Maintenance teams and inspectors should be aware of this concern and should appreciate the potential for any winch mechanism to fail:
- Do not rely on automatic braking systems for protection;
- When undertaking an inspection appropriate measures should be put in place to minimise the risks should failure occur;
- Monitor the progress of the lift or descent of the cradle at all times, and;
- Be aware of the area at ground level covered by a falling cradle before commencing any ascent/descent operation.
- Do not operate any winching mechanism that has not been maintained in accordance with supplier's instructions, shows signs of not being properly maintained, or is visibly damaged.

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HEi177





“Thinking **differently**...

Making **better** decisions...

Changing **lives**”