



OSBORNE

There is always time
for your safety!



JUNE 2018

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June 2018 - STOP Think!



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Introduction

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Introduction



In just 48 hours this week I have learned of two tragic fatalities to industry colleagues in our key Infrastructure markets of rail and highways.

Firstly, I learned that an operative died on a highway at Runnymede when he was struck by a roadsweeper and subsequently dragged along beneath it. The individual sadly died at the scene.

Just the following day, I then became aware of a fatality on a rail project where a young man appears to have fallen from a ladder whilst undertaking some work to a station canopy. He also tragically died at the scene.

It is heart-breaking to think of the impact that these tragic deaths will have had on their families and friends, their colleagues on those projects and those organisations that they work for. I believe that the individual in the fall from height was just 20 years of age.

These two events have provided a shocking reminder of the risks that we face in our industry. It is sobering to think that both of these fatalities took place whilst undertaking activities that we are typically completing most days and nights across our own Infrastructure projects.

From the limited details that we have, in relation to some of the high risk tasks that we often undertake; it might have been conceivable to think that these were slightly lower risk tasks. Yet still, we have witnessed such terrible outcomes with such a devastating impact. It just highlights that there is a risk every single time we have an interface between machinery and our people and every time that we put someone to work at height, no matter how high they are off the ground or above an excavation.

We have also received our own timely reminder this month. Having literally just completed a full year without a RIDDOR accident across any of our Infrastructure projects, we have seen a shocking facial injury that will result in our colleague requiring quite some time off work to recover. The cut to his face was sustained whilst he was using an angle grinder and required 50 stitches to the area adjacent to this mouth. In addition, another colleague has required a few days off work after injuring his back in a manual handling incident; whilst pulling a wheeled generator to site. The STOP Think! Moments for both of these are contained within this month's publication.

These accidents reinforce the challenge of the relentless journey that we are on, to ensure that all of our people return home safely to their families after every shift. One key area of focus for me follows the feedback from the Culture Survey that we recently supported across IP Southern with Network Rail, and completed across all our own Infrastructure Projects.

The feedback, which is relatively consistent across the community, shows that many people still feel that production sometimes takes priority over safety. Furthermore, deeper analysis of the survey clearly shows that there is a very different view on this between senior managers and front line supervisors and operatives.

The clear message that production **MUST NEVER take priority over safety is simply not getting through. It is essential that we address this over the coming months.**

The journey to getting every one of our people home safely to their families every day was never going to be a short one. It will clearly take a huge amount of hard work and commitment, coupled with some very strong safety leadership. Each day we have to take action that moves us a step closer; we have to get better every day.

Two gentlemen will never return to their families after leaving for work that day, and we owe it to them and their families to increase the pace of our journey and make Home Safe happen.

John Dowsett
Managing Director Infrastructure



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STOP Think! Moments

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Hammersmith Road Bridge – Injury from Grinder



What happened?

At Hammersmith Road bridge at 23:00hrs on 28th May 2018, an operative was using a 9" angle grinder to cut through a 7" cast iron water main. During this process the cutting blade being used broke into a number of pieces (see bottom picture), initial investigations suggest that the blade may have 'kicked' and as a result of this the operative sustained lacerations to his face/mouth and arm. The operative was taken to hospital and underwent a minor operation and received some 50 stitches.

Impacts

- ✓ The operative is likely to need significant time to recover from his injuries.
- ✓ The team working with him at the time of the accident were shaken by the event.

Whilst the investigation is on-going, please consider the following points when using similar equipment on site...

- ✓ Is the right piece of equipment being used?
- ✓ Is it possible to separate people and tools in some way?
- ✓ Is the tool in full working order and correctly maintained?
- ✓ Is the right blade fitted and is it of the correct speed rating for the tool?
- ✓ Are there any signs of wear?
- ✓ Has the user had the required training and briefings?
- ✓ Is the correct PPE being used and in the right way?
- ✓ Are there any external factors which could cause the blade to snag?
- ✓ Is the work area of a suitable size and condition?

Please note this investigation is on-going and further learning will be shared in due course.

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

Infrastructure– STOP Think Moment – Hammersmith Road Bridge – Injury from Grinder
Last Updated: 31st May 2018
Contact Matt Wright, SHE Manager on 07736 597437 for further guidance and information.



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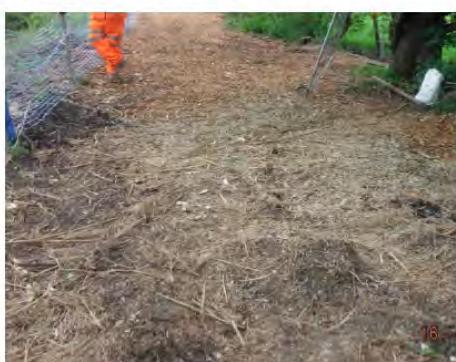
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Hook Cutting – Manual Handling Injury



Power pack which was moved



Ground where pack was moved



STOP Think!

