

February 2018

OSBORNE



**There is always time
for your safety!**

Contents

February 2018 - STOP Think!



Section	Page No.
Introduction	
John Dowsett Introduction	3
STOP Think! Moments	
Changing Hearts and Minds in the Industry	4
A120 Assaults and Drug & Alcohol Failures	5
Unsafe Working at Pevensey and Westham	6
Learning	
Murphy's "Stopping Time" Video	7
Suitable and Sufficient Risk Assessments	8
Raising the Bar – "Safe Use of Plant" Handbook	9
Never miss an Opportunity to Learn - Osborne IO App	9
Sharing across our Industry with Vital	10
Highways England Health, Safety and Wellbeing Briefing	10
Deaf Awareness	12
Sharing	
Burnaby Bridge Ready to Roll	13
High Visibility at Solum Twickenham	14
Southampton Central Platform Works	15
Respectful, Collaborative and Innovative Hidden Shafts	15
Ashford International Team Going that Extra Mile	16
Spot the Difference! In-house Editing Capability	17
Inspiring Students at Gade	18
Winchfield Cutting Period 10 Gold Rated Site	18
Health & Wellbeing	
A Healthy Heart	19
Time to Talk	20

Section	Page No.
Health & Wellbeing	
Pure Gym Membership	21
Tool Box Talk - Cholesterol	22
What Good Looks Like	
Site Zone Proximity Sensor - Winchfield Cutting	23
Safe, Sustainable and Efficient Solutions Foxhills "Concrete Canvas" Drainage Ditch	24
Highways England CDF East Highway Works receive High Praise	25-26
Inclusivity and Visibility for All - Solum Twickenham Considerate Hoardings	27
Outstanding Community Focus and Engagement - Featherbed Lane Bridge	28
Safety Statistics	
January SHE Performance	29
Improvement Opportunities	30-32
External Alerts	
Fall from Height – Fatal Injury	33
Flashover during Tandem Lifting Operation	34
Staff walking in Close Proximity to Live OLE Contact Wire	35
Cable Drum Spindle falls into a Public Area	36
Use of Brush Cutters with Metal Blades	37-38
Live Line Testers – Dangerous Occurrence	39
Machinery Seat Belt Misuse	40
Struck by Object during Remote Cutting Operation	41
February's STOP Think! about	
Key Points for February	42





Welcome to February's STOP Think! Cascade Briefing. I hope many of you joined me in making it to the end of #dryjanuary!

Highways England – Roadworks Vehicle Incursions Campaign

I am particularly pleased to see that last month Highways England launched their "Roadwork's Vehicle Incursion" Campaign.

It is alarming to read that each month 250 incursions are regularly reported between operations and major projects on the strategic road network. In actual fact, the true figure could be even higher as there is often a perception that incursions are normal and accepted as part of the job, and therefore are not reported.

Personally I find these statistics deeply concerning. The devastating consequence of vehicles entering our works and colliding with our people or our works vehicles does not bear thinking about.

Please do take a minute to visit the campaign material via the link on Page 11. There is some great information included in Toolbox Talks, Bulletins, Case Studies and Videos; covering planning, designing and implementing incursion risk reduction methods. We will certainly be looking to use much of this material in our worksites over the coming weeks.

The Challenges of Driver Behaviour

It is clear that there are many challenges around intentional and unintentional incursions into our work areas, with driver behaviour playing a key role. We therefore have to ensure that we are putting as much protection in place as we can for our workforce. This must include ensuring the protection of our teams who install and remove the traffic management.

The Challenges of an Understanding Workforce

Unfortunately I also feel that managing intentional or unintentional vehicle incursions is only one of two key challenges that we face in protecting our highways teams. The second challenge is that to ensure that we plan, install and remove our traffic management systems in a robust and assured manner; we must have competent teams that always display the right behaviours.

We must therefore ensure that our Traffic Management teams are suitably supported and trained to deal with the difficult situations that they often find themselves in when dealing with members of the public. As some of our Traffic Management Teams are very transient in their nature, they are harder to support but we must ensure that our STOP Think! Programme is extended accordingly to help embed the Osborne culture.

A Personal Focus to Learn and Improve

To ensure that we can fully learn from our recent experiences of roadworks incursions, we also have to stop our people from being accepting of these occurrences. There are not many other walks of life where people would be prepared to accept these risks when they go to work and I do not want our people to accept these risks when working on our projects. This extends to physical and verbal abuse from members of the public too.

If we can achieve this change in our tolerance and increase the frequency and accuracy of our incident reporting, then we will accurately record all incursion data. We can then better analyse the incidents and capture the true learning from such events. I also believe that there is learning to be shared from our Rail experiences too, particularly with reference to assurance and communication protocols around the safety critical works.

We simply have to ensure that we are doing everything within our power to protect our people from roadwork incursions.

I hope you enjoy this edition of STOP Think! Have a good month!

John Dowsett
Managing Director Infrastructure



Sharing our STOP Think! Moments Changing Hearts and Minds in the Industry



Mick Reeves, STOP Think! Lead at Osborne shares his thoughts and vision on our STOP Think! journey.

Whilst not unique to the industry, the way we have implemented our STOP Think! Cultural Development Programme is indeed unique. Over £750k has been invested and over 800 of our employees, customers and suppliers now have been through the programme. Indeed our Cascade Briefing now reaches more than a thousand people across the industry each month. Our safety statistics are at an all-time low and such is the success, the programme has been recognised by both Highways England and Network Rail.

"STOP Think! is NOT solely a safety training course, it is a cultural development programme designed to ensure that Osborne, our suppliers and customers are of one mind when it comes to decision making. Relationships are strengthened which in turn encourages open and honest dialogue and undoubtedly positively influences every aspect of professional and personal life.

We believe that if we are all culturally aligned it will benefit us personally and all of our businesses collectively, as good safety performance go 'hand in hand' with good business performance. We believe that safety and business decisions cannot therefore be isolated.

STOP Think! is a journey of discovery and at the heart of the journey are people. Individuals who regardless of their professional role, play a massive part in the successful development of a positive caring culture. By first understanding ourselves we can then understand others!

Osborne's suppliers and customers are the key to the success of STOP Think! Only when they are 'on board' can we truly claim to be aligned.

We have successfully delivered STOP Think! to strategic customers, suppliers and potential partners across all business units and what has been really rewarding to see and hear is how STOP Think! has been embraced by all and how this has helped our customers and suppliers when they work with Osborne and when they work with others. We will be delivering to more and following this up with further events to 'keep the fires burning'!

The scale of the overall challenge remains huge; how to change the behaviours and thinking of multiple organisations working across a vast range of projects with different customers? But we are fully committed on this journey to improving people's lives across the industry."

Thank You Mick

For your enormous contributions to making our STOP Think! Programme such a success – helping us to share learning and experiences openly, to promote continuous improvement throughout the industry and strive for excellence in health and safety performance.



STOP Think! Moments

A120 Assaults and Drug & Alcohol Failures

What Happened?

During a planned road closure and diversion, a member of public stopped to ask our traffic management personnel for directions. The member of public commented that there was a smell of Cannabis coming from the works vehicle. It is alleged that a member of the team then assaulted the member of public. We were not informed of the event until the following morning. The Police were informed and we are assisting them with their investigation.

As a result of this, the following night drug and alcohol (D&A) testing was arranged for all personnel on site. The tests resulted in 1 failure following the detection of an illegal drug and 2 refusals (deemed to be failures). One of the individuals who refused the test, assaulted their Supervisor during an altercation where the Supervisor was trying to prevent the operative from using the Company van to leave site.

Impacts

- We have not been given information as to the welfare of the member of public.
- The Supervisor attended hospital for treatment for concussion and an injured nose. He returned to work the following night.
- Works were cancelled on the second night.
- Driving and working whilst under the influence of non-prescription drugs is illegal and presents a danger to the travelling public and our workforce
- Events like this pose a significant reputational risk to Osborne, our customers and our suppliers.

Actions Being Undertaken

- Osborne will be undertaking an increased level of D&A testing both pre-start on site and during work packages.
- We are working with our suppliers to ensure that there is a robust approach to D&A testing throughout all levels of our supply chain.
- Acts of violence to anyone associated with our works will not be tolerated and anyone involved will be reported to the Police.
- We are working with the industry to reinforce that reporting for work whilst unfit through drugs or alcohol use will not be tolerated and may result in individuals not being allowed to work in the industry.
- As an individual, if you feel you may have a problem with alcohol or drugs, you can utilise your company's Employee Assistance Programme or services such as the [NHS](#) for more help and advice.

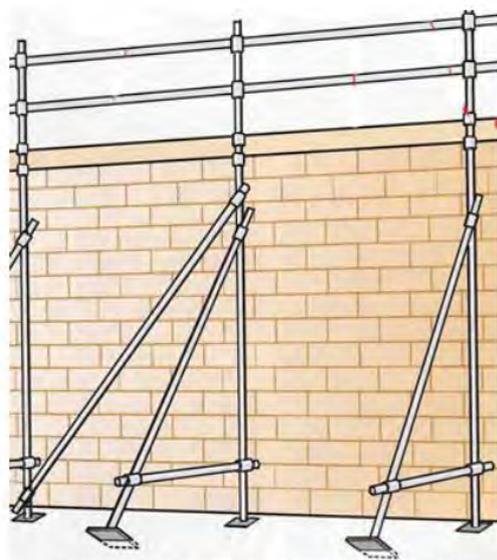
STOP Think! – The use of drugs, alcohol or violence at work will not be tolerated by Osborne and the industry



Sharing our STOP Think! Moments Unsafe Working at Pevensey and Westham Station



Image taken by member of the public



Typical handrail system to edge of flat roof

What Happened?

During planned works to renew a flat roof of the canopy at the front of the station, works were undertaken which exposed the workers to the risks of a fall from height. A member of the public passing the station took a photo of the unsafe works and this photo was passed to the Office of Rail and Road (ORR) who in turn asked for the incident to be investigated.

