

March 2018

OSBORNE



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

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March 2018 - STOP Think!

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Introduction

March 2018 - STOP Think!



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Welcome to March's STOP Think! Cascade Briefing.

Well, what a month of weather we had in February! As I write this introduction it feels a lot warmer and the sun is shining. Perhaps Spring is finally on its way after what feels like quite a long winter this year!

Thank You!

The weather of the last two weeks has certainly brought its challenges and I have been delighted by the response that I have seen from across our teams.

I have seen many great examples of people making empowered decisions to stop work where they didn't feel it was safe to continue. I am delighted that our people felt able to make such decisions on our projects, without the fear of repercussion. It is exactly the culture that I want across Osborne. It has also been good to see that our own messages of curtailing work where it was not possible to deliver safely, were reinforced by some of our key customers too, ensuring that we are delivering a consistent message to our teams as to where our priorities lie. This is despite the challenges and pressures that we all face as we approach year end!

Equally, I have seen some great examples of our teams working hard to battle the conditions, manage the increased risks and make important repairs to the transport infrastructure. In particular, our Minor Works teams were busily addressing faults to help keep the rail network operational whilst sensibly managing the risks to themselves in the process.

Improved Performance

I am delighted to report that our All Injury Frequency Rate continues to improve and is now at 1.19. In addition, our Lost Time Injury Frequency Rate has also improved to 0.19. In particular, I would like to thank our OTW team working with Network Rail IP, who have managed to achieve a full year without a Lost Time Injury. This also includes a six month period without a single accident. Well Done!

It is important to acknowledge this improvement which reflects the considerable amount of work that we have put in over the last few years, and in particular since last Spring, when we updated our Improvement Plan. However, we know that we have to raise the bar further, to continuously improve this performance. There is certainly no time for complacency; we have to build on this and drive harder to eliminate **all** accidents from our projects. We will be refreshing our STOP Think! Programme next month with exactly this message

The two STOP Think! Moments that are included in this month's edition, from projects across our wider business, highlight just how easy it is for circumstances to change and suddenly develop into a potential for significant injury. These serve as a timely reminder as to how easy it is to be caught out, and why we absolutely have to continue on our relentless journey towards getting our people home safely every day.

Cancer Awareness

Finally, please do take the time to read the information on Cancer Awareness that is contained in this month's issue. This is a topic that is close to my heart having lost a number of family members to this terrible disease. With the incredible developments in technology, many cancers are treatable with early diagnosis. Therefore, increased awareness of how to identify the signs, as well as how we can improve our lifestyle to reduce the risks are critical to us beating cancer together.

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

John Dowsett
Managing Director Infrastructure

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Non-Infrastructure

Crush injury to foot when trapped between piling auger and casing

Picture showing where IP caught his foot between the auger being lowered and the pile casing



Picture showing IP's boot immediately after the accident (damage seen caused by the crush) and the deformation after it was removed in the bottom picture



This STOP Think! Moment is to share learning & reminders following a recent accident causing serious injury to a Piling Operative
What happened?

A three man restricted access piling gang was removing piling augers after completing a 21m pile using a mini piling rig. This activity required each 1m auger section to be removed one at a time. This was done by two of the gang (spanner men) placing a retaining plate (as can be seen in the bottom right of the picture) to secure and hold the remaining auger sections in the ground, whilst the one out of the ground is lifted off.

During this activity Salim the injured party's right foot became trapped between the auger being lowered onto the retaining plate and the pile casing in the ground. This caused a severe crush injury to his right foot causing three broken toes and the loss of a nail.

Although the investigation is ongoing, Initial findings have identified that there was a break down in the safe system of work and lack of communication between each of the gang around when it was safe to move into the area the augers were being raised and lowered. The task was one that is repetitive in nature being undertaken between 84 & 126 times a shift depending on the number of piles a day. Could complacency have been a factor, people in alpha state due to the repetitive nature of the activity?

Impacts

- Salim's injury could have been far more severe if not for the toe cap on his safety boot doing its job and lessening the severity of the injury.
- He is going to be off work for a number of weeks, recovering.
- Although PPE should always be the last line of defence. These pictures show the importance of why we need to wear it in cases such as this.

Immediate actions

- If you have any piling activities ensure that RAMS adequately cover all risks, and not just the normal piling activity? If not review and update them, as adding and removing auger sections should be included.
- Ensure that exclusion zones are enforced and entry and exit managed with clear communications and confirmation of the communication.

Factors

- ✓ Remember persons should be clear of moving machinery and suitable control measures in place.

Lessons

- Always maintain a suitable exclusion zone from any moving machinery.
- Always wait to move towards machinery and only when instructed that it is safe to do so by the operator.
- Always acknowledge the instruction both verbally and visually.
- Be aware of alpha state when undertaking repetitive tasks. The communication protocol will help with this.

**Never enter an exclusion zone unless instructed by the operator
Be aware of alpha!!.**



Non-Infrastructure

Excavator in use with potential to fall into an open pit

Picture showing where the excavator was positioned above the pit, taken from the base of the pit. (arrow showing tracks over air)



Picture showing the location of the excavator, taken from the other side of the pit.



This STOP Think! Moment is to share learning & reminders following a recent Near Miss where an excavator had the potential to fall into an open pit.

What happened?

The excavator was located near the edge of an open pit, which was 4.5m deep. The front of the excavator tracks were over the edge of the supporting wall (as shown in the picture). There were three operatives working in the pit area below, at the time. There were no physical controls to prevent the fall of the excavator into the pit.

Impacts

- ✓ If the excavator had fallen into the pit, what would have been the likely outcome?
- ✓ What was the risk to the person working below in the pit area?
- ✓ Was the work adequately planned and controlled?

Immediate actions

- ✓ The work was stopped immediately, no persons were injured and there was no damage to the excavator.
- ✓ The task risk assessment was reviewed and updated; a lifting plan and effective physical controls were fully implemented, before work recommenced on site.

Factors

- ✓ Did the team fully understand the risks from the activity? The excavator and driver were working at height.
- ✓ Any plant used in a lifting capacity, must be included in the task lifting plan.
- ✓ The task risk assessment and method statement must have the hazard of falling objects identified *and* effective controls implemented.

Lessons

- ✓ The possible injury to operatives working underneath plant, or the plant operative, where any equipment can fall into an open pit, **must be prevented.**
- ✓ The segregation of people and plant needs to be well planned and controlled.
- ✓ If you are working at the side of an open excavation, remember you are working at height.

Always ensure that people and plant must be correctly segregated, and work at height risk are identified and controlled



Learning from:

- Health and Safety Duties on Employees
- Traffic Management Reversing Fatality
- Beware E-Cigarette Explosions
- The FIR Ambassador Journey
- "Vital" Safety Bus a Glowing Success
- Doing things Better – Efficiency Register of Gade Savings
- Highways England Health, Safety and Wellbeing Briefing
- Replace your Tax Disc with an **ICE** Tax Disc

Health and Safety Duties on Employees

A scaffolder was recently prosecuted for working unsafely:-

- The scaffolder was spotted working 60ft up with no fall protection.
- He was wearing a harness but it was not clipped on and there was no other fall protection or fall arrest system.
- His apprentice was working below him.
- He endangered his own life, and if he fell, the life of others.

He is now being prosecuted by the HSE for breaching the Health and Safety at Work etc. Act (HSWA) 1974.

Although he got down without a problem, he later found out that a retired Health and Safety Inspector had taken a photograph of his actions. He was looking directly into the offices of the Crown Prosecution Service, which occupies some of the building. The experienced scaffolder was seen standing on planks without having first erected a rail to stop himself from toppling over the side. His apprentice was working further down the scaffolding.

He pleaded guilty to failing to take reasonable care for either himself or others who may have been affected by his acts and omissions while at work.

Section 7 of the HSWA sets out the duty on individual employees. In short you must:-

- Follow the training you have received when using any work items your employer has given you.
- Take reasonable care of your own and other people's health and safety.
- Co-operate with your employer on health and safety.
- Tell someone – your employer, supervisor, or Health and Safety Representative – if you think the work or inadequate precautions are putting anyone's health and safety at serious risk.