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

What happened?

A drilling assistant was tasked with manoeuvring a JCB Beaver Power Pack to where it was required for the installation of ground anchors. This was to enable boreholes to be undertaken on an embankment.

Whilst manoeuvring the power pack, the drilling assistant experienced pain in his lower back. He was taken to hospital for checks and was discharged with pain relief medication.

Following the incident, manual handling was reviewed on site. This included identifying opportunities for greater use of mechanical lifting and also improvements to ground conditions.

Impacts

- ✓ The injured person required 4 days off work to recover from his injuries. He has now returned to full duties.

Good practice reminders and actions to take

- ✓ Avoid manual handling, where possible use mechanical aids.
- ✓ When this is not possible remember "**T.I.L.E.**"
 - **Task** – how will the load be moved? Push, pull, lift or carry etc.
 - **Individual** – what are the capabilities of the individual doing the manual handling? Is there any medical limitations?
 - **Load** – consider the size, shape, weight and surface type of the object. Can it be broken into smaller sections?
 - **Environment** – are there any obstructions? Are ground conditions even, flat and stable?
- ✓ Where manual handling tasks give rise to significant risk, an assessment must be undertaken – for advice on significant risk, contact a member of the SHE team.
- ✓ Remind everybody on site to report any medical conditions to their Line Manager .

Infrastructure– STOP Think Moment – Hook Cutting, Lost-time Manual Handling Injury

Last Updated: 24th May 2018

Contact Matt Wright, SHE Manager on 07736 597437 for further guidance and information.



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STOP Think! Moments

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Ramsey Lighting Scheme – Low Voltage Cable Strike



What happened?

During a night shift on the Highways England CDF OD package areas 6 & 8 at Ramsey, a low voltage (LV) street lighting cable was struck whilst hand digging with an insulated graft/shovel was taking place.

The cable was laid directly beneath the concrete base of the footway and some 7m of coiled cable was later found following further excavation. The LV cable was also terminated as a pot end. The cable had been laid at varying depths and not to the depth as specified in National Joint Utilities Guidance (NJUG). The LV cable also did not have a sand surround or warning tape to allow for early detection.

The excavation was made safe and arrangements made for the repair of the damaged cable the following day. An investigation is ongoing to establish further detail related to this incident.

Impacts

- ✓ There were no injuries to persons, although when underground cables are damaged, people can be killed and injured by electric shock, electrical arcs (causing an explosion) and flames. These can result in severe burns to hands, face and body, even if protective flame retardant clothing is being worn.
- ✓ There was no operational impact, although the work was stopped temporarily to allow for the repair of the LV cable.

STOP, Think, Make better decisions, Save Lives.

Excavation work should be properly managed to control risks, including:

- ✓ Planning the work.
- ✓ Using service plans
- ✓ Contacting the service owner for assistance if required
- ✓ Correctly using cable locating devices (CAT and Genny and/or GPRS)
- ✓ Use safe Digging practices

Good practice reminders and actions to take

- ✓ Expect services in any location and at any depth. They are not always installed in line with correct practice.
- ✓ In all circumstances excavation works are only to be undertaken by competent, experienced and qualified operators.
- ✓ Maintain appropriate levels of supervision for high risk activities.
- ✓ Contact local utility suppliers for advice/guidance.
- ✓ Once cables have been located and exposed, if possible segregate them to a position away from machinery working in the vicinity by means of ties or supports.
- ✓ Always use hand digging techniques when undermining cables.
- ✓ Only use power tools and mechanical plant 500 mm or more away from the indicated line of a service buried in or below a hard surface.
- ✓ Refer to guidance such as HSG47 for further information.
- ✓ Finally if you are unsure, **always STOP Think**, and discuss with your line manager and the SHE team.

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

Infrastructure– STOP Think Ramsey Lighting Scheme “LV Cable Strike”

Last Updated: 17th May 2018

Contact Carlos De'Abreu, SHE Advisor on 07972007902 for further guidance and information.



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STOP Think! Moments

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Pecolift – Please Remove from Use until further notice

Picture 1 – Pecolift



This STOP Think! Moment is to share learning following a recent incident involving a Pecolift

What happened?

An operative was dismounting a Pecolift (see picture 1) when the platform of the Pecolift rose to full height, catching the operative's wrist, causing significant bruising. The flywheel safety brake did not engage to prevent this movement. This incident is still under investigation.

Impacts

- ✓ The safety system did not engage.
- ✓ The operative received significant bruising.
- ✓ There was a potential risk of substantial injury.