Although no one was injured a full investigation was carried out. It is clear that if a fall had occurred the consequences could have been serious.

Direct cause

- Failure to provide a scaffold handrail to the edge of the roof.

Indirect causes

- During the planning stages the Customer and our Supplier met at the site without the Osborne Site Manager being present.
- The Customer requested that the work be carried out from a scaffold tower.
- The Supplier initially stated that the work should be carried out from a scaffold crash deck with hand rails but did finally agree to this request and priced the work on this basis.
- The Osborne Site Manager accepted this quotation but did not challenge whether all the works could be undertaken safely using a tower.
- A risk assessment and method statement completed by the supplier failed to identify all the elements of the work and thus a further opportunity to implement the correct control measures was missed.

Lessons Learned

- Customers should not tell a contractor how the work should be done. If they do then they should ensure that the work they are controlling is carried out safely.
- Osborne personnel should be present at all meetings with customer and suppliers to make sure that the works are planned to be undertaken in a safe manner.
- Risk assessments should consider **ALL** the work activities to ensure the correct control measures are identified.
- Those involved in planning and organising roof work/ work at height activities should be trained/ competent.
- Fencing of work areas at ground level to protect the public needs to be proportionate to the risks. For work of this type cones and tape would not be suitable, chapter 8 barriers or HERAS should have been used.

STOP Think! – Select the correct methods and work equipment to control the risks



Learning from:

- Murphy's "Stopping Time" Video
- Suitable and Sufficient Risk Assessments
- Raising the Bar – "Safe Use of Plant" Handbook
- Never miss an Opportunity to Learn - Osborne IO App
- Sharing across our Industry with Vital
- Highways England Health, Safety and Wellbeing Briefing
- Deaf Awareness

Murphy's "Stopping Time" Video

On the night of the 14/15 May last year a steel pile was left in the four foot at the end of the shift at Kirkham, Lancashire. The pile was 5 metres in length and weighed over a tonne. The line was declared clear and fit for the passage of trains.



Fortunately a tamper exiting the possession was the first train to encounter the pile. It was travelling at only 15mph and was able to stop before colliding with the pile.

Had the pile been struck by a passenger train then it would have almost certainly led to a derailment with potentially catastrophic consequences.

Murphy's have since produced an excellent video called "**Stopping Time.**"

The video provides key learning and key factors to ensure works are planned clearly and carried out safely. To see the video, go to the video library on the Southern Shield website:-

<http://www.southernshield.co.uk/videos/80/>

Accountability, Planning and Setting to Work

- Is it clear who is the lead and in control of your work area?
- Who is accountable for making sure the work area is left in a safe condition and how should this check be done?
- How accurate, relevant and clear are our task briefings to the work being undertaken?
- How often do things change out on site and how do we safely manage any changes?
- How do time pressures affect our work and how can this be managed?

Suitable and Sufficient Risk Assessments

At the end of last year our SHE Team undertook a detailed review of our Risk Assessment and Method Statements (RAMS) and Task Briefing Statements (TBS). The data was gathered during SHE Inspections over a three month period and considered:-

- Are all the key activities taking place on the site covered by a RAMS/TBS?
- Have all the significant risks associated with the activity been identified and are suitable controls in place?
- During the site walkabout are there any new hazards visible which have not been included in the RAMS/TBS?



Please take the time to STOP Think!

- When there are any changes on site please ensure all risks are identified and covered within RAMS/TBS; the paperwork must keep up with the changes.
- Please ensure all RAMS/TBS do not just contain generic information which largely covers the task risks. They must also cover the specific site risks where the task will be taking place.
- Do not be tempted to just cut and paste RAMS/TBS from other projects with similar tasks. Again, the specific site risks where the tasks will be taking place must be properly considered and included.

Our SHE Team are continuing to look at other learning and support materials to further help our teams ensure that RAMS/TBS for our activities are suitable and sufficient.

So please do look out for these improvements over the coming months.

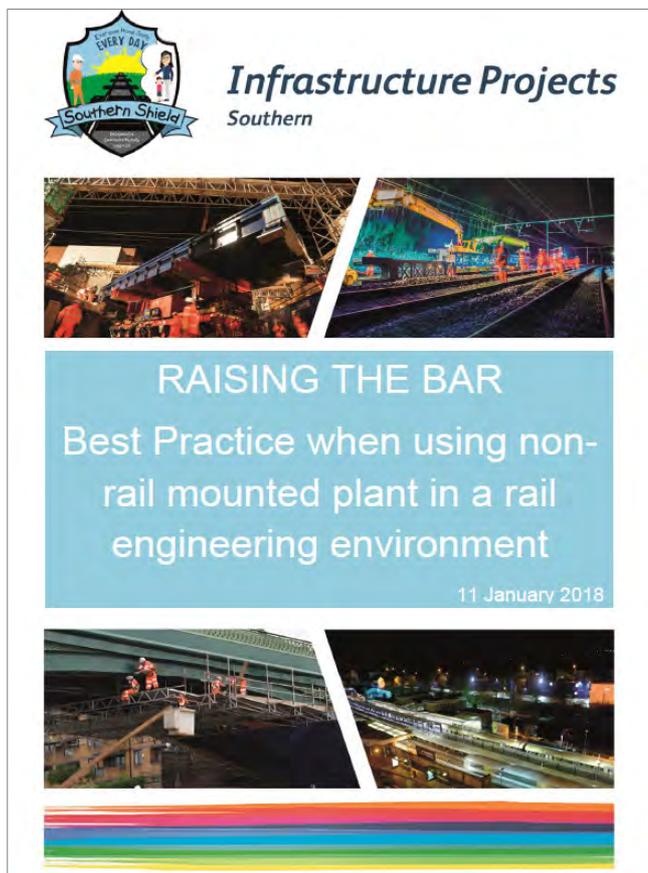


Although our works were covered by these essential documents it was found that the quality and detail within them varied greatly across the business.

Raising the Bar – “Safe Use of Plant” Handbook

The Southern Shield Safe Use of Plant Working Group has produced a new best practice handbook which covers the safest way to use non-rail mounted plant in a rail engineering environment.

Being hit by plant is one of the top causes of fatalities in UK construction and this document provides best practice methods for all those who select, manage and allocate this type of plant on our sites.



To read or download this document, visit the Southern Shield website.

<http://www.southernshield.co.uk/filedownload.php?a=381-5a60c96f0c59b>

Never miss an Opportunity to Learn - Osborne IO App

In Osborne we use our Improvement Opportunity process to formally and effectively capture all close calls, near misses and other issues. Once recorded, they are monitored, analysed and trended; ensuring that any key learning is acted upon and shared more widely across our teams.

More recently we launched our “Osborne IO App” to help us to capture valuable learning opportunities from a much wider community of knowledge and observations – not only from our people, but also the people we work with, people we work for and members of the public.

As a reminder, the Osborne IO App will run on any smartphone operating iOS (9.3 or later) or Android (4.4 Kitkat or later). We are also currently exploring an iPad version.

- To download the app, simply go to your relevant App store and search “Osborne IO.”
- Click “Install” to download to your device and then simply select what type of user you are - customer, supplier, public or employee.



In our continuous strive to be a Learning Organisation, we all need to think about the job we do and how we can improve the efficiency and effectiveness.

If you feel there is a better way - never be afraid to question and challenge and share this with your teams using your IO App.

Whoever you are or wherever you are, the Osborne IO App makes it simple to raise an Improvement Opportunity, so please help us to learn together by using this facility.

Sharing across our Industry with Vital

Many thanks to Vital who shared our link to STOP Think! in their recent HSE Newsletter. This is a great example of the open, learning culture that we aim to continually cultivate within Osborne, to help us to learn together as an industry.

SAFETY UNIT - FISHERMAN'S PATH LEVEL CROSSING

This week our Vital Safety Unit attended Fisherman's Path Level Crossing, near Formby. Our Safety Advisor and Operatives (Brian, Phil and Neville) were there to interact with the public, discuss the dangers and help improve awareness of level crossing. They supplied the public with hot refreshments and snacks from on board the Unit.

Phil Windsor and Neville Taylor are permanent level crossing attendants, keeping a visual presence on behalf of Network Rail and Mersey Rail.



Thank you Vital

For sharing this Cascade Briefing and for your great engagement with our IO Process - helping us to raise the importance of identifying Improvement Opportunities so together we can share our learning across the wider industry.

Highways England Health, Safety and Wellbeing Briefing

Each month Highways England cascade their Construction and Maintenance "Health, Safety and Wellbeing Briefing" which includes useful links, alerts and news updates. The December edition includes articles covering:-

- Roadworks Incursions Campaign
- Highways England Safety Alerts
- People Plant Interface Visual Standards
- Winter Weather Advice
- CITB Vision 2020
- Vacuum Excavator CPA Guidance
- Consultation On Workplace Exposure Limits

Roadworks Vehicle Incursions Campaign

The industry has identified that vehicle incursions in to work areas are one of the highest risks to road workers safety. 250 incursions per month are regularly reported between operations and major project directorates on the strategic road network, the true figure could be much higher as there is a perception that incursions are normal and accepted as part of the job.



Please see the link to campaign material here:-

<http://www.highwaysafetyhub.com>

A library of the briefings is also available on the Government Publication website:-

<https://www.gov.uk/government/publication/s/delivery-hub-health-safety-briefings>



Construction and Maintenance Health, Safety and Wellbeing Briefing December 2017

Hub roadworks vehicle incursions campaign January 2018



Highways England Safety Alerts.

- HEI035 - Overturned ride on roller
- HEI036 - Re-occurring HIPO - Machinery seat belt misuse.