It is great to see that such incidents are now being included with "big picture" articles,



showing that Health and Safety is newsworthy at a National level, and has the potential for prosecution and serious sentencing for even individuals working unsafely.

**STOP Think! In 2017 there were 8 prosecutions under HSWA Section 7
3 resulted in Prison Sentences....**

Traffic Management Reversing Fatality

As reported in Network Rail IPS HomeSafe last month, two companies have recently been fined following the death of a scaffolding operative when he was struck by a reversing dumper truck at a site in Liverpool in 2013.



Mr Jones was crushed under the rear wheels of the vehicle and confirmed deceased at the scene. An investigation confirmed that no provision had been made to maintain the separation of vehicles and pedestrians, and that traffic management across the entire site was poorly managed and was the underlying cause of the accident.

Although the vehicle had its reverse alarm sounding, Mr Jones suffered serious hearing problems and also had his back to the vehicle when he was hit.

Please see also the External Alert on Pages 31 and 32, and the Learning on reversing vehicles in the workplace.

Always ensure roadways and footpaths are separate wherever possible and consider protection for people who work near vehicle routes.

Beware E-Cigarette Explosions

On a non-Osborne site another incident with E-Cigarettes has resulted in an injury. An operative was being dropped off after his shift when his e-cigarette exploded in his pocket leaving him with burns to his body and fingers.



This is similar to incidents that we reported last year when, on more than one occasion, lithium batteries ignited whilst being carried inside operative's clothing.

Portable lithium batteries are now more lightweight which can add extra risk to such incidents occurring. Components like the separators that keep the batteries positive and negative electrodes apart are now thinner to keep the battery weight down, and if they get pierced, a short circuit can form and the batteries may quickly heat up as the chemicals within them react together. As the heat increases the battery can literally explode.

Transport for London

London Underground



HSE Bulletin 40 in 2017

E cigarette battery burns

Date of issue: 28 July 2017

Background

There was an incident at Marble Arch in March where a Power Maintenance Worker put one spare e cigarette battery into each of his trouser pockets. He was wearing a FR Overall. One of the batteries caught fire – the cause of this is unknown.

In the few seconds it took him to remove his overalls and the battery, he sustained severe burns to his calf and thigh. He was absent from work for several weeks and it could take more than two years for the burn marks to disappear.



Whilst it is rare for batteries to catch fire, it does happen.

Instruction

Please ensure that you put batteries and battery devices, such as E Cigarettes and phones in your bag or outer pockets where they may be more easily removed in the event of a fire.

PLEASE REMEMBER...

When carrying batteries keep them separate from other objects like keys. When charging lithium batteries make sure they have cooled down before placing them into pockets, containers or in equipment. Always ensure that you purchase these from reputable establishments.

Whilst the promotion of equality and diversity and combatting discrimination is central, Fairness, Inclusion and Respect (FIR) is more widely about creating happy, safe environments for people to work and stay. It focuses on attracting and retaining talent and therefore helping the industry tackle the skills shortage we know we are facing. By creating an environment and culture that people want to work in, we will naturally achieve a more diverse workforce as it becomes an attractive career choice across communities.

Ben admitted that when initially asked to become a FIR Ambassador he was sceptical:

"I assumed it was just another course about diversity in the workplace. After attending the first workshop though I was amazed at how all-encompassing it was. The FIR Agenda essentially sets out to make the workplace a better environment for everyone working in it; it would be hard for anyone to say that they weren't interested in that. The best part about it is that it shouldn't take any more effort – just a few adjustments and making everyone at all levels conscious of the impacts of everyday decisions."

For Stavroula, she is clear on the reasons why she wanted to be a FIR Ambassador:

"I want to increase awareness of the industry to the wider community so we can attract a diverse workforce. It is important to change the taboo that is attached to the construction industry, of it being a middle-aged-white-male industry."

Having ambassadors within the business helps to keep our finger on the pulse and ensure we remain up to date and in the right place to share best practice. Being an Ambassador means promoting the culture of FIR within

The FIR Ambassador Journey

Hannah Bailey, Stavroula Kozman and Ben Wilcox talk have spoken about their roles as FIR Ambassadors for Osborne, and how they have attended training and workshops to increase our understanding of FIR and its promotion.

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Osborne, acting as role models across our contracts and projects, embodying the principles of FIR and working collaboratively to positively develop our culture. It is also important to step in and challenge behaviour which would create negative workplace environments for our colleagues.



Hannah remembered back to one of the first workshops, saying:

"A phrase that really stuck with me from the first discussions was 'the standard you walk past is the standard you accept'. It sometimes feels hard to challenge conversations or behaviours as we are worried about the reaction, but unless we begin to do this we reduce the chance of learning and developing our culture of FIR. I feel strongly about the work we are doing because everybody should feel safe, happy and valued at work."

Moving forward, our Ambassadors are fully engaged in the new Equality, Diversity and Inclusion Strategy Group to represent and utilise best practice and ideas that they are learning from the FIR workshops, resources and conferences.

For more information and access to the Fairness, Inclusion and Respect FIR Toolkit see:-

[FIR Toolkit](#)

Thank you to Hannah Bailey, Stavroula Kozman and Ben Wilcox
For acting as FIR Ambassadors for Osborne, and helping us to create happy, safe work environments for our people.

FIR Fairness, Inclusion and Respect
in construction

"Vital" Safety Bus a Glowing Success



Rail Assurance Manager, Matt Hewett has been working closely with one of our

safety critical suppliers "Vital". Vital have really started to raise the bar with regards to site safety and as part of their journey they have invested in a Safety Bus.

The Safety Bus is also being used to help them interact with their local communities, discussing the dangers of the railway and even providing refreshments from on board the unit.

Vital are demonstrating that they really do have the same values as Osborne, and are committed to the highest standards of business ethics and safety performance, working collaboratively with us to safely deliver our full project life cycle solutions.

Through Vital we will be able to book site visits from the Safety Bus, where they will deliver their own safety messages and also allow us to conduct our Safety Briefs and STOP Think! Sessions.



Thank you to Vital and Matt Hewett.
For taking safety to a new level, and ensuring that our messages reach as many people as possible.

team are thinking about GOOD VALUE and CLEVER choices.



For example:-

- Using permanent utilities feeds to the site compound.
- Maximising shift durations during possessions.
- Considering specifications and material systems to optimise methods and reduce number of possessions required.
- Careful consideration of planning and programming to optimise use of resources.
- Purchasing plant rather than using long-term hire.
- Shared use of internal resources with other sites to ensure efficiency of shift costings.

Doing things Better – Efficiency Register of Gade Savings

Through thinking differently, our team at Gade Valley Viaduct are using their Efficiency Register to raise financial awareness and ensure that “looking after the pennies” is considered in the decision making at all stages.

Accountability for cost expenditure on materials, quantities, reuse, labour etc. needs to be considered in all decisions and the

Thank You.

For working more efficiently and ensuring financial awareness across all decisions!



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 January Edition includes articles covering:-

- Hub website feedback questionnaire
- Roadworks Incursions Campaign
- Highways England Safety Alerts
- Fast Responder Bikes
- Safer Highways Conference
- Preventing Fly Tipping
- Cyclist Safety
- Driver Awards
- Innovative Chipping Machine

Roadworks Vehicle Incursions Campaign

During February the Incursions Campaign focusses on the practical steps that should be taken to minimise the risk of a vehicle incursion on your site. This applies to designers, constructors, maintainers and operations staff and it highlights the work done by the Incursions Working Group and the contents of the Raising the Bar 27 “Managing Temporary Traffic Management

Incursions”. 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>

Replace your Tax Disc with an ICE Tax Disc

I.C.E. In Case of Emergency tax disc replacement discs give medical personnel and the emergency services access to vital information in the unfortunate event of an accident or collision. Giving the first person on the scene as much information as quickly as possible could make the difference between life and death.



The paper disc folds in on itself meaning that all information is kept private until needed by the emergency services personnel. Upon removal and unfolding, a snapshot of vital information is available in an instant. There are several free templates available online, just type in “emergency contact disc template.”