Picture 2 – Damaged flywheel brake



Immediate actions

- ✓ All sites to check the projects for any Pecolifts on site and take them out of use until the investigation is complete and details have been established.
- ✓ Osborne is working with the manufacturers to understand how this incident occurred.

Picture 3 – Flywheel cover



Factors

- ✓ When checked by the supplier it was identified that a piece of the flywheel brake assembly was broken (see picture 2). The extent to which this contributed to the incident is still to be confirmed by the manufacturer.
- ✓ The brake assembly is located behind a cover (see picture 3) and the defect would not have been able to be identified during an operatives pre-use checks.

Lessons

- ✓ The lessons learned and any ongoing actions that relate to the use of a Pecolift will be communicated once the investigation is completed.

Until the full investigation is complete, no Pecolifts are to be used on Osborne projects



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Twickenham Shutter Failure – Loss of Concrete

Picture 1 - Shows failed shutter



Picture 2 - Show failed fixing (incorrect type)



Picture 3 - Correct fixing that should have been used



This STOP Think! Moment is to share learning & reminders following a recent Incident where a shutter system failed

What happened?

During a concrete pour at Twickenham a shuttering panel moved causing loss of concrete as shown in picture 1. This was the result of a fixing that sheared, under the load of the pour. Picture 2 shows the failed fixing. No persons were injured, but concrete was lost from the pour.

Impacts

- ✓ If the shuttering system had completely failed persons nearby could have been injured
- ✓ The loss of concrete could have had environmental impact
- ✓ The loss of concrete had the potential to affect the adjacent live railway if it had been closer

Immediate actions

- ✓ The site team identified the failure point, rectified and completed the pour safely
- ✓ The failure has initially been identified as an incorrect fixing used. How this fixing came to be available to the shuttering team is still under investigation
- ✓ All other shuttering on site has been checked to ensure that no other incorrect fixings have or are being used

Factors

- ✓ The correct fixings must be used for shuttering as they form an integral part of the temporary works

Lessons

- ✓ For all shuttering the ITPs should include a hold point to visibly check that correct fixings have been used prior to pours commencing
- ✓ Any components/fixings for different systems need to be controlled and segregated to prevent incorrect use. Also look if it is possible to colour code them to make easier to identify

Always ensure that the correct fixings are used for shuttering work and they are visually inspected before pours commence



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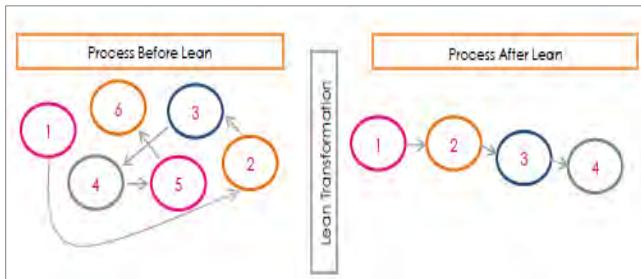
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Learning from:

- "Lean" Maximising Customer Value and Minimising Waste
- Overhead Line Strike Fines
- NEW! Hi-Viz Dumper
- Efficient Big-Bag Emptying
- Ramadam
- Stonewall Acceptance without Exception
- Highways England Health, Safety and Wellbeing Briefing
- Respirable Crystalline Silica (RCS) Dust Control

"Lean" Maximising Customer Value and Minimising Waste

Infrastructure is embarking on a "Lean" journey to help us to create more value for our customers whilst minimising waste through using our resources more efficiently.



Lean is a systematic approach to eliminating activities that do not add value. It looks at removing wasteful steps in a process and promotes a culture of continuous improvement.

But in order to provide "perfect" value with "zero" waste... it is essential to understand the needs of our customers.

The benefits of adopting a "Lean" approach to the delivery of our works are numerous, allowing us to respond quickly and efficiently to changing customer needs:-

- Reducing process cycle time
- Improving product or service delivery time
- Reducing or eliminating defects
- Optimising resource utilisation
- Providing smoother operations
- Reducing operating costs
- Creating safer working environments

Developing our Lean Improvement Strategy

As we continue to understand our current position with regards to "Lean," we are using the resulting information to develop a "Lean Improvement Strategy" through considering:-

- **Purpose:** What customer purpose the activity is solving.
- **Process:** How each step is assessed to prove value.
- **People:** Ensuring a specific person is responsible for continually evaluating and improving.



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Our strategy needs to be data driven, benchmarking our performance and developing KPIs. A Toolkit of Lean Methods must be developed that works for Osborne and all our people. To fully embrace the benefits it must be adopted and promoted by us all.