This and previous alerts are available through the following link:

<http://www.highwaysafetyhub.com/alerts.html>

Industry has identified that vehicle incursions in to work areas is one of the highest risks to road workers safety. 250 incursions are continually reported between operations and major project directorates on the strategic road network, the true figure could be much higher as there is a perception that incursions are normal and

accepted as part of the job. Unfortunately we know only too well the devastating consequences of vehicles entering works and colliding with people and / or our works vehicles. An incursion is defined as 'an intentional or unintentional unauthorised entry into temporary traffic management, by all or part of a vehicle

being driven by members of the public or emergency services'.

The hubs latest campaign focuses on the issue and contains a selection of resources including toolbox talks, presentations, videos, and posters. <http://www.highwaysafetyhub.com/roadworks-vehicle-incursions-2018.html>

Send your best practice, alerts and news to philip.farrar@highwaysengland.co.uk

Plant people interface – new visual standards

Skanska recognise that plant-people interface is one of the construction industry's top fatal risks. Over the last 5 repeating years (2011-2016) there were 217 fatal incidents in the UK construction industry. Twenty one of these injuries 10% were due to workers being struck by moving vehicles/plant (Source HSE RIDDOR data). There were many more major injuries and near misses during the same period involving plant-people interface. To help eliminate incidents on Skanska UK projects Skanska have developed a detailed set of visual standards, a set of tool box talks and a supporting animation. These clearly explain information already contained within the health and safety management system concerning the control of plant-people interface.

The new visual standards build on existing procedures and guidance covering restricted zones for excavators and have been extended to cover a range of different plant. The standards now include:

- Excavators
- Forward tipping dumpers
- Large articulated dump trucks
- Shovel loader
- Dozer
- Small sit on roller
- Large roller
- CFA piling rigs
- Rotary piling rigs
- Ground engineering rigs

Each standard includes simple instructions on how to approach plant safety using the established "thumbs up" method.

The visual standards contain information within the development system covering the control of plant-people interface. It shall be included as part of local training programmes, management guidance procedures.



The animation is available on YouTube at <https://www.youtube.com/watch?v=dqG0zHbpKDs>





Fairness, Inclusion and Respect

Deaf Awareness

Most people take their hearing for granted, but for those who suffer with hearing difficulties life couldn't be any more different. Deafness does not just affect a person's hearing. It is an invisible disability that can totally isolate people from others. It can cause a huge blow to a person's confidence and take away their independence. About 16% of adults in the UK have some degree of hearing loss which can interfere with normal communication with others on a daily basis.

This can be absolutely exhausting. Imagine not being able to look down at your phone or newspaper and still know what is going on around you, having to concentrate on lip patterns to hold conversations, or living in constant fear of missing a crucial sound like a fire alarm. Life can be mentally and physically draining for deaf people.

Isolation and Loneliness



Not being able to hear sounds is only half the battle for deaf people. One of the most significant problems they can face is isolation and loneliness.

Hearing loss detaches people from interactions with others. It makes understanding those who mumble or turn away during conversations impossible. The human world is built around interaction and community support, and deafness can take all of this away.

A Personal Reflection

Colin Brewer, Business Logistics Director, has loss of hearing at high frequencies and Tinnitus, an internal noise that no one else can hear but that he can hear every waking hour of the day.

"People with good hearing don't understand how difficult and socially inhibiting loss of hearing can be. How could they possibly understand as they have no practical experience? They have good hearing and get irritated with constantly repeating themselves when the response from a hard of hearing person to questions is repeatedly pardon, or I didn't hear you! Deafness and Tinnitus get

progressively worse over time. There is no cure and you can only try to manage the effects with a combination of hearing aids and subconsciously lip reading to fill in the gaps you don't hear.

People with good hearing often think the deaf are not listening to them when in fact quite the opposite is true. The deaf will do anything to be able to hear what people are saying. When asked "are you listening to me!!" people don't understand there is a big difference between listening and hearing; the deaf are constantly listening in the hope they can contribute to conversations, but often background noises and people speaking softly make it very difficult. As a result, the deaf often feel guilty and shamed by their deafness.

I don't want any of my friends and colleagues to suffer the same disability so please look after your hearing as you would any other part of your body:-

- *If you think a noise is loud then it probably is damaging your hearing, particularly if it's sustained over a long period, so move away or use ear protection.*
- *Don't ignore warning signs of loud noise and instructions to use ear defenders.*
- *Challenge colleagues who are not wearing ear protection when they should be.*
- *Don't be afraid to ask for ear protection if you think you need it.*
- *If you go to noisy social events such as concerts or fire work displays, take ear plugs and protect the young.*

Treasure and look after your hearing - once gone it is gone forever!

Equality and Inclusion

We live in an increasingly noisy society so for those of you that have good hearing, please consider the points kindly made by Colin and help your colleagues and friends to be included and protected. Do not speak too softly or mumble, and try to look at people when you talk. For further help and advice visit:-

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

<https://bda.org.uk>

Thank You Colin Brewer
For helping us to understand the difficulties of living and working with hearing loss.



Sharing from:

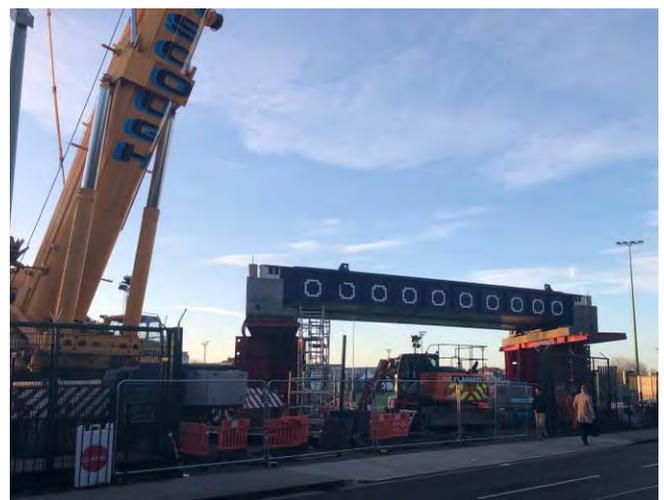
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- Winchfield Cutting Period 10 Gold Rated Site

Burnaby Bridge Ready to Roll

As the major blockade fast approaches our expert team down at Burnaby Road have now pre-assembled the bridge despite very limited working space and the added MOD security restrictions.



The bridge stillages have been installed and the precast units and steel U-decks delivered and assembled, ready for the Self Propelled Modular Transporters to drive it into its final position. Our team have once again demonstrated that real agility in developing safe solutions to what initially appeared to be an impossible task.



Good luck for the final bridge replacement this month!

Special Thanks to the WHOLE team, including ALE Heavy Lift.

For working together and sharing your knowledge. To successfully plan and safely implement these complex works in such a small compound was no mean feat!

The belt is installed on the scaffold bridge and transfers the pile arisings from an area between railway tracks to a compound outside of the railway boundary for later removal off site.



High Visibility at Solum Twickenham

Our logistically complex works are continuing at Twickenham Station, including excavation around the platforms and piling works – and the crane driver sure has a great view of everything that is going on!

To provide safe and efficient working methods the team are using a conveyor belt to remove the arising spoil.

Thank You Team!

For your professional and efficient delivery of the next phase of this challenging scheme.



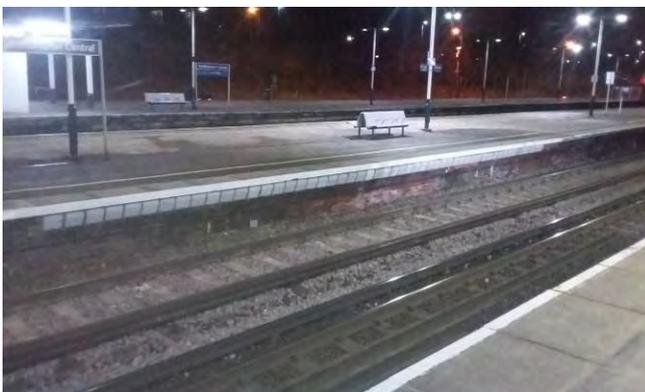
Southampton Central Possession Success

Following on from the Christmas Works, our team at Southampton Central Station have successfully completed further gauging works in another 27 hour possession to provide satisfactory clearances to the Class 707 trains.



Despite an incredibly tight programme and complex logistics, a team of up to 60 people lifted, relayed and renewed 120m of copers and 15m of over-sail beams, along with 20m of drainage. The works also included 110m² of new platform resurfacing, white and yellow lining and track stressing.

Thanks to the meticulous planning of the team all works were delivered safely and smoothly.



A Massive Well Done...

To Adam Szeremeta and the WHOLE team at Southampton for the safe and successful completion of this critical stage of the project.

Respectful, Collaborative and Innovative Hidden Shafts

Our Hidden Shaft projects are going from strength to strength with the great combination of our bespoke survey equipment and our commitment to really understanding the needs of our customers.

At Waller's Ash tunnel our customer has been really impressed with the bespoke equipment that we have developed with supply partner SRS to for carrying out GPR surveys efficiently and safely.

The innovative unit is attached securely to the forks of the road rail vehicle which allows the height to be monitored. It can be adjusted along the tunnel crown / haunch so that the profile can be adjusted to suit. The flexible attachment provides safety, efficiency and cost benefits; removing the need to use MEWPs with someone holding the GPR box to the surface of the tunnel.

Having recently finished the works at Gillingham Tunnel, our team has also received great praise for keeping an exceptionally tidy site, resulting in ZERO disturbance costs upon handback of the works area.