Sharing from:

- Apsley Considerate Constructors for Sure!
- Customer Praise for Ashford Platform Team
- State of the Art Romsey Road Bridge Information Day
- A120 Works set to Benefit Thousands
- MOT Reminder Text

Apsley Considerate Constructors For Sure!

Following the grand opening of Featherbed Lane Bridge at Apsley, we are delighted that we have been informed that our Apsley Site has won a Considerate Constructors Scheme 2018 National Site Award.



These prestigious Awards are only presented to the highest performing sites so this is a massive achievement. Jon Millar and the team will attend the presentation ceremony on 27th April to find out whether they have won a Bronze, Silver or Gold Award and we wish them the very best of luck.

In the meantime they have been awarded with numerous messages of congratulations

and appreciation, not only on the quality of the final product, but the enormous benefits to the community and the way that they went about the delivery from start to finish; a taste of which is included:-

"We would like to congratulate your team on a really superb job on the Apsley Bridge. We have watched the build throughout, smiling all the way. The organisation of the tasks was amazing and the disruption minimal. The result far exceeded our expectations. Well done to everyone involved."

"After 18 months, the railway bridge on Featherbed Lane is finally open, and I just wanted to say how amazing Jon Millar and his team have been... The end result is a super job, well-lit, with a great finish to the road surface and with good road markings."

"The communiqués from Jon Millar (and Barry) to all the residents, particularly through the Face Book Page, was fantastic, an unprecedented first for me.... a construction company being helpful and considerate.... who knew! Our opinion was genuinely valued and care taken at all times by Osborne staff to be courteous. I cannot rate them highly enough."

"Jon has been a true professional, and has gone above and beyond in his organisation and support of local residents. The quality of work has been outstanding... we are all absolutely delighted with the outcome - our fabulous new bridge!"

"Well done in completing the huge task so effortlessly, with minimal disruption to the flow of traffic on and off the estate. Many thanks for making the bridge so safe for us to use."

"What a wonderful difference the road and bridge now make to our daily travels... Osborne and Jon Millar have been stoical in getting the work done and they must have all had the patience of saints with some of the grumbles which came their way at times... we are very grateful to all the team that made this happen, thank you once again."



Thank You Again to the Apsley Team

For being true Osborne Ambassadors. Here's hoping for a great result at the CCS National Site Awards.

Customer Praise for Ashford Platform Team

Well done to the whole team at Ashford, including our supplier Keoghs who are working 24/7 to ensure they hit the programme milestone for the arrival of the new Eurostar trains. The gauging work is on target for completion by the middle of March in readiness for the first passenger Class 374 service at the end of the month.



The first test Class 374 train successfully went through the re-gauged platforms exceptionally smoothly, receiving much praise from our customer for the quality of the workmanship.

"It was the first time Eurostar had seen the platform up close and they were very impressed with the quality of the work..."

Well Done and Thank You

To Arron Dolan, Dudley Khouri, Gary Harris, Stacey Morren-Wilkins, Danny Jeans and the whole team at Ashford.

State of the Art Romsey Road Bridge Information Day

Our Romsey Bridge Team recently held a public information day delivered jointly between Osborne and Highways England. The session utilised state of the art Virtual Reality technology which was developed by Osborne/WSP and 3DRepo, to highlight the traffic management and construction phasing. The day went down well with all who attended with many being impressed with the visual representations of the complex scheme.



And the team even catered for visitors of all ages to the information day, with the Osborne vans proving to be very popular with our budding engineers in the local community.



3D GPR surveys are also being carried out across the scheme to feed into the BIM model - giving a potentially 6D BIM deliverable project. The uses will be endless! Imagine a machine operator being able to see the services in the ground through VR before even stepping foot in the cab of his machine.

The team has now arranged a mini drop-in session at our head office, showcasing the technology and the project, to ensure that we share the knowledge of this capability across the business.

Well Done!
To all who made this possible.
This really is the future of developing and delivering whole life solutions for our customers.

A120 Works set to Benefit Thousands

Members of the press and local stakeholders were recently invited along to the A120 Hare Green site in Essex, to meet the project team and to hear details of the planned works to build a new roundabout at an accident hot-spot.

This scheme has been long sought after by local residents and businesses to make the A120 safer. The new roundabout will improve the A120 as a whole, benefitting the 12,000 vehicles a day that use this stretch of the road.



Representatives from Essex Police, Essex Highways, Harwich Town Council, Parish Councils, and local businesses received information on the scheme which will help to help prevent road users using gaps in the central reserve to cross from one carriageway to the other. Our team began preliminary work in the autumn, with the scheme due for completion by the end of the year.



Collaboration and Consideration at the Fore...

Six separate sets of road works have already been combined and carried out within a single traffic management layout along the A120 between Colchester and Braintree in Essex to provide efficiencies in resources and cost, and to minimise disruption to the local residents. Work took place on weeknights and local residents with no alternative route to and from their property were carefully escorted through the work sites providing a safe and convenient solution for all.

During these works we were approached by the local gas distribution company regarding the installation of a new gas supply to a local vulnerable resident. The resident's son was in hospital undergoing treatment for a serious condition and could only return home once the gas supply was available. Our team

immediately reviewed their programme to find a suitable window to facilitate the essential gas works. Our people were redeployed to carry out works in other locations while the new supply was installed and tested to enable the resident's son to return home.

Highways England Project Sponsor commented:-

"This is a great opportunity to show the collaboration that can take place not only with other organisations sharing the network but also with those affected by our works."

Well Done and Thank You!

For efficiently and safely undertaking these important works with care and consideration for all.

MOT Reminder Text



Free MOT Reminder

Just fill in your vehicle details and receive a free MOT test reminder next time

Did you know that you can get a free reminder by text message or email when your MOT is due? You will get a reminder one month before your MOT is due and another reminder if you still haven't had your vehicle tested two weeks before your MOT is due.

To register go to:-

<https://www.gov.uk/mot-reminder>

Remember: You can be fined up to £1000 for driving a vehicle without a valid MOT.



Health & Wellbeing



- Cancer Awareness
- Prostate Cancer
- March - Ovarian Cancer Awareness Month
- National NO Smoking Day – 14 March 2018
- Reminder - Health & Wellbeing Calendar 2018

Cancer Awareness

Cancer is caused by damage to our DNA, the chemical instructions that tell our cells what to do. Things we come into contact with in our environment, such as UV rays, or through our lifestyle, such as the cancer-causing chemicals in tobacco, can damage our DNA.

This damage can build up over time and if a cell develops too much damage to its DNA, it can start to grow and multiply out of control – this is how cancer starts.

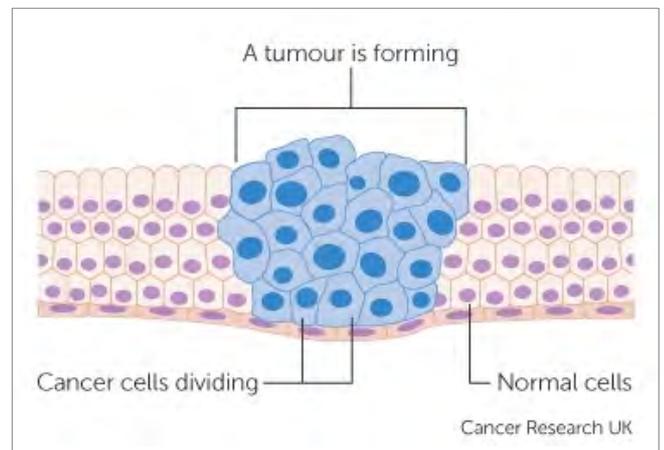
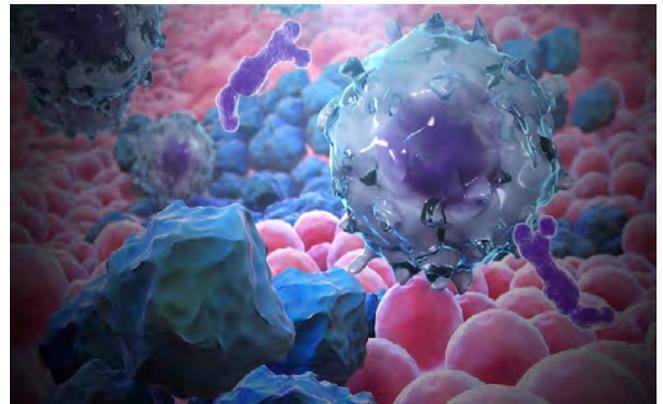
Through scientific research, we know that our risk of developing cancer actually depends on a combination of:-

- Our genes
- Our environment
- Our lifestyle

Every year, more than 350,000 people are diagnosed with cancer. In the UK, more than 1 in 2 people will develop cancer at some point in their lives. But experts estimate that only about 2 or 3 in every 100 cancer cases are linked to inherited gene faults.