Lean Training

We are rolling out an ongoing programme of Lean Training and many of you may have already been on the Lean Awareness and Advocate Training Sessions. We are also planning further training to provide Lean Champions who will support the progress of our strategy and continuous improvement.

A Different Way of Thinking...

We recognise that "Lean" requires a slightly different way of thinking to realise the true benefits that are available. Although we are at the start of our "Lean Journey" we have a clear vision of how we need to embrace this systematic approach and provide everyone with the necessary tools to make a difference.



Around our sites and offices we are already implementing Lean Tools. At our M25 HS2 Slip Roads Project, the site team are using Lean Visual Management Boards to undertake daily stand up meetings, discuss and capture risks and progress and also holding collaborative planning sessions.

Please do send any examples of "Lean" activities that you are undertaking on your projects to help us to share best practice and learning between our teams.

For further information please contact Gavin Tidey: gavin.tidey@osborne.co.uk

Overhead Line Strike Fines

There has recently been a non-Osborne incident resulting in a contractor being fined over £500k for striking an overhead power line.

A tipper truck driven by one of its employees apparently struck the power cables. The vehicle sustained minor damage but thankfully the driver was unhurt.

The driver was emptying a load of soil from the tipper at a site in Northampton when he drove forward with the bed still raised and touched – or almost touched – the 33kV overhead power lines.

The Health and Safety Executive (HSE) said that the company should have carried out a "more rigorous" risk assessment and that its system of work was inadequate to reduce the risk of tipper trucks striking overhead power lines. After the hearing HSE inspector said:-

"Every year in the UK, two people are killed and many more are injured when mechanical plant and machinery comes into contact or close proximity to overhead power lines. This was a very serious incident and it is fortunate nobody was injured as a result."



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Please do always consider all plant and machinery when operating near overhead lines, including lorries tipping.

- ✓ Always identify the risk of potential contact with overhead cables from the outset.
- ✓ Ensure that adequate measures are taken to prevent contact.
- ✓ If overhead lines cannot be diverted prior to works commencing, goalposts should be erected either side of them to warn all drivers of their presence.
- ✓ Brief drivers of vehicles / lorries of the potential hazard during induction to the site.

jump clear – or incidents have arisen due to the restricted view of the driver of a loaded dumper.

This was unacceptable to BAM Nuttall who decided back in 2017 to ban all forward tipping dumpers. Their CEO and Head of Innovation have been working with JCB to come up with a new style dumper that would be safer and suitable for the whole industry.

JCB's new HI-VIZ Dumper was showcased at the CECA Stop. Make a Change day at Redhill. The new dumper is more stable with improved visibility and an enclosed cab, allowing operators to remain seated during loading.



JCB have now started mass production and this new safer dumper is now available. For more information visit:-

<https://www.jcb.com/en-gb/products/site-dumpers>

NEW! Hi-Viz JCB Dumper

As seen in Network Rail's IPS Weekly Safety Update "Home Safe" at the beginning of May – there is a new dumper available from JCB that brings new levels of safety to the market.

In the past 15 months alone a staggering EIGHT people have been killed by forward tipping dumper trucks on UK sites. Typically, the dumpers have overturned on mounting spoil heaps and the operator has tried to

Efficient Big-Bag Emptying

There is an innovative product available that lets you empty big bags easily, quickly and precisely; ideal for bags containing sand, fine aggregates and the like.



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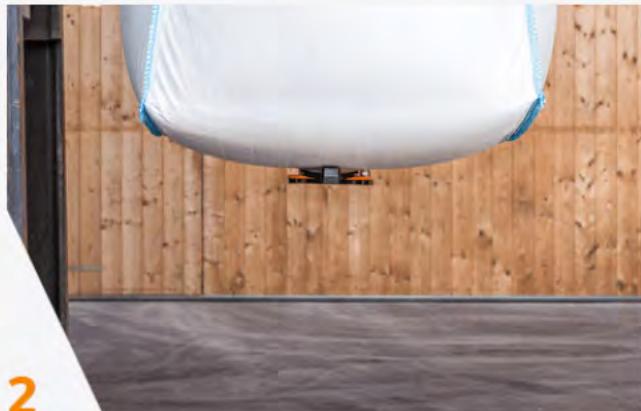
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1

Deposit the FLEDBAG® on a firm surface. Lift the big bag by its loops using front loader or forklift forks, and position above the FLEDBAG®.



2

Lower the big bag so that the FLEDBAG® penetrates the big bag, then raise the big bag again.



3

Pull the FLEDBAG® down slightly to make it easier to open and close the valve.



4

By opening and closing the FLEDBAG®, you can simply meter the content of the big bag.