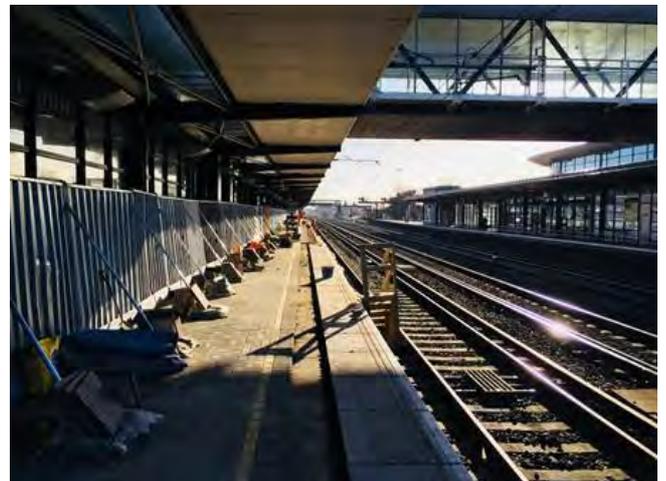


Ashford International Team Going that Extra Mile

At Ashford International our highly collaborative team are proving that they are truly united for the benefit of the rail customers and local community. They have received positive comments not only for their great work but for their rapid actions when confronted with a terrible situation.

Steve Smith of Keoghs and our Ashford International Site Team including Arron Dolan, Martyn Grout and Gary Harris responded swiftly to potentially save the life of a woman who was preparing herself to jump off the station platform onto the live railway.

Steve Smith raised the initial call and the team raised the alarm to Station Staff. Southeastern Staff and the British Transport Police intervened and prevented what could have been a horrific incident.



Positive feedback has also been received from our customer following a visit to the Platform 3 gauging works, a true testament to the way that Keogh and Osborne are working together to ensure a successful project for all:-

"I have had a very successful site close out meeting this morning with the new land owner at Sandley who is delighted how the works have been vacated. There will be no requirement for temporary loss or disturbance compensation which is great news and is entirely down to the fact that Osborne have been so tidy and respectful of the estate - no mean feat for a winter job. Do please pass on my thanks to them."

Brilliant Work Team!

You have demonstrated the real benefits of learning from each other - to develop innovative and considerate solutions that truly satisfy the needs of our customer.

"The work site access onto the International Platform 3 was especially very well controlled as was the access into the site project office: First class and best practice.

All workforce had correct PPE and were wearing gloves and glasses. The worksite was tidy and well maintained. Well done.

THANK YOU to the WHOLE Team

For your rapid intervention to potentially save a life and for going that extra mile to ensure the safety of the rail network.

Spot the Difference! In-house Editing Capability

A common household and indeed customer problem in finalising projects... what colour will look best on the refurbished or newly built asset? Our One Team Wessex have now designed and installed several of "Access for All" footbridges and each time the development team have had difficulties in finalising the tonal contrast between the walls and floor.

To help our customers make that final decision on colours, we now have photo editing software that is quick to use and amazingly realistic.

Technology Improvement Manager, Dominic Lowry, recently demonstrated this capability using our Godalming Station Access for All Bridge as an example.

One of the photographs below is the real structure, the other is a clever manipulation of the colours... can you tell which one is which?



The efficiencies and financial savings that this capability can offer our customers are endless. This particular example took less than 30 minutes for Dominic to complete – and could clearly speed up decisions without the need for timely and costly architectural renders.

Thank you to Dominic Lowry!

For helping our customers to efficiently find the best solutions for their assets. This capability can save time and cost, as well as providing additional confidence in decisions.

Inspiring Students at Gade

A group of 50 students from the local college recently visited our Gade Valley Project to get a taste of the many varied aspects of a Civil Engineering scheme. The budding young engineers were split into teams to undertake a tour of the operational site, understand the project use of BIM and to undertake a bridge building challenge.



The whole team, including our suppliers were actively involved in the visit and the accompanying teachers were genuinely impressed with the level of time and information that was shared with the students.

The students were equally complimentary, commenting that they were surprised how complex the site is and enjoyed learning about the different bridge elements and looking at the BIM software in detail.

Thank you and Well Done Team!

For hosting this highly successful event with the local community. Such visits are so important for inspiring and attracting our engineers of the future into the industry.



Winchfield Cutting Period 10 Gold Rated Site

Congratulations to Thomas Glenn and our team at Winchfield Cutting who not only achieved the Period 10 "GOLD" rating from Network Rail, but were also the top scoring site across the Southern Region



This is an amazing achievement, awarded for excellent management, health and safety, and great feedback and responses from a number of audits.

This is only awarded to the best sites across Network Rail - not just our Framework so a massive **Well Done** to all involved!

Health & Wellbeing



- A Healthy Heart
- Time to Talk
- Pure Gym Membership
- Tool Box Talk - Cholesterol

A Healthy Heart

Our February focus is heart health in association with the British Heart Foundation. The statistics on heart disease are quite sobering:-

- 7 million people are currently living with heart and circulatory disease.
- Cardiovascular disease kills one person every 3 minutes.
- Less than 1 in 10 people currently survive an out of hospital cardiac arrest.

To promote the prevention of heart and circulatory disease our internal Health and Wellbeing calendar provides useful links, help and guidance on heart health, plus a wide range of support material including posters, videos and toolbox talks:-

<https://view.pagetiger.com/HealthandWellbeingCalendar2018/2018>



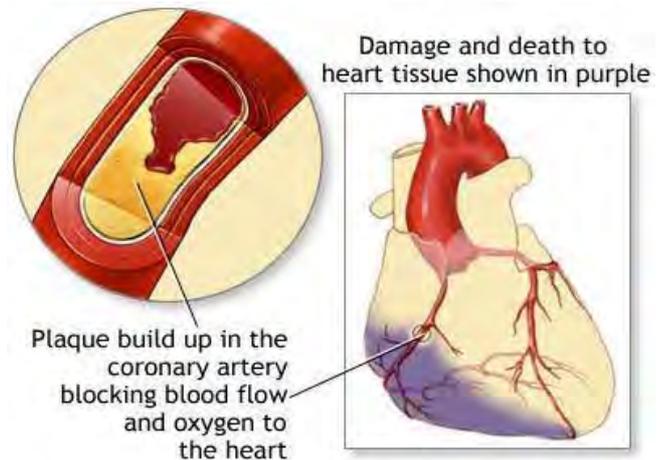
As part of our commitment to our people and our neighbours, we also recently provided Automatic External Defibrillators in our six main offices and across our major projects.

Coronary Heart Disease

Keeping your heart healthy, whatever your age, is the most important thing you can do to help prevent and manage heart disease.

Coronary heart disease (CHD) happens when the blood supply to your heart muscle is reduced because the arteries taking blood to your heart become narrow or get blocked.

This is caused by a gradual build-up of porridge-like fatty deposits inside your arteries.



Coronary heart disease is the UK's biggest killer, causing around **73,000 deaths** every year. But things could be very different - most of these deaths are preventable!



How do you keep a healthy heart?

To help prevent heart disease:-

- Quit Smoking
- Maintain a Healthy Weight
- Eat a Healthy, Balanced Diet
- Keep Active

A healthy, balanced diet and regular physical activity can help you keep your weight, blood pressure and cholesterol at healthy levels, and improve your heart health.



A healthy lifestyle can also lower your risk of developing type 2 diabetes, a risk factor for coronary heart disease, and help prevent other health problems, such as kidney disease and some cancers.

But there are some things you can't change that put you at greater risk of CHD:-

- **Family History**
- **Ethnic Background**
- **Age** – the likelihood of CHD increases as you grow older
- **Gender** – men are more likely to develop CHD at an earlier age than women.

If you are in a high-risk category, you can still reduce your risk of developing coronary heart disease by making lifestyle changes to protect your heart.

For more information visit the British Heart Foundation and National Health Service websites:-

<https://www.bhf.org.uk/heart-health/preventing-heart-disease>

<http://www.nhs.uk/Livewell/Healthyhearts/Pages/Lifestylechanges.aspx>

Time to Talk

Thursday 1st February was "Time to Talk Day," run by Time to Change to help spread the word that anytime, anyplace, anywhere can be the right place to talk about mental health – including at work.

It's easy to think there's no right place to talk about mental health. But the more we talk about it, the better life is for all of us.

Too many people with mental health problems are made to feel isolated, worthless and ashamed. Time to Talk Day is a chance for all of us to be more open about mental health – to talk, to listen, to change lives.

Wherever you are – at home, at work or up the top of a mountain – have your conversation about mental health!



We are Time to Change, a growing movement of people changing how we all think and act about mental health problems.

Get involved today

@timetochange
/timetochange
time-to-change.org.uk

time to change

let's end mental health discrimination

Show you're willing

Just being there means a lot.



Listen, don't judge

Talking is important. So is a friendly ear.

Be yourself

Talking about everyday things helps. You don't have to fix this.



Step up

Make a brew, text, take a walk. Small things go a long way.



Be patient

Good days and bad days happen.

Support

Remember, professional support options are out there.



Mental health problems affect 1 in 4 of us in any year.



Surprisingly common, isn't it?



Yet too many people are still made to feel isolated, ashamed and worthless.

Being open to mental health problems is good for all of us.



And it's easier than you might think.

Your conversation matters.



Any time, any place. You don't need all the answers.

Pure Gym Membership



AXA PPP have partnered with Pure Gym to offer an exclusive discount of 50% on an annual

membership for Osborne employees. Pure Gym believes everyone should have the opportunity to enjoy a fit and healthy lifestyle. So they have made it simple, affordable and convenient for everyone to achieve their personal health goals.

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.

With up to 50 free classes every week, large free weights and cardio areas and plenty of personal trainers you'll find everything you need at Pure Gym.

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



Tool Box Talk – Cholesterol

SAFETY ALERT

WHAT IS CHOLESTEROL?