So... how many cancers could be prevented?

Experts estimate that **more than 4 in 10 cancer cases** could be prevented, largely through lifestyle changes, such as:-



- Not smoking
- Keeping a healthy bodyweight
- Eating a healthy, balanced diet
- Cutting back on alcohol
- Enjoying the sun safely
- Keeping active
- Doing what you can to avoid certain infections (such as HPV or hepatitis)
- Being safe at work, e.g. using the right PPE

Surprisingly, many studies have shown that people aren't necessarily aware that all of these things can be linked to cancer.

Indeed, three quarters of people are not aware that obesity can be one of the causes of cancer, and even more do not know of the scientific link between alcohol and cancer.

For more information please do visit the MacMillan and Cancer Research websites:-

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

<http://www.cancerresearchuk.org/about-cancer/causes-of-cancer/can-cancer-be-prevented>

So what are you waiting for? Let's get healthier to prevent cancer...



Smoking is the most important preventable cause of cancer in the world. If you smoke, giving up completely is the best thing you can do for your health. Smoking causes over a quarter of cancer deaths in the UK and nearly one in five cancer cases.



Alcohol causes 7 types of cancer, including breast, mouth and bowel cancers. The less you drink, the lower the risk of cancer. AND... the effects of alcohol and tobacco together are much worse than either by itself.



Being physically active isn't just good for your heart; there is lots of evidence that it can also reduce the risk of developing breast, bowel or womb cancer. Regular physical activity helps to keep a healthy body weight again greatly reducing the risk of cancer.



Healthier diets could help prevent 1 in 10 cancers. A healthy balanced diet with plenty of fibre, fruit and vegetables and less red and processed meat and salt can help cut cancer risk. People with less healthy diets are more likely to develop cancer.

Fairness, Inclusion and Respect - Work and Cancer

Cancer is a very real workplace challenge with 10% of all new cancer cases in the UK being adults aged 25-49.

People who have or have had cancer are protected by law from discrimination at work.

Making reasonable adjustments at work, for people living with cancer not only prevents discrimination but also protects the mental health of the person living with cancer. It also means that we as employers retain valuable skills within our workforce.

The Macmillan Charity has much useful information on their website on how to make reasonable adjustments including their Top Ten Tips:-

10 top tips

- 1 Communication is key
- 2 Be sensitive to your employee's needs
- 3 Respect your employee's right to privacy
- 4 Be prepared to make adjustments
- 5 Check guidelines and policies
- 6 Find out about financial support
- 7 Respect carers' rights at work
- 8 Discuss a return-to-work plan
- 9 Recognise the impact on your team
- 10 Macmillan is here to help

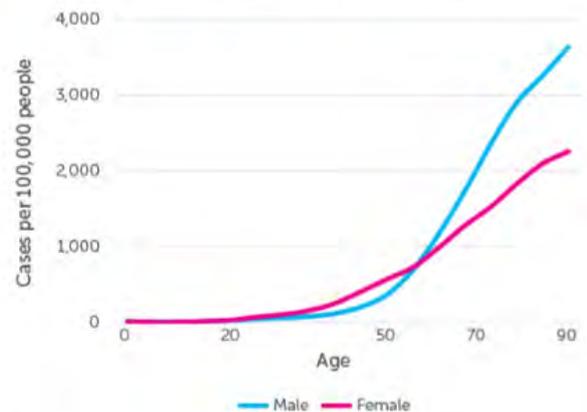
<http://www.macmillan.org.uk/information-and-support/organising/work-and-cancer/if-youre-an-employer/index.html>

Why does Cancer Risk Increase as we get Older?

Over time, the cells in our body can become damaged and as we age, this damage builds up, and can sometimes result in cancer.

CANCER IS MORE COMMON IN OLDER PEOPLE

Half of all cancers are in people over the age of 70, but living healthily can reduce the risk whatever your age. Get to know your body and tell your doctor about any unusual or persistent changes.



All Cancers Excluding Non-Melanoma Skin Cancer (C00-97 Excl. C44); 2012-2014 Age-Specific Incidence Rates per 100,000 Population, UK
Source: cruk.org/cancerstats

LET'S BEAT CANCER SOONER
cruk.org



This doesn't mean that you will definitely get cancer at some point. But it does mean that being aware of changes in your body is increasingly important.

Going to the doctor if you notice anything unusual or that doesn't go away, is even more important as we age.



Prostate Cancer

What is the Prostate?

Only men have a prostate gland. The prostate is usually the size and shape of a walnut and grows bigger as you get older. It sits underneath the bladder and surrounds the urethra.

What is Prostate Cancer?



Prostate cancer can develop when cells in the prostate start to grow in an uncontrolled way. Prostate cancer often grows slowly to start with and may never cause any problems but some men have prostate cancer that is more likely to spread. This needs treatment to stop it spreading outside the prostate. Common signs and symptoms to look out for include:-

- Needing to urinate more often than usual.
- Difficulty starting to urinate.
- Straining or taking a long time to finish urinating.
- A feeling that you're not emptying your bladder fully.
- Needing to rush to the toilet.
- Dribbling urine after you finish.

Less common symptoms include:-

- Pain when urinating.
- Pain when ejaculating.
- Blood in your urine or semen.

Ways to prevent Prostate Cancer

No one knows how to prevent prostate cancer, but a healthy lifestyle may be important. The latest research suggests that being overweight or obese probably increases your risk of aggressive or advanced prostate cancer. A balanced diet and regular exercise can help you stay a healthy weight, so these may be important for lowering your risk.

Facts...

Am I at risk?

In the UK, about 1 in 8 men will get prostate cancer at some point in their lives. Older men, men with a family history of prostate cancer and black men are more at risk.

Age

Prostate cancer mainly affects men over 50, and your risk increases with age.

Family History

You are two and a half times more likely to get prostate cancer if your father or brother has had it.

Black Men

We don't know why black men are more likely to get prostate cancer, but it might be linked to genes. In the UK, about 1 in 4 black men will get prostate cancer at some point in their lives.



If you are experiencing any of these symptoms or conditions or would like to talk to somebody about Prostate Cancer contact your GP.

Prostate Cancer UK is a National Charity focussing on this specific male cancer. Information is also available from the **NHS Website** and **Cancer Research Website**.



Worried about the symptoms of ovarian cancer?

Ovarian cancer symptoms

- Persistent bloating
- Feeling full quickly and/or loss of appetite
- Pelvic or abdominal pain (that's your tummy and below)
- Urinary symptoms (needing to wee more urgently or more often than usual)

Occasionally there can be other symptoms:

- Changes in bowel habit (eg diarrhoea or constipation)
- Extreme fatigue (feeling very tired)
- Unexplained weight loss

Any bleeding after the menopause should always be investigated by a GP.

Ovarian cancer symptoms are:

- frequent – they usually happen more than 12 times a month
- persistent – they don't go away
- new – they are not normal for you



Worried about your symptoms?

If you regularly experience any one or more of these symptoms, which are not normal for you, it is important that you see your GP. It is unlikely that your symptoms are caused by a serious problem, but it is important to be checked out.

Prepare for your GP appointment

- Track your symptoms using our free ovarian cancer Symptoms Diary (available in print or as an app). Find it at targetovariancancer.org.uk/symptomsdiary
- Find out about your family history. Tell your GP if two or more relatives in your close family have had ovarian or breast cancer

What tests might your GP do?

- If your symptoms are frequent and persistent your GP should order a CA125 blood test
- They may also order ultrasound scans of your tummy and ovaries

What next?