The innovative FLEDBAG® is made from fibreglass and is designed to resist the highest loads, ensuring an unlimited service life:-

- The amount released can be adjusted, allowing you to use only what you need.
- This method of emptying bags saves on manual labour and waste.
- It can be positioned directly over containers to avoid any spillage.

The original device is for single-use bags, but the company also make re-useable bags with a simple clip on system.

For great demonstrations of the device in use and more information visit:-

<https://youtu.be/DRoWCmFZFbQ>
<http://www.fledbag.com>

Ramadam

This year the holy Islamic month of Ramadam 2018 in United Kingdom began in the evening of Wednesday 16 May and ends in the evening of Thursday 14 June 2018.



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Ramadhan is one of the five pillars of Islam and is the month the Holy Quran was revealed and is when Muslims undertake a month of fasting between dawn and sunset. This means avoiding food and drink for more than 16 hours each day.



Understanding the Effects of Fasting

It is important to understand the effects of fasting and what to be mindful of at work; including the impact to their safety and the safety of those around them:-

- Dehydration is common during fasting.
- Headaches can be from dehydration, hunger or poor rest.
- Fatigue during working hours from Evening Prayer, social activities and less eating and drinking.
- Stress from change of routine and shorter periods of sleep.
- Reduced concentration, particularly during the afternoon.

Appropriate Allowances for Muslims

- Consider where you can be flexible about working hours, work duties and break times.
- Where possible, consider limiting physical activities and allocate work that can be carried out in cooler areas.
- Be sensitive to the subject of fasting and what it represents.

- Remind workers who are fasting that they must stop work immediately if they feel unwell or unable to carry out their work safely.
- Reassure individuals that they must not report for duty if they believe they are not fit to do so.

Stonewall – Acceptance without Exception

Osborne have just signed up to work in partnership with Stonewall for a second year running. Stonewall support Lesbian, Gay Bisexual and Transgender (LGBT) individuals to work out how they can make a difference for LGBT people at work, at home and in their communities. Stonewall's key priorities are:-



- **To empower individuals** - of all ages and backgrounds to be role models and allies wherever they live, work, shop, socialise and pray. Supporting them, and the people they reach, to be themselves and achieve their full potential.



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- **To transform institutions** - by embedding an inclusive and accepting culture, working with all organisations to ensure they offer inclusive, equal and inspiring environments for lesbian, gay, bi and trans people. Helping institutions to recognise the value of these different perspectives, and the benefits they bring all employees, service users and members of the community.
- **To change hearts and minds** - by going deeper into our communities to reach people from a range of ethnic and religious backgrounds, as well as rural communities and working with them to demonstrate the strengths that our differences can bring, and to let all lesbian, gay, bi and trans people, here and abroad, know that they are not alone.

- **To change laws** – by continuing to campaign and lobby government to change laws that do not ensure equality for LGBT people, working alongside the government to ensure they are not complacent about the rights of lesbian, gay, bi and trans people, and to ensure everyone, everywhere is free to be themselves.

Stonewall will be guiding us in the coming months on various projects to help make Osborne a more inclusive place to work.

EVERYONE has the right to be who they are in the workplace and people work better when they can be themselves. For more information and forthcoming events visit:-

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

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.

This month's edition includes articles covering:-

- Lifting With MEWPS Campaign
- Highways England Safety Alerts
- IOSH No Time To Lose Campaign
- Highways England Commercial Drivers Blind Spot App
- HSE Annual Statistics
- Safety Improvements in Road Surfacing
- Highways England Safety Passport
- Skanska Wellbeing Passport

Overhead Hazard Campaign

Following on from the Working at Height Campaign last month, in this edition the campaign covers the use of Mobile Elevating Work Platforms to enable safe access to areas. Please see the link to campaign material here:-

<http://www.highwayssafetyhub.com/overhead-hazards-2018.html>

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

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



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MEWP Training using Virtual Reality Simulator



The introduction of ground-breaking virtual reality simulators are designed to allow operators a true-to-life look and feel of operating an access platform in a safe and controlled environment. This Simulator realistically simulates the sensation of boom and scissor operations.

The Oldbury Viaduct overlaps roads, canals, railway lines and footpaths. In some areas it offers little practical access to the underside by conventional scaffolding and the use of MEWPs overcomes these accessibility issues.

Highways England uses VR to expose blind spots

Highways England is using virtual reality to raise commercial drivers' awareness of their blind spots – particularly those from abroad – and reduce the risk of incidents.

Highways England have developed a free app which will be accessible on a smartphone attached to a simple pair of glasses so drivers can use it before they get behind the wheel.

The app has been developed to identify the importance of adjusting mirrors to cater for driving in a in the UK and includes five road safety scenarios for both left and right hand drive vehicles.