Cholesterol is a type of fat. It's found in all the cells in your body and forms part of their outer layer. Cholesterol is also an essential part of many important hormones, including oestrogen, progesterone and testosterone. Cholesterol is carried in your blood by proteins, and when the two combine they're called lipoproteins. The two main types of lipoprotein are:

- **High-density lipoprotein (HDL)** - which carries cholesterol away from the cells and back to the liver, where it's either broken down or passed out of the body as a waste product. For this reason, HDL is referred to as "**good cholesterol**" and higher levels are better
- **Low-density lipoprotein (LDL)** - which carries cholesterol to the cells that need it. If there's too much cholesterol for the cells to use, it can build up in the artery walls, leading to disease of the arteries. For this reason, LDL is known as "**bad cholesterol**"

The amount of cholesterol in the blood (both HDL and LDL) can be measured with a blood test.

WHAT SHOULD MY CHOLESTEROL LEVELS BE?

Blood cholesterol is measured in units called millimoles per litre of blood, often shortened to mmol/L. The recommended levels of total cholesterol should be:

- 5 mmol/L or less for healthy adults
- 4 mmol/L or less for those at high risk

WHAT CAUSES HIGH CHOLESTEROL?

Many factors can increase your chances of having heart problems or a stroke if you have high cholesterol. These include:

- An unhealthy diet, in particular, eating high levels of saturated fat
- A chemical found in cigarettes called acrolein stops HDL transporting cholesterol from fatty deposits to the liver, leading to narrowing of the arteries
- Having diabetes or high blood pressure
- Having a family history of stroke or heart disease
- There's also an inherited condition called familial hypercholesterolemia, which can cause high cholesterol even in someone who eats healthily

HOW CAN I LOWER MY CHOLESTEROL LEVEL?

- Maintain a healthy, balanced diet. It's important to keep your diet low in fatty food. You can swap food containing saturated fat for fruit, vegetables and wholegrain cereals
- Take regular exercise
- Give up smoking

If these measures don't reduce your cholesterol and you continue to have a high risk of developing heart disease, your GP may prescribe a cholesterol-lowering medication, such as statins.



Site Zone Proximity Sensor Winchfield Cutting

At Winchfield Cutting the site team are carrying out works to a railway embankment which had the potential to cause disruption to the operational railway. The works include removing material that has already slipped and constructing a gabion wall at the toe of the cutting – hence requiring much movement of various plant and vehicles.



Never enter the agreed exclusion zone, unless directed to by the person in charge.

As an additional control measure for warning operatives, banksmen and machine operators when someone strays into a dangerous zone, for example around an excavator, dumper or roller, the team are trialling a "Proximity Warning System (PWS)" from Site Zone.



Site Zone PWS produces an invisible detection zone around a vehicle, machine or restricted area. If personnel wearing a Site Zone PWS Transponder enter the detection zone an audible and visual alarm is triggered, alerting the machine operator to the danger that somebody has breached the zone.

Feedback from our earthworks supply partner Suttles has been very positive in terms of both the safety benefits and the increased efficiency of operations.



Controls inside the machine for front and rear antenna providing 360° protection.



Radio Frequency generates an invisible field which is transmitted from the vehicle mounted antenna.



Personal transponder fixes easily to hard hat and vibrates when operatives enter the pre-defined safety zone.

Thank you to Stephen Early, Thomas Glenn and the Site Team

For bringing this excellent system to our attention to help all our people to return home safely every day.



Safe, Sustainable and Efficient Solutions Foxhills "Concrete Canvas" Drainage Ditch

At Foxhills in Surrey, a Site of Special Scientific Interest, our team has been installing a new drainage ditch to help protect the railway below. With the sensitivity of the surrounding flora and fauna at the fore, the team had to find a solution to minimise the environmental impact that was also safe and efficient to install.

Hence a product called "Concrete Canvas" was adopted. Concrete Canvas is a flexible membrane that can be laid to any shape and only sets hard once saturated with water.

A special bucket was used to shape the trench, the canvas laid in overlapping strips and water applied to form a robust lined drainage channel; resulting in numerous benefits:-



Reduced over-dig **Less Spoil** No need for Fill **Minimised Environmental Impact**
Reduced Plant Movements and Carbon Emissions

As the rolls are heavy, careful planning of the methodology required specific attention to manual handling, with the canvas being cut to exact lengths in the site compound before being transferred to the embankment.



Thank You to Steve Early, Tim Nicholls and Jonathan Blackman
For helping us to develop and use sustainable and efficient solutions
that go beyond the physical build.



Safe, Considerate and Innovative Highways England CDF East Highway Works receive High Praise

As part of our Collaborative Delivery Framework for Highways England, our team are working on a package of schemes to repair and upgrade the strategic network in the East of England.

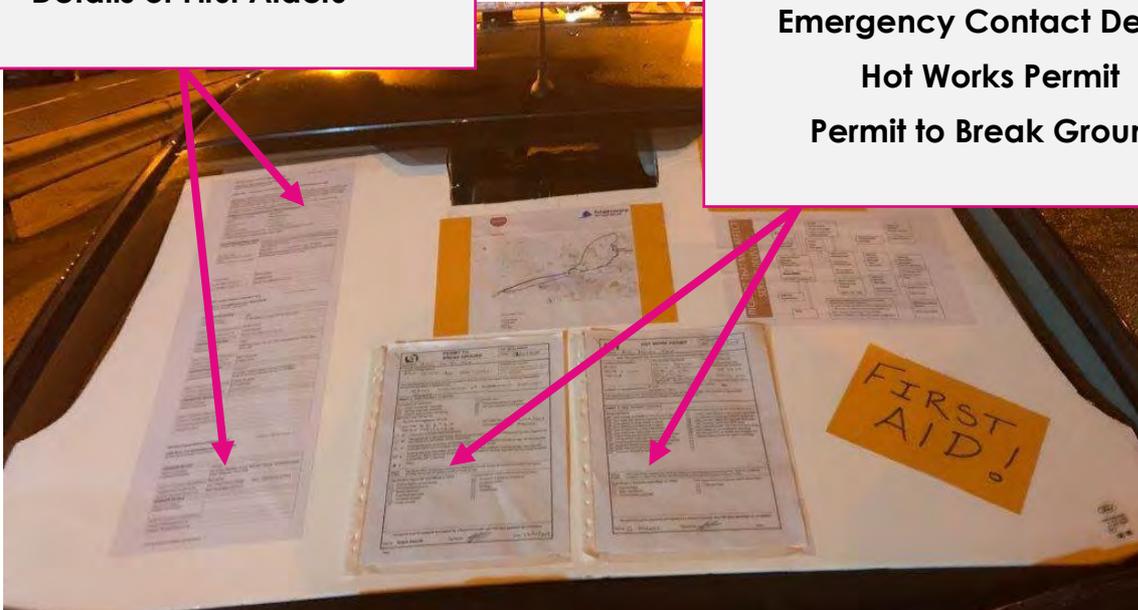
The highly transient works are spread over many miles of trunk roads and as such are not based out of one site compound – but this clearly does not affect the professionalism or meticulous standards set by the team. They go out of their way to protect and consider not only their workforce but all who are impacted by the schemes, as demonstrated by their good ideas and indeed the feedback received from road users and our customer.

Site Notice Board with a Difference

To ensure that all essential information is at the fingertips of the whole on the A120 Tey Road scheme, Site Supervisor Jonny Steel has created a notice board that he inserts into the windscreen of his site vehicle. Once safely parked, this clearly displays the information he has selected to be the most important for the shift's activities. The remaining information is clearly organised and readily available in a folder within the vehicle, along with the First Aid Kit.

Nearest Hospital Details
Briefing Sheets
Details of First Aiders

Emergency Contact Details
Hot Works Permit
Permit to Break Ground



Thank you Jonny Steel for this Great Idea

Safe, Considerate and Innovative Highways England CDF East Highway Works receive High Praise

A Little Help Goes a Long Way

When a member of the public was running a little late for her flight, the last thing she had considered was a road closure and as such she became somewhat upset when she came across our works on the A120 through Marks Tey. But she was so pleased with the help that she received that she wanted to thank the people involved:-



"I just wanted to send an email to recognise the polite and professional way I was helped... When I was confronted by one of your road closures, I pulled up to the closure and was immediately approached by a young man, he explained it was not safe to park where I had and directed me to a point further round that was.

He was really kind and reassured me that if I followed all the signs his company had put out, I would be back on track within 10 minutes. I'm sure he sensed my nervousness as I got upset again. He offered for me to follow him. He said that he and a colleague needed to travel the route of signs to check they were still in place and would do that early. When I was at the end of the diversion they would put their flashing lights on so I could then go on my way...

I hope you will be able to pass on my sincere thanks...I am pleased to say that I followed them and was back on route to the airport to catch my flight. I am quick enough to complain when something is wrong, so it's only right to recognise a company and person that went above and beyond to help a member of the public. A credit to Highways England." Nikki Jan 2018

THANK YOU Wayne Mead and Bradley Pugh from TMO Traffic Highways Limited

Often traffic management is the only impression the public take away from works on site so it is great to see your outstanding consideration for others recognised.