- Ask your GP what the next steps are
- Be persistent! Return to the GP or seek a second opinion within a couple of weeks if your symptoms don't go away

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This edition: July 2017
Next planned review: June 2020
To access our list of references please contact us.
Target Ovarian Cancer is a company limited by guarantee, registered in England and Wales (No. 649966). Registered office: Angel Gate, London EC4V 3PT. Registered charity numbers 1220198 (England and Wales) and SC042920 (Scotland).





"My tummy had become increasingly bloated over some months and I needed the toilet more. I finally visited my GP when I could only eat half a sandwich because I felt so full. I had honestly thought there was nothing wrong. I'd explained away each symptom as a minor problem. My message is to know what is normal for your body, be symptom aware and visit your GP to get checked. It could be nothing but that visit could save your life."

Sue

Remember

- Cervical screening tests – sometimes known as smear tests – will NOT detect ovarian cancer.
- Most cases of ovarian cancer are diagnosed in women who have gone through the menopause. But younger women can also get ovarian cancer.
- The sooner ovarian cancer is detected, the easier it is to treat. Survival can be up to 90 per cent for women in the UK diagnosed at the earliest stage.
- Other conditions such as irritable bowel syndrome (IBS) have symptoms similar to ovarian cancer but new cases of IBS are very unlikely in women over the age of 50.

Contact us

Target Ovarian Cancer is the UK's leading ovarian cancer charity. We work to improve early diagnosis, fund life-saving research and provide much-needed support to women with ovarian cancer.

Our nurse-led Support Line provides confidential information, support and signposting for anyone concerned about ovarian cancer.

Support Line
020 7923 5475

Just **20%**
of women are able to name bloating as a potential symptom of ovarian cancer

Help us raise awareness by ordering and sharing copies of this leaflet.

- Support Line: 020 7923 5475
- info@targetovariancancer.org.uk
- targetovariancancer.org.uk
- TargetOvarianCancer
- @TargetOvarian





National No smoking Day 14 March 2018

No Smoking Day is an annual health awareness day in the United Kingdom which is intended to help smokers who want to quit smoking.



Over the last few decades, it has become very clear just how dangerous smoking is, due to the toxins that cause many different forms of cancer from the mouth to the lungs. So why not take the opportunity to choose to quit? It will improve your health within days of stopping.

10 Steps to Stopping Smoking

Stopping smoking isn't easy, but there are things you can do to improve your chances of success.

1. **Pick a Quit Date.** Choose a day that will be stress-free, and stick to it.
2. **Make a List.** Write down all the reasons you want to quit and read it when the cravings start.
3. **Build a support network.** Pair up with someone else who's looking to give up and support each other.
4. **Remove any Reminders.** Before your quit date, get rid of ashtrays, lighters, and any remaining cigarettes.

5. **Use "Stop Smoking Services."** Contact your local NHS Stop Smoking Service for support from trained specialists.
6. **Try Nicotine Replacement Therapy.** Consider using nicotine replacement therapy, which can more than double your chances of stopping smoking.
7. **Start Moving.** As little as a five minute walk can reduce the urge to smoke.
8. **Avoid Trigger Situations.** Anticipate stressful or trigger situations.
9. **Practise saying "NO."** Don't be tempted - just one cigarette often leads to another.
10. **Treat Yourself.** Put away some of the money you would have spent on cigarettes and buy something special.

<https://www.bhf.org.uk/heart-matters-magazine/wellbeing/stop-smoking/smoking-tips>

Reminder - Health & Wellbeing Calendar 2018

Don't forget to visit our Health & Wellbeing Calendar each month for Toolbox Talks, videos, and posters; as well as events to encourage a healthier regime. The calendar is available via the homepage of iGO, or can be viewed by clicking the link here:-

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



What Good Looks Like

March 2018 - STOP Think!



Agile, Assured and Quality Bridge Replacement Burnaby Road Successful Five Day Blockade

Well done to our Burnaby Road Team who despite last minute changes from the Council and inclement weather conditions, worked around the clock for five days to successfully replace the old railway bridge in Portsmouth.



Getting ready for the deck removal



Removal of the up and down lines



Bridge deck free and ready to be removed



Abutment removal, preparing for new bridge



SPMT's exchanging positions with bridge decks



New bridge is on the way to its final resting place

07971 125 180
24 hour Infrastructure
Advice & Reporting

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



Agile, Assured and Quality Bridge Replacement Burnaby Road Successful Five Day Blockade



Back filling complete, ballast, sleepers, rails and clips progressing



Tamper on-site, Engineering Train has left site, Scaffolding being struck and mass tidy begins



The new 88-tonne structure was made in Lanarkshire using only British steel, with the bridge being painted in cream and 'night blue'; the colours of the Portsmouth crest. The team have received much praise from our customer, including

"I appreciate that we are lucky to have a top quality team undertaking the bridge replacement," and "Quality of the work, including the work to reduce the abutments to receive the cills. Probably the best finish I've seen on a job for a long time."

WELL DONE! To Chris Hudson, Julian Wisbey, Sam Aiuto, Conor Wilcox, Bradley Mansbridge and the whole team replacement team.

These bridge replacements demand a huge amount of pre-planning in organising suppliers, deliveries and completing enabling works to enable a smooth execution over the duration of the blockade. Another OTW Project for us all to be proud of. Thank you.



Safe Working at Height on Fragile Materials "SUMO Glazing" Valley Walker Initiative

When tasked with clearing the box gutter at Ascot Station, our specialist supplier SUMO Glazing made sure that they were using industry best practice to ensure the safety of all involved



SUMO Glazing used a "Valley Walker" to access the box gutter which was situated within the valley of a fragile canopy roof. The roof Valley Walker consists of a mobile safety cage for one or two persons, with cushioned outriggers and also a side safety mesh. It is specifically designed for light maintenance of valley gutters such as inspection, cleaning, or re-sealing.

The system is extremely compact, portable and easy to assemble, making it the perfect solution for the maintenance of valleys and box gutters where fragile roofing material is present.

A site specific Risk Assessment was completed and various factors were assessed and considered before using the "Valley Walker" including:-

- ✓ Can the task be completed without working at height?
- ✓ Checking the condition of the box gutter from below before entry.
- ✓ Taking account of the weather.
- ✓ Considering how the "Valley Walker" can be safely lifted or assembled at roof level.
- ✓ Securing the area below the roof to prevent others from gaining access.

In addition to the above innovation SUMO Glazing have used other methods to avoid getting on to the roof in the first place, such as use of a gutter vacuum systems fitted with cameras.

Well Done SUMO Glazing!

STOP Think! Behaviours Targeted from the Outset Romsey Road Bridge Replacement

At the end of last year members from the M27 Romsey Road Bridge Replacement Team, including representatives from Osborne, Highways England, WSP and Kier Area 3 attended an initial Project Launch STOP Think! Day as part of a collaborative process targeted at human behaviour and its influence in relation to health, safety, environment and welfare.

This was delivered during Stage 1 of this two stage Design and Build Contract to replace a dual carriageway bridge over the busy M27 Motorway near Southampton. The highly successful day was designed to both challenge existing thinking and encourage a "One Team" approach in developing the optimum Stage 2 delivery solution.

The follow up STOP Think! Day was held recently at a club adjacent to the scheme and included sessions on personal reflection, collaborative working, "Iceberg" exploring, and effective communication skills. The project will be highly focussed on supporting the local community and local businesses, and the club is already supporting us in our plans for upcoming events.



Definitely Stopping and Thinking!



Oh No! Should be thinking Marginal Gains...



So Near Yet So Far Need a STOP Think! Moment

Thank You Mick and the WHOLE M27 Romsey Bridge Team

For working together to develop the relationships and behaviours of the team from the outset; helping to create the best possible solution for the local community, road users and our customer, and ensuring that we can all benefit from a safer, higher performing and healthier environment to live and work in.



Admirable Behaviours from our Traffic Management Team Praise for M40 Maple Cross Breakdown Recovery

Thank you to Ian Holden and our Road Works Team, including Thomas Duce, Blessing Makondra, Paul Gordon and our supplier "Auto Renovations"
For going that extra mile to help all who our works impact, as demonstrated by a recently received email from a local road user...