John Walford, Highways England's commercial vehicle incident prevention team leader, said: 'We have set ourselves the long-term vision that no-one should be harmed while travelling or working on our roads, and within that it is doing all we can to help reduce collisions involving lorries because they tend to have a greater impact when they do occur.'

They most commonly occur when trucks change lanes or attempt to overtake and using this technology allows us to provide a realistic environment for commercial vehicle drivers so that they can experience the impact of not using their mirrors to check blind spots.

'It's just one of the steps we're taking to help improve safety for this valuable group of drivers and ultimately everyone who uses our network.'

The five scenarios are:

- mirror adjustment
- identifying vehicles in blind spots
- joining a motorway from a slip road
- overtaking
- tailgating

Highways England stated that although the app was developed for commercial vehicle drivers it could also benefit private motorists by giving them a sense of what commercial vehicle drivers experience every day - for example, helping them to understand the location of commercial vehicle blind spots and hence reduce the potential for incidents.

The MEWP VR simulator creates a virtual reality by enabling the user to navigate through a virtual environment by handling a replica control panel whilst standing on a responsive platform. The unit simulates a variety of scenarios involving both types of mobile elevating working platforms currently in use on the market i.e. the scissor and boom lifts. The simulator then returns a score at the end of the activity which reflects how safely and smoothly the MEWP was operated throughout the simulation exercise.

Why are we using the VRTS?

Our primary objective is to mitigate the risks associated with the operation of MEWPs on the project, particularly due to the restricted access under the structure and the proximities of the canal and public footpaths. The VRTS is being used as part of our MEWP operator's on-boarding process. Therefore each MEWP operator is required to undertake a 'familiarisation training' before they are allowed to work out on site, and this involves the simulated operation of a MEWP in scenarios adapted to our site conditions. This process is designed to give us further assurance that our operators have the skills and competencies that we require from the outset.

Further details can be found here;

http://www.highwaysafetyhub.com/uploads/5/1/2/9/51294565_bs72_mewp_vr_training.pdf

Highways England Safety Alerts

Safety Alert hei046 – Overhead Service Strike

Safety Alert hei047 – Lifting Incident

Safety Alert hei048 – Overturned Excavator

For these and previous alerts follow this link:
<http://www.highwaysafetyhub.com/alerts.html>



It added that the app is just an example of the safety initiatives that has developed as part of its commercial vehicle incident prevention programme. The programme includes initiatives to improve the design and maintenance of commercial vehicles and initiatives to assist operators and drivers.

Examples include:

- a joint initiative with police using HGV cabs to target dangerously driven vehicles;
- the installation of sophisticated tyre/vehicle measurement (tyre pressure, tyre tread depth, vehicle weight, axles heat) technology at key locations;

■ initiatives with the Health & Safety Executive and the police to improve load security; and interventions to reduce diesel spillages which damage the carriageway and cause long delays.

■ the development of truck stop apps in Polish and Romanian.

When launched the app will be available on the android and I-phone app stores.



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Respirable Crystalline Silica (RCS) Dust Control



Uncontrolled dry cutting with grinder



On tool vacuum extraction (LEV)

What is Respirable Crystalline Silica (RCS)?

This is a natural substance found in stone, rocks, sand and clay, as well as products like bricks, concrete and some plastic composites.

What is the Risk?

When these materials are cut crystalline silica is released as a very fine dust (typically less than 5 micrometres in size) which can be breathed in.

Exposure to RCS can cause "lung cancer", "silicosis" and "Chronic Obstructive Pulmonary Diseases" (COPD) such as emphysema.

How much Silica in air is Harmful?

This can be a difficult question to answer but there is no doubt that the "dry" cutting using high speed cutting tools, such as grinders, results in high exposure in excess of the current Workplace Exposure Limits (WEL's) for silica.

What are Workplace Exposure Limits (WEL's)

WEL's are British occupational exposure limits and are concentrations of hazardous substances in the air averaged over a specified periods of time, referred to as a time-weighted average (TWA). Two time periods are used:

- long-term (8 hours); and
- short-term (15 minutes)

Short-term exposure limits (STELs) are set to help prevent short term effects such as eye irritation occurring and Long-term exposure limits (LTEL's) are set to prevent long term effects such as cancer.

There are no short term exposure effects to RCS so it has a LTEL of 0.1mg/m³.

How can I control Harmful Exposure?

Exposure to harmful substances, such as silica, is covered by the Control of Substances Hazardous to Health Regulations (CoSHH).

Avoid/reduce potential exposure e.g. cut blocks with a block splitter!

Where exposure to silica occurs the CoSHH Regulations require employers to assess risk, introduce control measures and provide health surveillance where there is a reasonable likelihood silicosis will occur.