Christopher Eglinton, Highways England Service Delivery Manager also added his thanks:-

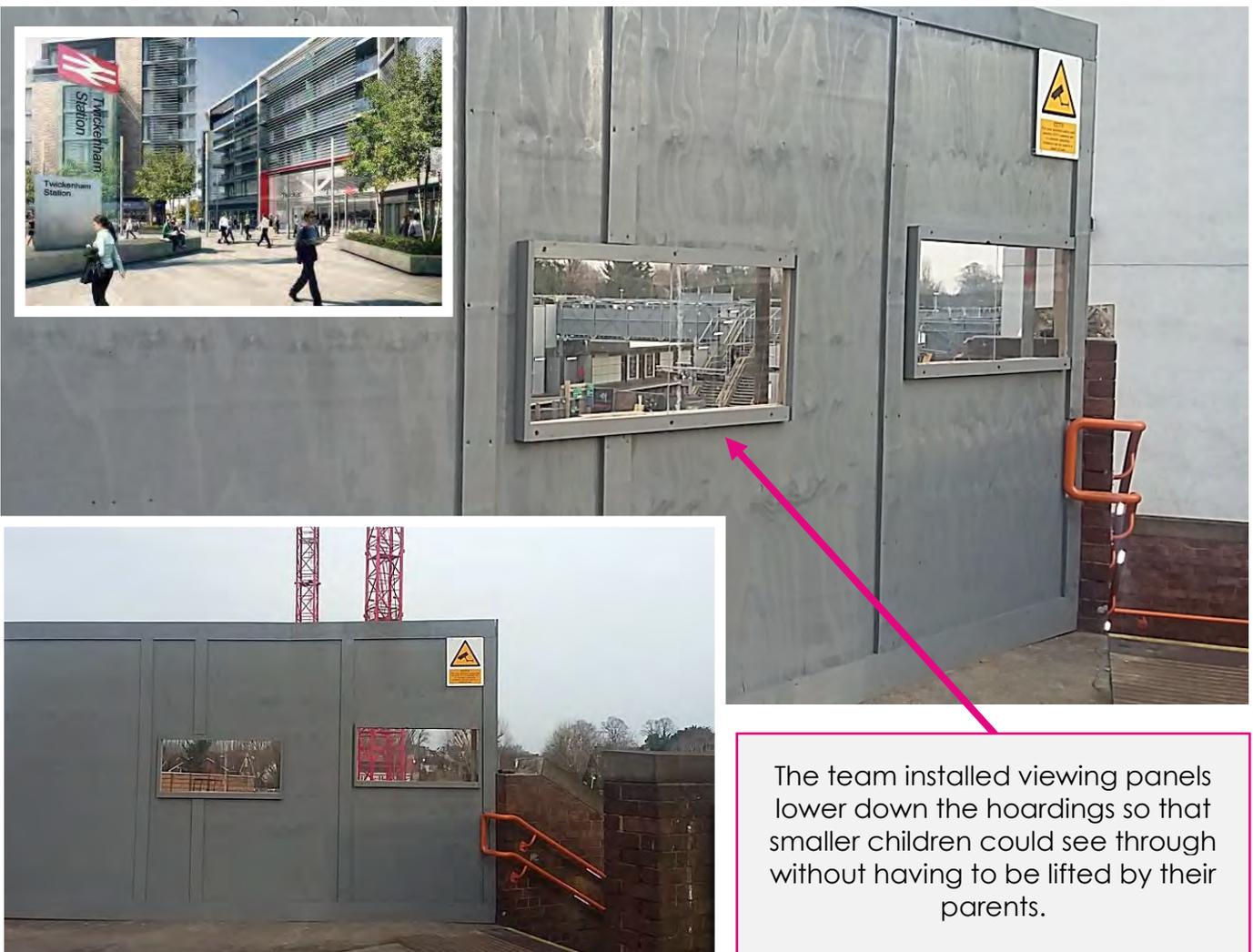
"It is very rewarding to know someone took time out of their day to compliment a member of our supply chain. I too would like to thank the operatives working for TMO for going the extra mile and helping a customer in need. This feedback is a testament to the behaviours that Highways England and its supply chain strive to deliver and I thank Nikki for sharing her experience."



Inclusivity and Visibility for All Solum Twickenham Considerate Hoardings

As our team at Twickenham continue to progress the complex station works, despite enormous pressures and ever looming deadlines, they continue to put the local residents and travelling public at the forefront of their thinking.

Parents and children often stop to look at the site activities through the viewing panels in the hoarding, so when the site team noticed that some of our younger audience could not see they decided to take action...



The team installed viewing panels lower down the hoardings so that smaller children could see through without having to be lifted by their parents.

Thank You to our Team at Twickenham
For being helpful and considerate to all in our communities.

“Outstanding” Community Focus and Engagement Featherbed Lane Team Achievements

After many years in the pipeline, our project at Apsley is now officially complete.

The road was fully opened to two-way traffic with a ribbon cutting and bridge naming ceremony, carried out jointly by representatives from Hertfordshire County Council, Bovis Homes, Osborne and the Local Community.

Andrew Osborne kindly supported the event and said a few words on behalf of the Business.



It was clear from the short ceremony that Jon Millar and his team at Apsley have completed this challenging scheme in the true spirit of Osborne with nothing but praise from the local community for their consideration and pro-active communications at all times.

The Chairman of the residents association, Brian Ayling, said that our work was “**absolutely outstanding**” with a particular high point being that we told the residents “what was going to happen before it actually happened.” Knowing the project was nearing completion other members of the local community also passed in their appreciation:-

“Jon and the team have been ambassadors for your company and have made sure that we are always informed and asked the views from all the residents. It is nice to see great workmanship and helpful staff. It’s not long until the bridge is now finally finished I would like to say well done great work to all.” Gary - January 2018



The Considerate Constructors Scheme has also nominated the Apsley site team for a National Site Award... So fingers crossed for further recognition of this great achievement.

This project really is a great example of how to engage with the local community and safely deliver an extremely complex project. Everyone that has been involved in the scheme should feel rightly proud of your achievements.

A massive well done and thank you to Jon Millar and the Apsley Team.



January SHE Performance

Improvement Opportunities Frequency Rate (IOFR) the Current Rolling IOFR Is: **3.6**
(Target of 2.5 per 1000 man hours worked)

Accident Frequency Rate (AFR) Days since the Last RIDDOR Accident: **269**
The Current Rolling AFR Is: against a threshold of **0.06**

Service Strike (SSFR) Days since the last Service Strike: **6**
The Current Rolling SSFR is: **0.48**

**January
Total
522**

**January
Close Calls/Near Miss
380**

**January
Wider IO's
142**

Reference	Incident Date/Time	Incident Name	Description of Incident
Injury			
I/025319/009	04 Jan 2018	North Liverpool	Supply operative bruised / cut thumb lifting breaker pack.
I/078038/001	17 Jan 2018	Sussex PPM	Supply Chain operative cleaning overhead air conditioning unit with cleaning chemical when it splashed back into eye.
I/078035/002	26 Jan 2018	Wessex PPM	While pushing a barrow operative's finger was caught between the handle and the gate post.
Service Strike			
I/025269/011	10 Jan 2018	Apsley	Operative hit Virgin media cable when using a pecker to break up tarmac.
I/025319/010	16 Jan 2018	North Liverpool	Data cable strike, outer sleeve damaged due to excavator bucket strike.
I/025319/011	31 Jan 2018	North Liverpool	Damaged to street light cable whilst excavating.
Asbestos Related Incident			
I/025325/001	03 Jan 2018	HS2 Slip Road	Stripping top soil using excavator exposed asbestos.
I/025344/001	18 Jan 2018	Pellens Corner	Collar of an old water main found in excavator, believed to be asbestos.
Near Miss / Close Call			
I/025335/007	11 Jan 2018	A120 Tey Road	MOP drove through traffic management.
I/025335/008	12 Jan 2018	A120 Tey Road	MOP drove through traffic management and attempted to drive into Colas TSCO.
Physical Abuse			
I/025338/001	19 Jan 2018	A14 Levington	Alleged physical assaults involving a MOP and a traffic management operative – subject to police investigation



Improvement Opportunities

Do you know how to use a Spill Kit?



The Infrastructure IO panel reviews every Improvement Opportunity submitted each month and one of their favourites from December 2017 was raised by Joshua Mason as detailed below:-

"How many people on site really know how to use a spill kit? Not sure what training the operatives get but I assume most of the less experienced Osborne staff wouldn't know. Toolbox Talk on spill kits to be completed in the New Year."

Thank you Joshua

This is a great example of recognising a potential gap in the site team's knowledge and up-skilling the team proactively.

plan to prevent... pollution of...

Ground by:

- Disposing of waste properly



Water by:

- Ensuring risk of spillage is minimised by
- Proper used protective bunds
 - Availability of emergency spillage granules
 - Use of interceptors/ silt traps



Air by:

- Controlling noise and avoiding nuisance by
- Switching off idle plant
 - Using tools that have acoustic mufflers
 - Acoustic screening

- Controlling dust and fumes by
- Extract and filter measures
 - Properly maintained plant



Don't damage the ecology of your surroundings

- Think Flora and Fauna
- Consider the Birds, Bats, Badgers, Reptiles and plants etc

Don't waste resources. Segregate waste where possible

- Recycle to approved waste transfer stations



Prosecution: Deliberate pollution can attract fines of £20,000



Reducing the Risks of Manual Handling

Another favourite Improvement Opportunity from the December 2017 IO panel was raised by Zen Nichols, Senior Programme Manager, Network Rail for One Team Wessex.

When a site was using rolls of canvas which weighed over 70kg each, Zen suggested using cable jacks to support the rolls, reducing the need for repeated lifting of the heavy rolls whenever they were being used.

This type of jacking stand is available as static or wheeled, an example of which can be found here:-

<http://www.ftthiregroup.co.uk/cable-handling/447-cable-drum-jacks.html>



They are a simple and highly effective way to support heavy drums of cable, or indeed anything that needs to be "rolled out".

Thank You to Zen.
For helping to reduce the risks from manual handling on our sites.

Improvement Opportunity of the Quarter – Duncan Edgar

The winner of the Best Improvement Opportunity of the Quarter was awarded to Duncan Edgar for his actions to prevent potential injuries to an operative on a third party site. Duncan noticed someone working unsafely in an excavation – in addition his excavator was still running and there was no one in it. Even though this was not our works, Duncan did not walk by. He politely challenged the worker and was pleased when the worker immediately removed himself from the dangerous situation.



We are grateful to Duncan for sharing his actions across the wider business, and potentially saving the individual involved from a serious injury or worse.

Thank you Duncan for not walking by!

January IO Statistics

During the month of January we were pleased to see the level of engagement with the IO System increase again following the festive break.