"I would like to say a big thank you to the breakdown recovery guys that work for you at the Osborne construction site in Spade Oak Lane in Gerrards Cross. The site is set up due to long term road works between the M40 and Maple Cross, which is where I recently broke down. I was recovered within about 10 minutes and was so pleased to get back to Spade Oak Lane where I was made to feel at ease and comfortable... If you could please pass on my thanks for making me feel relaxed in their cabin, where I had to resist eating their home made scones! I know they are only doing their job but please pass on my thanks as I am sure they normally get moans and groans most of the time."



Expertise and Asset Knowledge Provides Excellence Best Possession Planners in the Business

Well done to our Infrastructure Possession Planners Gavin Wood, Laurence Belcher and Calv Rayner, who recently received great feedback from our customer, Network Rail

"Gavin, Laurence and Calvin are by far the best of the best when it comes to contractor's Possession Planners, and leave even the Network Rail planners behind." We have absolute confidence in your accuracy and commitment to safety and compliance, and that no other contractors are anything like as good as you guys."



February SHE Performance

Improvement Opportunities Frequency Rate (IOFR) the Current Rolling IOFR Is: **3.57**
(Target of 2.5 per 1000 hours worked)

Accident Frequency Rate (AFR) Days since the Last RIDDOR Accident: **292**
The Current Rolling AFR Is: **0.06** against a threshold of 0.1

Service Strike (SSFR) Days since the last Service Strike: **33**
The Current Rolling SSFR is: **0.44**

**February
Total
577**

**February
Safety, Health &
Environmental
407**

**February
Business
170**

Reference	Incident Date/Time	Incident Name	Description of Incident
Injury			
I/042103/002	14 Feb 2018	Burnaby Road	Operative sustained injury to nose after he caught his hard hat on protruding scaffold tube causing safety glasses to cut his nose.
Near Miss/Close Call			
I/042103/001	14 Feb 2018	Burnaby Road	Basket containing timber chocks caught edge of bridge as it was being lowered, chock fell out into exclusion zone – site lighting adjusted.
I/025294/016	21 Feb 2018	Gade Valley	Member of public vandalism to pedestrian barriers, outside site.
Traffic Management Incursion			
I/025339/001	17 Feb 2018	Claydon	A third party vehicle drove into the rear of the Impact Protection Vehicle and drove off before details could be exchanged, no injuries.
I/025357/001	12 Feb 2018	A120 Pan Galys	Two vehicles were being chased by the police and drove through closure (police did not enter the road closure.)
I/025369/001	19 Feb 2018	A14 Haughley	Lorry entered closure at works entry point on A14, no persons or property damaged.

Improvement Opportunities

Awareness, Care and Inclusion

The Infrastructure IO Panel reviews every Improvement Opportunity submitted each month. A favourite Improvement Opportunity from the January 2018 IO Panel was raised by Jason Climie.

"Jason noticed an operative starting his day with morning prayer in the drying room. Jason has since given him the option to use one of the meeting room's for comfort."



Thank you Jason

For your awareness of those around you and for demonstrating care, inclusion and respect.

Invasive Species

Two more favourite Improvement Opportunities from the January 2018 IO Panel were raised by Elliott Dye and David Slack and both related to invasive species.

"Dave suspected that Japanese Knotweed was present on site and Giant Hogweed was found on Elliott's site. Both sites stopped works until a safe method of working was planned."

Well done to Dave, Elliott and the Site Teams

For helping to avoid the spread of these species and what could be a significant fine had they not undertaken the works correctly.

In addition to the resources available on iGO for our teams to use, Matt Wright also has a really useful Pocket Guide from one of our suppliers.

HIMALAYAN BALSAM
Himalayan Balsam seed pods

- Lance-like leaves with serrated edges
- Pinkish red, brittle and hollow stems
- Can reach up to 2m high
- Flowers from June to October
- Popsicle-like flowers (pale white), shaped like a policeman's helmet
- Look out for destructive pods, which can spread seeds up to 7m

Himalayan Balsam grows quickly in dense stands, suppressing native vegetation. When the plants die back in the autumn, areas like near and railway embankments can be left bare and prone to erosion. They can spread rapidly (up to 640cm per year), so the seed pods are easily disturbed. When the pods burst, they release seeds into the soil and watercourses, and they can be transported over great distances. Once released, the entire seed population germinates at the same time to form a dense stand in spring.

HOW TO PREVENT HIMALAYAN BALSAM FROM SPREADING

Himalayan Balsam's seed pods are a major problem. The plant spreads very quickly when the pods burst and release their seeds.

Where possible, areas containing the plant should be fenced off to at least 5m away. Fenced areas should have appropriate warning signs, and all staff on site must be told about the plant's location to prevent accidental disturbance.

On no account should excavation, vegetation clearance or vehicle/pedestrian movement take place within the 5m exclusion zone. All measures should be taken to prevent the plant or its seeds being transported off site on machinery and vehicles, or in the soil.

JAPANESE KNOTWEED
Young clump shoots of Knotweed seedlings

- Hollow, bamboo-like stems with purple spiroclones
- Can reach up to 3m high
- Flowers from August to October
- Thick and knotty underground rhizomes (stems)
- When cut open, the rhizomes have a bright orange centre
- Rhizomes can extend for up to 20m deep and 7m across from a parent plant

Japanese Knotweed is an invasive, non-native plant which can cause extensive damage to foundations, roads and other structures. It can also choke and damage riverbanks, as it out-competes native wildlife. It can regenerate very easily via small root and stem fragments, so extreme care must be taken to avoid spreading it to other areas.

If you spread Japanese Knotweed outside of a project site boundary, you and the company may be liable to prosecution.