Typical controls for reducing exposure using a grinder outdoors would be:

1. Using on tool vacuum extraction (LEV) or on tool water supply
2. In addition to the above wearing Respiratory Protective Equipment (RPE) with an assigned protection factor (APF) of 20
3. Evidence of face fit testing for tight fitting dust masks
4. Use powered respirators for continuous work lasting more than 1 hour
5. Limiting the number of people near the work activity
6. Rotation of those doing the work
7. Selection of work clothes that do not hold dust
8. Vacuum dry dust after work or use wet cleaning methods

What Next?

Osborne Site Managers, Supervisors and SHE Advisers will be checking that unavoidable exposure is correctly controlled during inspections and will raise poor working standards directly with the contractor concerned for action.

For Further Information please see HSE Construction Information Sheet No 36 (rev2) and CoSHH Essentials CN6



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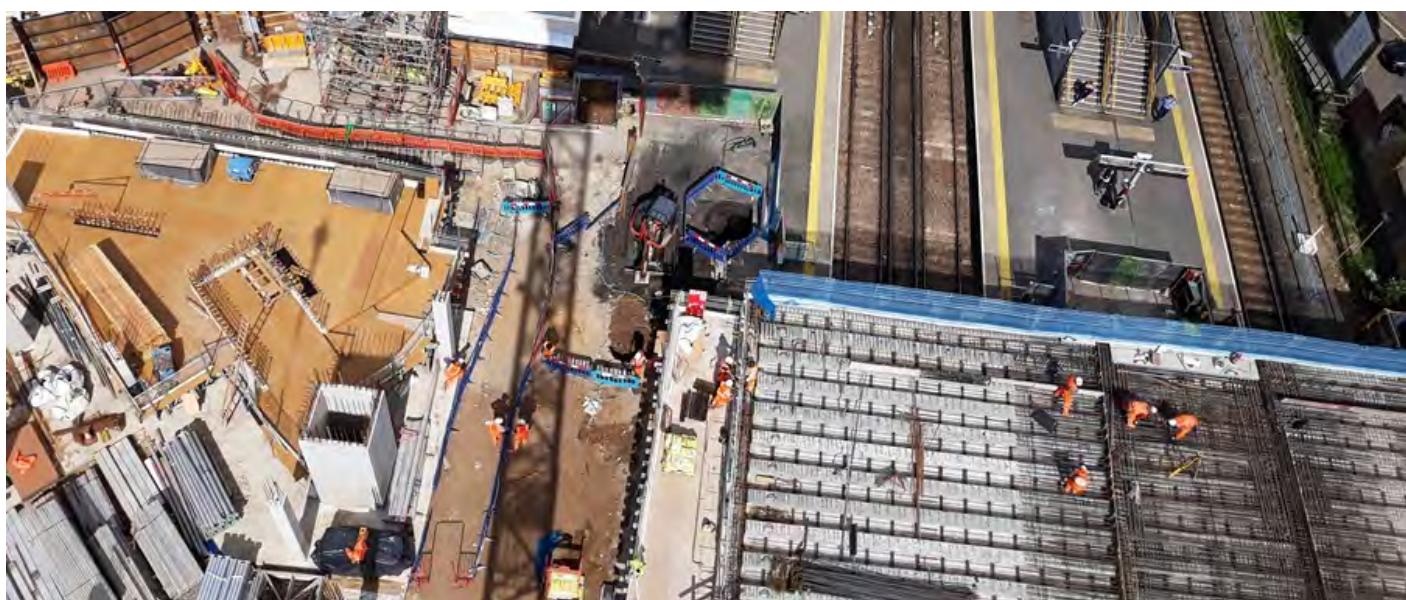
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Sharing from:

- Solum Twickenham Hits Critical Podium Deck Milestone
- Withy Beds Emergency Embankment Stabilisation
- Gade Valley Innovative Strengthening
- Sharing Virtual Reality with our Future Talent
- Lorry Driver Rescue
- M25 Community Ride for "Beat SCAD"
- HS2 M25 Slip Roads - ICE London "Team of the Year"
- Safia Whitwham – ICE London "Graduate of the Year"
- OTW Shortlisted for Rail Partnership "Collaboration" Award

Solum Twickenham Hits Critical Podium Deck Milestone



The safe installation of the new podium deck at our Solum Twickenham Project has been completed, thanks to the collaboration, teamwork and communication between Construction, Infrastructure and our supply chain partners.

This significant milestone in the programme creates the space to begin building above the station and railway.

During the 52 hour possession, 134 precast concrete beams were lifted into place in a meticulously planned and executed operation, with the exact position and time of every lorry known at all times in the programme.

The podium was completed six hours ahead of programme with every one returning home safely – a fitting culmination of the last 18 months of work.