This month our suppliers submitted 120 IOs which is a record high. Special thanks for this excellent result, and helping us to share such important learning across the wider industry.

Safety Statistics

February 2018 - STOP Think!



There was an increase in IOs relating to site access and egress, demonstrating the success of the back to work briefings. More and more high quality IO's are being submitted, with an added maturity and more detail provided about the proposed solutions.

Top Projects in January

- Twickenham Solum 39
- Gloucester Station Car Park 38
- OTW Winchfield 37
- Kent Minor Works 23
- A565 North Liverpool 22

Top IO Originators in January

- Jon Blackman 26
- Steve Paul 22
- Andy Childs 22
- Noel Ford 20
- Justin Thorpe 19

Top Suppliers in January

- Vital Human Resources Ltd 42
- SGC Rail Solutions Ltd 28
- Coleman Construction 16
- Jacobs 9
- Suttle Projects 9

Top SHE Categories in January

- Access / Egress / Site Security
- Site Welfare
- Process and Documentation
- Personal Health
- Site Housekeeping

Thank you for your continued engagement with our IO System. Please do continue to submit your IOs on doing things differently and innovations; helping us to embed our learning culture and continuously improve.

We are looking for volunteers from our supply chain to attend our Infrastructure IO Panel.



If you would like to participate please contact Antony Cooper or Sharon Lovell on

Antony.Cooper@osborne.co.uk
Sharon.Lovell@osborne.co.uk

Your valuable input will be much appreciated. Thank you.

Infrastructure Improvement Opportunities

Month	Total No. IOs	Total No. People Raising IOs
November	501	152
December	310	121
January	522	153
How many has this site entered last month?		





GROUP SAFETY ALERT

G/SA/003
08 January 2018

Fatal Injury, Seattle University, US

What happened?

On Saturday 30 December one of our subcontract colleagues, Raymond Estores, a 23 year old iron worker (steel fixer), sustained fatal injuries at the Seattle University student housing project, when he fell from height.

Immediate actions taken

While we are still investigating to determine the root cause of the incident and any lessons, all projects, where work is being undertaken at height, have been asked to reflect and satisfy themselves that:

1. Works at height controls, including edge protection and access and egress arrangements, have been reviewed.
2. Safe systems of work to prevent falls follow the hierarchy of controls – [refer to page 4 of the HSE Working at height brief guide](#).
3. Everyone knows how to apply safe systems of work correctly.
4. Adequate information, instruction, training and supervision are in place.
5. Everyone is aware of and following our four Golden Rules – Be Fit for Work; Always receive a briefing; Stop if anything changes; and Report any unsafe events or conditions (See Something, Say Something).

While procedural controls are important we **all** have a responsibility to ourselves and our colleagues to Make Safety Personal. We must focus 100% of the time and not walk by. The decisions we make about whether or not we take a risk, or intervene with a colleague, can be the difference between life and death.

Additional actions

Please take a moment with your teams to stop and to remember our lost colleague and watch the following short video from our back to work briefing pack: [I Could Have Saved A Life that Day](#).

Remember:

- We will support you to ensure you have the right equipment.
- We will support you to stop if you are asked to work at height without a safe system of work or the correct equipment.

But

- We will remove anyone from site, with immediate effect, found to be knowingly working without a safe system of work or the correct equipment, at a height which has the potential to cause a fatal injury.
- We will also remove anyone from site, with immediate effect, who knowingly sets people to work unsafely.

Remember, nothing that we do is so important that we cannot take the time to do it safely.

Heather Bryant
Health, Safety, Environment & Sustainability Director

Alert | HiPo | Update | Zero Tolerance

ZERO HARM
MAKE SAFETY PERSONAL



Shared Learning

The Thameslink Programme Issue Date: 5th January 2018 - For further info contact mike.netherton@networkrail.co.uk

Issue Number: TLP082 Title: Flashover During Tandem Lifting Operation

Overview of Event:

A track team tasked with moving lengths of rail next, to an out of use line, near London Bridge Station were utilising two Road Rail Vehicles (RRV's) fitted with lifting chain attachments, to tandem lift a 60ft length of rail which had been left adjacent to the track.

During the task the Crane Controller directed the Machine Operator to lower the machine's jib for the lift, and as the chain attached to the jib came into contact with the rail, it created an electrical circuit (return path through the machine to the running rail) causing an arc and flashover.

The Crane Controller who was in the process of attaching the chains to the rail as part of the tandem lift suffered suspected arc eye from the flashover and was shaken by the incident.

The loose rail which had been stored on the sleeper ends had vibrated onto the ballast and had comprised the sheafing of an energised traction cable sitting on the ballast.

General Key Messages:

- Detailed site surveys should be carried out prior to storing rail in 'out of use' areas as operational cables may be present.
- Due consideration and robust planning should be made when storing materials/equipment in the railway environment.
- As part of planning, operational cables should be identified and marked accordingly.

Causes:

Immediate Cause – Metallic object coming into contact with an energised conductor.

Root and Underlying Causes

- The timely removal of redundant materials following completion of work.
- The sub-station DC circuit breaker had tripped several times over previous days, suggesting that there was a short circuit in the local area.
- As rail was stored on sleeper ends for a prolonged period, it appears that it vibrated off over a 52 hr possession due to vibration compounded by minimal ballast between the sleepers and the track not being bedded in.
- The Work Package Plan was written before new DC cables were energised and did not assess the risk associated with the DC or signal cables adequately.
- The Task Briefing Sheet and Lift Plan was generic and did not mention the use of a Road Rail Vehicle or specific details of the lifting arrangements.
- The removal of the rails had been planned on two prior occasions but due to delays and lack of planning for future works this had been curtailed.

Photo of Event :



Actions Taken As a Result of the Investigations:

- Review of the process around producing Lifting Plans.
- Implementation of enhanced audit checks for Task Briefing Sheet relevance/quality.
- Examine the protocol around sharing information between Network Rail and the project team on operational issues, such as electrical trips.
- Enhanced protection and controls around working in proximity to DC feeder cables, to be agreed briefed and implemented.
- Carry out first aid needs assessment to ascertain if the first aid provisions and training are suitable and sufficient for the work carried out.

Safety Bulletin

A serious incident has taken place



Staff walking in close proximity to live OLE contact wire

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

Ref: NRB 18/02

Date of issue: 22/01/2018

Location: Crewe

Contact: Mike Dobbs, Senior Asset Engineer



Overview

An overhead line incident occurred at the North end of Crewe station.

The overhead line contact wire parted as an electric train passed causing damage to the train's pantograph and resulting in the contact wire hanging down.

A Network Rail Mobile Operations Manager and British Transport Police officers were first on site.

When overhead line staff arrived they found that staff had been walking in close proximity to the live contact wire that was hanging down. An emergency switch off had not been requested.

The parted contact wire is believed to have been within 30cm of head height and staff had walked beneath it. In September 2014, less than 25 miles away, a train driver suffered extensive electrical burns in very similar circumstances when they left the cab after the overhead line had been damaged.

Discussion Points

While we are investigating the incident please discuss the following with your team:

- Who should you contact if you believe the overhead line equipment (OLE) may be damaged?
- What precautions must be in place before you can approach but not touch OLE?
- What precautions must be in place before you can touch OLE?
- What other circumstances might increase the risk of injury when attending OLE incidents?
- What are the additional risks during the hours of darkness (or in a tunnel)?

Copies of Safety Bulletins are available on [Safety Central](#)



Shared Learning

The Thameslink Programme Issue Date: 10th January 2018 - For further info contact mike.netherton@networkrail.co.uk

Issue Number: TLP083 Title: Cable Drum Spindle Fall into Public Area

Overview of Event:

On 19th November 2017 at 13:00hrs, a track team was lifting an empty cable drum from an 'A' Frame mounted on a track trailer. During the lift, the cable drum spindle bar snagged on the 'A' frame. On further attempting to lift, the drum jerked and tilted causing the spindle bar to slide from the centre of the drum. The spindle bar fell through a gap in the parapet wall approximately 8m to the ground below, into a public area.

The spindle bar weighs circa 50kg and is approximately 2m in length. The spindle bar did not come into contact with any persons or vehicles when it fell however, it had the potential to cause significant injury and/or damage.

General Key Messages:

- Lifting arrangements need to be clear, documented in a Lift Plan and carried out by competent personnel.
- Any equipment used for lifting, requires individual identification and routine checks for condition.

Causes:

Immediate: Insecure spindle bar sliding from slung cable drum.

Root and Underlying Causes

- Inadequate assessment of the worksite and lack of detail in the Task Brief in relation to working around bridges/viaducts.
- Neither the Task Briefing nor Point of Work Risk Assessment (POWRA) considered or addressed the risk of lifting on under-bridges or viaducts.
- The Lift Plan was generic for lifting activities and lacked specific detail.
- Although the Lift Plan showed that whilst lifting on viaducts & under bridges was a hazard, it failed to identify any controls to mitigate the risk.
- The Crane Controller & Supervisor believed that the collars on the spindle were there to prevent the spindle coming out of or through the cable drum whilst lifting, rather than controlling drift and keeping the spindle on the 'A' frame.
- The drum was incorrectly slung with a single Strop allowing it to tilt.
- Lack of competence/experience of the team in lifting cable drums.
- Cable drums had been stored on their sides on the trailer.



Actions Taken As a Result of the Investigations:

- Communication issued to the project/supply chain that lifting must be carried out in accordance with the Principal Contractor 'Lifting operations: Our Expectations' process.
- Going forward, diagrams/instructions to be included in cable drum Lift Plans, including stropping arrangements.
- Safety Bulletin issued – 'Lifting of cable drums on bridges and the correct procedure for lifting, including the prohibition of lifting on viaducts /under bridges without a detailed Risk Assessment'.
- Project instructed to place all cable drums into the correct storage position on their rims.
- Mandate and train supervisors in the use of Lift Plan assessment sheets and POWRA (point of work risk assessment).
- Re-training and assessment of the Crane controller involved in the incident, followed by a period of mentoring.