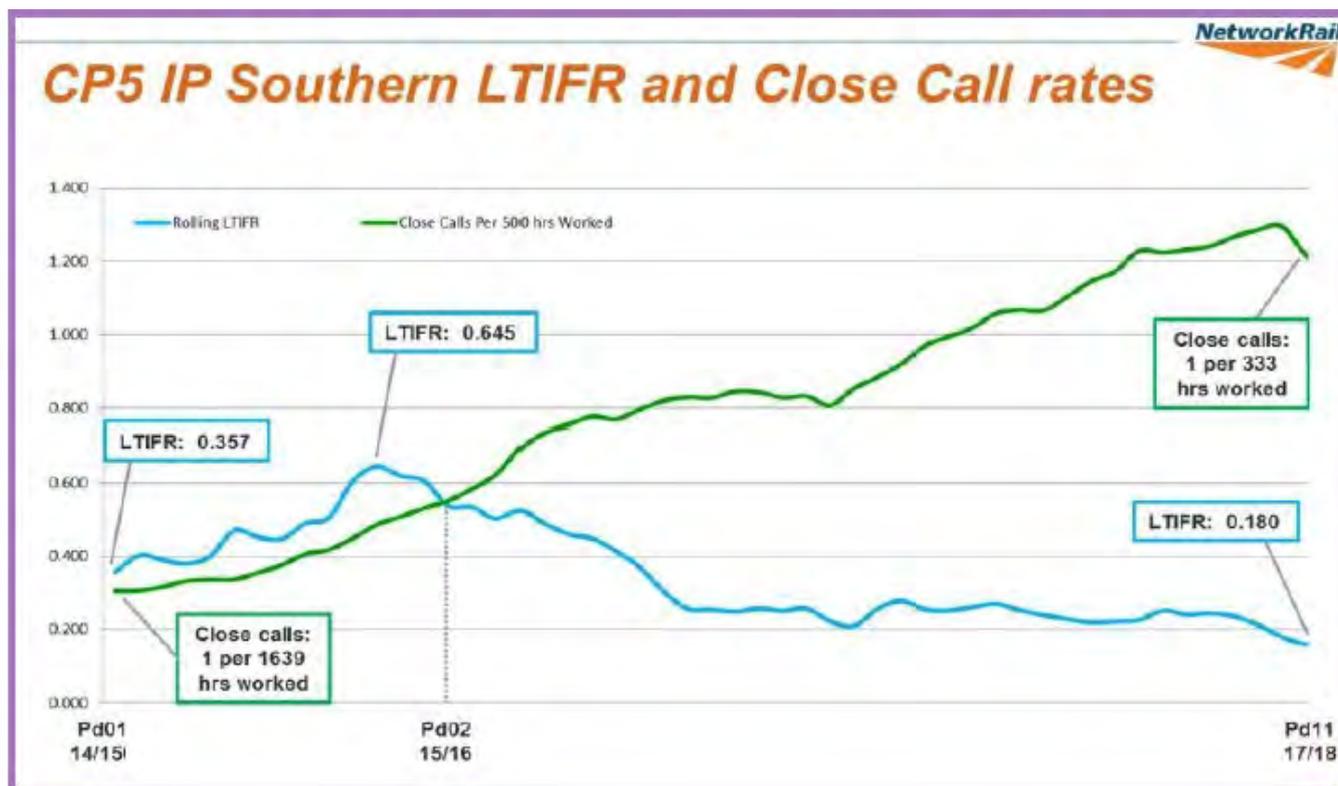
HOW TO PREVENT JAPANESE KNOTWEED FROM SPREADING

Japanese Knotweed generally spreads from one site to another by soil excavation and disturbance – parts of the plant may be moved around the site, imported on to the site in soil and rubble (including fly-tipping of garden waste) or reported off-site in waste containers and on vehicles.

If you have identified Japanese Knotweed on your project site, inform the client immediately. Immediately. Because the root system is extensive, no work should be undertaken within 10m of the nearest stand of Knotweed. If possible, erect fencing or barriers to prevent anyone going near the plant.

On no account should excavation, vegetation clearance or vehicle/pedestrian movement take place within the 10m exclusion zone.





Improvement Opportunities / Close Calls **DO** Prevent Future Incidents and Accidents

As reported in Network Rail Infrastructure Projects Southern "Home Safe" last month, the relationship between Close Calls and the Lost Time Injury Frequency Rate (LTIFR) has clearly demonstrated that the reporting of Close Calls (Improvement Opportunities) is improving our safety performance. The more Close Calls raised – the lower the LTIFR.

The LTIFR figure indicates how many people we injure for every 100,000 hours worked calculated over a rolling year, such that they can't carry out their normal duties on their next shift. There is now a Close Call raised for every 333 hours worked across the region which shows a marked improvement in our safety culture and our unwillingness to tolerate poor safety issues.

With the increase in Close Calls raised – the LTIFR has now decreased to 0.180 which is an all-time low since the beginning of 2015-2016.

While this trend is moving in the right direction, we want everyone home safe every day so please...keep raising those Close Calls.

See it, Fix it, Report it!

February IO Statistics

During the month of February, the total number of Improvement Opportunities submitted was again very encouraging and it was great to see a large number from our suppliers - helping us to share such important learning across the wider industry. Thank you.



There was a trend in vehicles being left unattended with engines running or keys in the ignition. Also, there were a significant number of near misses regarding the failure to provide adequate task lighting for works.

Top Projects in February

- Twickenham Solum 75
- Burnaby Road Bridge 44
- Wimbledon Depot Shed 39
- Gade Valley Viaduct 39
- OTW Hidden Shafts 28

Top IO Originators in February

- Bruce Williams 40
- Jon Blackman 27
- Justin Thorpe 24
- Mark Hooley 23
- Noel Ford 22

Top Suppliers in February

- Vital Human Resources Ltd 46
- Coleman Construction 19
- SGC Rail Solutions 14
- Arcadis Consulting UK 6
- 3V Architectural 4

Top SHE Categories in February

- Personal Health 33
- Access / Egress / Site Security 26
- Process and Documentation 25
- PPE 22
- Railway Operations 19

Special thanks to Charlotte Broughton of VS Rail for attending our IO Panel and providing invaluable input. Please do continue to submit your IOs on doing things differently and innovations; helping us to embed our learning culture and continuously improve.

Infrastructure Improvement Opportunities

Month	Total No. IOs	Total No. People Raising IOs
December	310	121
January	522	153
February	577	149
How many has this site entered last month?		





SAFETY ALERT

PAL_SA007

Incident details

Date: Stockton 2016	Area: Teeside	On-site location
---------------------	---------------	------------------

Incident summary

A waste recycling company has today been fined after a worker was injured following a workplace transport accident in September 2016.

Teesside Magistrates' Court heard how, on 30 September 2016, the employee was walking along the roadway between the warehouse and sorting shed when he was run over by a reversing telehandler. This resulted in the employee sustaining multiple fractures including four breaks to his left leg.

The investigation by the Health and Safety Executive (HSE) found that measures in place to protect employees on foot from the risks associated with moving vehicles were inadequate.

Root Cause(s)

Unsafe act/s

The company pleaded guilty to breaching Section 2 (1) of the Health and Safety at Work etc. Act 1974 and was fined £35,000 and ordered to pay £1,852.76 in costs.

The Health and Safety at Work etc. Act 1974 is the primary piece of legislation covering occupational health and safety in Great Britain.

Section 2(1) of the Health and Safety at Work etc. Act 1974 states:

It shall be the duty of every employer to ensure, so far as is reasonably practicable, the health, safety and welfare at work of all his employees.

What is workplace transport?

Workplace transport is any activity involving vehicles used in a workplace. Vehicles driven on public roads are excluded, except where the vehicle is being loaded or unloaded on a public road adjacent to a workplace.

By law, pedestrians or vehicles must be able to use a traffic route without causing danger to the health or safety of people working near it.

By law, traffic routes must also keep vehicle routes far enough away from doors or gates that pedestrians use, or from pedestrian routes that lead on to them, so the safety of pedestrians is not threatened.

After the hearing, the HSE inspector said:

"This incident could so easily have resulted in yet another death and could have been prevented by the company implementing simple measures, such as the pedestrian walkways which it put in place afterwards"

"Companies should be aware that HSE would not hesitate to take enforcement action against those that fall below the required standards"





SAFETY ALERT

PAL_SA007

Learning's – What do we need to do differently?

Simply preventable:

Managing health and safety is an integral part of managing our business. We need to do risk assessments to find out about our risks in the workplace, we need then to put sensible measures in place to control them, and make sure they stay controlled.

Reversing Vehicles: How many vehicles do we have manoeuvring in and around our workplace daily?

We are all responsible for workplace safety. **DON'T LET THIS ACCIDENT HAPPEN TO US!**

We must always ensure:

- Roadways and footpaths should be separate whenever possible.
- We need to consider protection for people who work near vehicle routes.

Can managers, supervisors and workers consider the following areas when completing the risk assessment/s:

- safe site (design and activity)
- safe vehicle
- safe driver
- check routes are suitable for the vehicles and pedestrians using them
- check marking and signage as required
- check for sharp corners or blind bends
- always ensure routes are clear of obstruction
- introduce speed limits, speed humps and or rumble strips if required
- consider barriers to prevent vehicles entering pedestrian areas
- do we as a company need to introduce visual or audible equipment or proximity-sensing devices?

The risk assessment should ensure all risks identified have control measures in-place to reduce to a **LOW RISK** activity

We need to do everything 'reasonably practicable'

What does 'reasonably practicable' mean?

This means balancing the level of risk against the measures needed to control the real risk in terms of money, time or trouble. However, you do not need to take action if it would be grossly disproportionate to the level of risk.

There isn't any excuse: the HSE provides many guidance notes, documents and ACOs (Approve codes of practices) to help all companies comply with the law.

Brief your teams on the above accident and prevent the same from happening in your organisation

If you need more information about the accident from the HSE, then paste this link into your browser

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Shared Learning

IP Central

RIDDOR Injury from Foot Trap at Newton le Willows

A Supervisor, had his foot trapped between two steel auger tubes, resulting in a fractured metatarsal bone in his foot.

Details:

The Supervisor (IP) was carrying out a pre-lift inspection of the auger tubes and was standing in-between the tubes.

There was an issue with the location of the lifting straps which required one of the straps to be moved. This was carried out, by attaching the crane lifting gear to one end of the tube to lift the tube slightly to adjust the straps.



The near side tube end was lifted off the ground by the crane operator without the permission of the Slinger/ signaller. On noticing this movement, the slinger/ signaller gave the crane operator the instruction to lower.

As the tube was being lowered back to ground level, the tube rolled off its existing resting place towards the other tube, resting against it, but also trapping the IP's boot/ foot between the two tubes.



Shared Learning:

Exclusion of the workplace: Ensure when materials are to be lifted or moved, that all persons are removed from the area prior to lifting taking place.

Storage of materials: Materials of this nature (circular in size and dimension) tend to move unexpectedly when being lifted or moved. Therefore materials must be stored in a safe manner, in this case ideally in purpose made stillage's, adequate in size for safe storage and safe future handling.

Planning: Ensure correct planning and risk assessments are in place for safe storage and handling of materials.

Communication: Ensure that the communication strategy is in place and operating effectively.

For more information please contact Martyn Baraclough, Rail Assurance Manager, Galliford Try on 07425632359

Safety Bulletin

A serious incident has taken place



Overtaken Road Rail Vehicle (RRV)

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

Ref: NRB 18/04



Overview

During a 29 hour possession the Works Delivery Track team were re-sleeping Marykirk Viaduct. This involved RRVs accessing at Hillside Access Point before traveling north to the viaduct. There were Liebherr machines on site to complete lifting and digging operations and Atlas machines which were intended to shunt trailers up and down the line between the site and the access.

The Liebherr RRVs were running trailers from Distillery Sidings to the access point. The site is long and narrow which resulted in some congestion on site.

To allow for easier access one of the Atlas machines was used to lift a trailer and an attached ballast box. Lifted together, they exceeded the safe capacity of the machine.

The Atlas machine had a log grab attachment fitted. Lifting chains were connected through the log grab rather than removing it and properly attaching the chains. This was a contravention of the contractor's policy. The Atlas machine was in dig mode meaning that the safe load device (a Rated Capacity Indicator - RCI) was inactive for the lifting operation. The trailer and ballast box were lifted and as the machine swung round it overturned, coming to rest on its side on top of the trailer.

Fortunately, neither the driver nor crane controller were injured.

Discussion Points

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

- ? How do we control movement of machines within a congested worksite?
- ? What should be contained within a lifting plan?
- ? How should a Crane Controller and POS Representative check whether an RCI is in operation before supervising a lifting operation?
- ? How do we identify what attachments should be used for each task involved on site?
- ? What signs would you look for to indicate whether staff operating or supervising on track plant were working safely?
- ? How should changes to lifting plans be reviewed, authorised and communicated?

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



Shared Learning *The Thameslink Programme*

Issue Date: 2nd March 2018 - For further info contact mike.netherton@networkrail.co.uk

Issue Number: TLP085 Title: Work Group Crossing Open Line

Overview of Event:

As part of planned works, a team were tasked with recovering redundant materials within a blockade. The area they were working, was located on a viaduct, 10 roads wide, 8 under possession with 2 open to traffic. The plan was to access and egress the track at 2 different access points, both of these planned routes were located on the side of the viaduct which was under possession.

The COSS who had previously worked in the same area, was aware of an access point located between the two detailed in his plan and decided to take the team across the 2 open roads, to leave the track. *No team members challenged this change.*

While crossing the open lines one of the group noticed a nearby signal displaying a green aspect, at the same time one of the team is reported to have stood on an energized section of conductor rail and received a "tingling sensation". The COSS then realised this part of track was open to traffic and immediately led his team to a place of safety.

Once the group were in a safe place the individual, who had stood on the conductor rail, had his feet and boots examined for burns, fortunately none were visible. The IP was taken to hospital where ECG and other tests were completed and no anomalies were found.

Key Messages:

- Briefings from the ES to the COSS should be clear, concise and the understanding checked before COSS's are allowed to access site.
- COSS's should familiarise themselves with the area under possession including isolated sections, especially in multipart possessions.
- All COSS's should carry out a Live Line Test witnessed by their workgroup before accessing the track and starting work.
- When there is a change of plan, STOP, review, and where necessary seek authorisation.
- Team members should not be afraid to challenge.

Immediate Cause:

- Team crossed an open line.

Underlying Causes

- COSS not paying attention to Engineering Supervisors (ES) brief and ES not checking COSS understanding.
- Negligence by the COSS in not briefing the team as per the ES brief, SSOW pack or Conductor Rail Permit (CRP).
- COSS not carrying out a Live Line Test to demonstrate conductor rail was isolated
- No application of Point of Work Risk Assessment and poor task briefing to the workgroup
- Operative not utilising PTS training in basic track safety and standing on rails.
- COSS carrying out supervisor duties as well as the COSS's duties.



Actions Taken As a Result of the Investigation:

- Re-training, assessment and monitoring of the COSS involved.
- Implementation of non-working COSS's to remove any conflict between production and safety.
- All Task Briefing documents for work in possessions, with the potential to impact on open lines to be reviewed by the contractor's safety team.
- For future possession work, open lines to be sign posted at the most appropriate point on site as a visual reminder to teams.

IP EAST MIDLANDS



Environmental Bulletin

Title	Site Setup at Irchester Viaduct	
	Date	24/01/2018
Project	London to Corby Track & Civils	
Location	Irchester Viaduct Compound  	
Description	<p>Initial site set up was not in line with recommended environmental guidelines with regards to placement of high risk diesel fuel bowser and generator. The site is situated in an ecologically diverse and sensitive location with surrounds including the Upper River Nene Gravel Pits SSSI, Ramsar site and SPA.</p>  <p>The fuel bowser and generator were located less than 5m from the River Nene watercourse which flows through these protected areas. This breached environmental guidelines that state potential pollutants should be situated at least 10m from a watercourse.</p> <p>The issue was sighted on a routine site inspection on 19/12/17. Difficulty arose as the site was to be shut down over the Christmas period on 22/12/17 meaning less regular inspections and monitoring of the facilities. This also meant a condensed timeline for mitigation measures to be implemented.</p> <p>In the short term oil booms were positioned around the base of the generator and fuel bowser to capture any potential leaks and spills, though this was noted as being unacceptable in the long term. Booms were sourced from Bridge 10 of the K2C project.</p> <p>The long term solution has been to relocate the generator and fuel tank to a distance of greater than 10m from the watercourse whilst maintaining the existing oil booms (photo above). This occurred 13/1/18 (earliest possible time). In the future, the Sustainability Team are to be consulted on all site setups.</p>	
Company	Carillion Rail	
More information	Lisle Erskine-Naylor, <i>Sustainability Advisor</i> : 07809 229848	



Key Points for March

- **Segregation of Plant and Material**

- **STOP Think! Moments** - When piling, Risk and Method Statements must adequately cover all risks and not just the normal activities.
- Ensure exclusion zones are enforced and entry and exit managed with clear and confirmed communications.
- **External Alerts and Prosecutions** – Traffic Management Reversing Fatality. Segregation of plant and people must be well planned and controlled.

- **Working at Height**

- **STOP Think! Moment** - When working at the side of an open excavation remember you are working at height.
- **External Prosecution** - Scaffolder prosecuted for working unsafely and endangering his life and the life of others.

- **Working Responsibly**

- **External Alert** – COSS lead working group across open line. Briefing from ES to COSS should be clear, concise and confirmed to be understood. COSS's should familiarise themselves with area under possession and isolation, especially in multipart possessions. All COSSs should carry out Live Line Testing witnessed by the work group before accessing the track.

- **Heath & Wellbeing**

- **Cancer Awareness** – Prostate and Ovarian Cancer Awareness Sheets
- **National NO Smoking Day** – 14 March 2018

- **Fairness, Inclusion and Respect** – If you have any members of your team that need to pray at special times of the day, please be sure to create time and a suitable place for them to be able to do so in comfort without being disturbed.

- **BEWARE!** - **Exploding E-Cigarettes** and Lithium Batteries. When in pockets keep separate from other objects such as keys. Always purchase from reputable establishments.

- **Sharing Good Ideas** – Why not replace your old car tax disc with an “In Case of Emergency” disc?





“Thinking **differently**...

Making **better** decisions...

Changing **lives**”