Safety Advice

Action required following a serious incident



Use of brush cutters fitted with metal blade for de-vegetation works

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

Ref: NRA 16/10 Update 1

Date of issue: 08/01/2018

Location: Newgate Street, Hertfordshire

Contact: Malcolm Miles, Head of Plant



Figure 1 - Stihl brush cutter with shredder blade and correct protective guard fitted.

Overview

On 2 July 2016, an operative was using a metal blade brush cutter at an access point when the brush cutter blade hit a metal object hidden from view in the undergrowth. This resulted in a metal shard being ejected which pierced the inner right thigh of the operator.

A safety bulletin was subsequently issued (NRB 16/13), and a root cause investigation launched. No national ban on use of metal blade brush cutters was imposed as a result of this incident.

While the first investigation was underway, two similar incidents involving metal blade brush cutters occurred.

Both incidents involved a metal object hidden in the undergrowth being struck and a shard of metal being ejected beyond the 15 metres exclusion zone inflicting injuries.

A further Safety Advice was issued (NRA 16/10) which prescribed some additional PPE for use when brush cutting.

This update replaces the earlier NRA 16/10. The significant change is to the additional PPE requirements which now include ballistic clothing instead of forestry clothing.



Immediate action required

Use of metal blades on brush cutters for de-vegetation works shall ONLY be permitted when the control measures below have been put in place.

Equipment and Competence

- The tool and equipment supplier/maintainer must ensure that the brush cutter protective guard is undamaged/untampered with and correctly fitted (See Figure 1). They must also check that the correct type of blade is fitted and it is in good condition. If either of above is defective, the brush cutter must be quarantined until repaired.
- All operators carrying out de-vegetation works must possess the required level of training and competency. This must be checked and confirmed via Sentinel for Network Rail Staff, or authority to work card system for Contractors.
- Brush cutters must not be used left-handed. Use in right handed mode offers the optimum protection to the operator during de-vegetation.
- Operators should work their way down into the vegetation in layers enabling the operator to identify 'hidden' items inside the foliage that were not visible during the original site survey.

Use of brush cutters fitted with metal blade for de-vegetation works

Additional PPE requirements

- Specialist PPE is required in addition to the standard PPE set out in the Task Risk Control Sheet (NR/L3/MTC/0003/SP021) this is to ensure adequate protection for all parts of the body. Specialist PPE is made available in the Network Rail catalogue. This includes:
 1. Item 500348, Hi vis Vulture ballistic trouser, orange.
 2. Item 801070, Hi vis Breatheflex jacket, orange
- Contractor organisations are required to have equivalent controls in place.

Exclusion zone

The minimum exclusion zone shall be extended from 15 metres to 30 metres. Where personnel on site have to work within this 30 metres demarcation, they must be fully clothed with the appropriate PPE as detailed above. If anyone not wearing the appropriate PPE comes within 30 metres of the operator the cutting operation should be stopped immediately. The team leader/supervisor shall be responsible for ensuring this exclusion zone is enforced both within and outside of the boundary.

Copies of Safety Advice are available on [Safety Central](#).

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Safety Alert

A serious incident has taken place



Live Line Testers – Dangerous Occurrence

Issued to: South East Route

Ref: WDSERBALC22JAN01

Date of Issue: 22nd January 2018

Location: Balcombe Junction

Contact: Chloe Feekings HSEA

Overview

On Saturday 13th January, a COSS working for a Works Delivery, Network Rail Contractor at Balcombe was identified using a live line tester that is not approved by Network Rail. In addition it has become apparent the COSS did not bring his LLT to site and only checked the two lines at the site access point. He failed to test an additional 2 lines at the site of work.



Learning points:

Working with Electricity:

- Always test before applying earths or straps
- Never assume equipment is isolated – always test before touch.
- Only use Network Rail approved equipment- SEEWARD Live Line Tester or STCRID (Self-Testing current indicating device)
- Ensure all LLT equipment is checked before use on site
- All lines require testing to ensure that the continuity has been broken and all DC rails isolated.
- Always prove any testing device before use.

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South East route





SafetyAlert

December 2017

Reoccurring HiPo – Machinery Seat Belt Misuse

Description

A number of operatives have been observed to be driving machinery without wearing a seat belt during recent site safety inspections.

Passive warning devices had been intentionally bypassed with the operative buckling the belt and sitting on it.

There is a foreseeable risk of operatives suffering an injury as a result of a fall out of the seat. This has been identified as a reoccurring issue and is not acceptable.

There have also been several recent overturned machine incidents reported to Highways England, which highlight this risk and the importance for correct use of seatbelts.



Investigation

Research has identified a number of factors as to why seat belts are not always worn:

- Low levels of trust in the combined seat belt/roll over protection system (ROPS);
- Wearing the seat belt may be seen as being inconvenient and uncomfortable;
- The basic nature of the typical seat belt design may result in belts becoming dirty and damaged;
- Behavioural – Operatives may cut corners to save time ('just job') or are complacent as to the risks;
- Poor supervision – Poor behaviour is not always noted or challenged

Actions:

- Ensure risk assessments identify the risk of serious injury following the misuse of the seat belt and control measures are implemented
- Ensure mobile machinery is regularly inspected and visually examined prior to use
- Ensure supervisors regularly engage with the workforce and communicate the control measures and challenge if necessary
- Ensure Operatives do not take 'shortcuts' – seat belts can save lives
- Promote and show what good practice looks like.

For further information please contact NH&ST@highwaysengland.co.uk

HEI036





Safety Alert

STRUCK BY OBJECT DURING REMOTE CUTTING OPERATIONS.

Incident Description

On the 30th November whilst undertaking vegetation clearance to the embankment/grass verge of the A1 carriageway in Cambridgeshire, a piece of wood was ejected from a remote-controlled vegetation mulcher whilst the machine was in operation. The object struck the operator on his left leg (below his knee).

The causation was that during operations and as the mulcher was moving forward, the machine ran over a raised tree stump which caused the flail hood to lift allowing a lone piece of debris to shoot out and hit the operator from distance. The operations were carried out at night, and under a full road closure due to proximity and volume of live traffic. Work had been successfully carried out previously.

The Injured Party (IP) stated that he was approximately 10-17m away from the rear of the remote-controlled device whilst it was in operation and he was at a point some 45 degrees to the operation. Following the event, work was stopped and the area made safe.

Immediately following the incident, the IP advised that he felt OK, the following day the IP attended A&E where he was diagnosed with a broken left leg. The IP was kept in overnight due to severe swelling to the injury and will potentially have 2-3 months off work.

The incident was reported as a 'specified injury' under RIDDOR.



McConeil Robocut Mulcher

Immediate Actions Taken

- Work suspended and an exclusion zone set up around the incident area.
- Robocut Mulcher suspended from use on the contract until additional controls and investigation completed.
- Safe Systems of Work (SSoW) reviewed ensuring exclusion zones are clearly identified and controlled effectively.
- Manufacturer (McConnel) contacted regarding lessons learnt and potential improvements to equipment and operator guidelines (ongoing).

Root Cause:

- Obstructions within the work area which had not been identified prior to starting work.
- Potentially unsatisfactory exclusion zones: manufacturer's recommendation states 5 m exclusion zone to the side of the equipment. This is currently under review with the manufacturer.
- Insufficient lighting to the work area is considered to be a contributory factor.

Actions to Prevent Re Occurrence:

- Safe Systems of Work to be fully reviewed.
- Provide suitable lighting levels for night ops.
- Re brief all robotcut operators on the safe operating procedures.
- Review safety distances – under review with manufacturer.
- SSoW – PPE – extra precautions relating to strimming leg guards reflected in Risk Assessment and Method Statement (RAMS).

Suggested Action for all Highways England work sites

- Where using this, or similar, items of plant.
- Review the suitability of exclusion zones,

For further information please contact NH&ST@highwaysengland.co.uk
HEi037



Key Points for February

- **Suitable and Sufficient Risk Assessments**

- Ensure that all changes on site are covered and keep paperwork current and relevant.
- Ensure that the information is not just generic, but covers all specific site risks.
- **"Stopping Time Video"** – Accountability, Planning and Setting to Work – the importance of up to date, accurate, relevant Task Briefings.
- **STOP Think! Moment** – Unsafe Working at Height. Risk Assessments should consider ALL work activities to ensure that the correct control measures are identified.
- **External Alert** – Fall from Height Fatality. STOP if you are asked to work at height without a Safe System of Work or the correct equipment.

- **Working Responsibly**

- **STOP Think! Moment** – The use of drugs, alcohol or violence at work will NOT be tolerated by Osborne and the industry.

- **Highways England – Roadworks Vehicle Incursions**

- **Vehicle Incursions** – One of the Highest Risks to Road Workers Safety. View the Campaign Material at: <http://www.highwaysafetyhub.com>

- **Health & Wellbeing**

- **Healthy Heart** - To help prevent heart disease; quit smoking, maintain a healthy weight, eat a balanced diet and keep active. This will help keep your cholesterol at recommended levels to further reduce the risk.

- **Fairness, Inclusion and Respect**

- **Deaf Awareness** – Look after your Hearing! Consider the difficulties that those with hearing loss have to overcome each day. Do not speak too softly or mumble.

- **Sharing New Ideas**

- **Site Zone Proximity Sensor**- Clever technology used as an additional control measure for warning operatives, banksmen and machine operators when someone strays into a pre-designated dangerous zone.

- **Remember...**

- **Southern Shield Raising the Bar** – NEW! "Safe Use of Plant" Handbook now available on the Southern Shield website.
- **Osborne IO App** - Whoever you are or wherever you are, the Osborne IO App makes it simple to raise an Improvement Opportunity, so please help us to learn together as an industry by using this facility.