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Sharing

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A massive WELL DONE and thanks to all involved in planning and safely delivering the works including;

Our designers and suppliers; Connells, Banagher, Madigan Gill, HTC Cranes, Connect Traffic Management and Vital

Hitting this milestone was critical to the success of the overall project and the catalyst to commencing the residential build.

within 24 hours; attending site and agreeing a permanent sheet piling and drainage solution to reinstate and stabilise the embankment.



The main installation works were safely and successfully completed during a blockade over the Bank Holiday and the track was re-opened to train movements with a 20 mph TSR.



Withy Beds Emergency Embankment Stabilisation

Congratulations to our One Team Wessex whose expertise was called upon to help out in a rapid response situation at Withy Beds, near Cobham in Surrey.

When train drivers reported a “rough ride” over this section of track, further inspection revealed a bulge that had appeared at the toe of the railway embankment.

Our highly collaborative team, including our specialist supply partners “Suttles” mobilised

**Well Done and Thank You to
Alistair Rorie and the
Rapid Response Team.**

For working with our customer and suppliers to achieve this great result and keep the rail network safe and moving.



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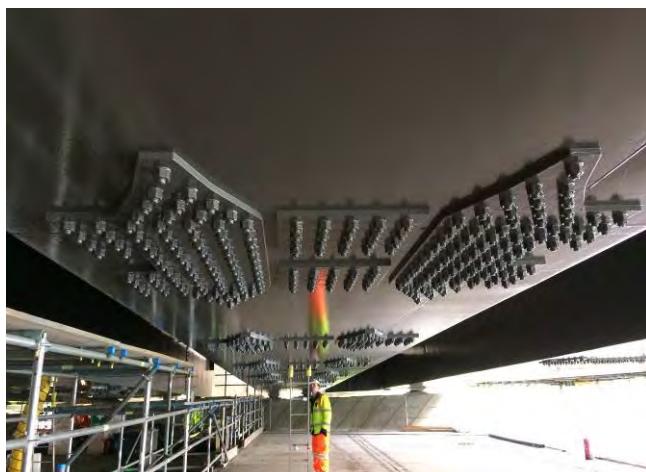
Sharing

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Gade Valley Innovative Strengthening

The Gade Valley Viaduct carries the M25 orbital motorway near Junction 20. It has eleven spans consisting of twin decks, and has a total length of 400 metres. Each deck comprises four steel composite box girders which require strengthening works at multiple locations to improve the fatigue life of the structure.



Our project team continue to demonstrate excellence in innovation; continually looking for new and innovative ways to carry out the works efficiently and safely. They never accept the norm but continually challenging our people to do better and their efforts do not go unnoticed:-.

Colin Smith, Engineer – Connect Plus Services

"The team have shown a constant willingness to explore new and innovative ways of doing works on site. From developing welding techniques and utilising ideas from the automotive industry to introduction of the Wheel of Wellbeing. They have shown a collective desire to innovate, which is crucial to our successful delivery of the 30 year DBFO contract."

Congratulations to Martin Parsons and the WHOLE Gade Valley Team

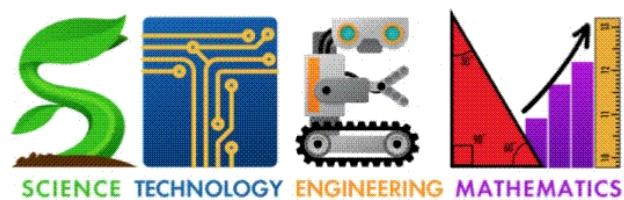
Great to see the quality of these strengthening works and painting as another span nears completion.

Sharing Virtual Reality with our Future Talent



Another day, another VR demonstration! Representatives from Osborne, including our Infrastructure Technology Improvement Manager, Dominic Lowry have been inspiring our engineers of the future with demonstrations of our Virtual Reality capability.

Network Rail and Osborne recently ran a STEM Day at Reach Academy in Feltham, specifically designed to encourage females to consider a career in engineering.



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The students will be seeing much more of Osborne in their local area as we embark on our project to close Feltham West Level Crossing and extend the station platforms.

With the help of our Virtual Reality model, the students were able to visualise the scheme and gain an understanding of the development of the project and the use of different technologies to identify and solve infrastructure needs.

Representatives from Osborne also attended the East Surrey Careers Fair, in Redhill which was attended by some 800 people.

Our Virtual Reality demonstrations included our Romsey and Feltham projects to showcase not only who we are and what we do, but also the variety of careers that are available within the construction industry.

We also demonstrated how this new and emerging technology has been used on some of our sites, helping to train people on safety issues such as working around construction plant.

Thank you to all involved

Such events are always such a great opportunity to inspire and attract our engineers of the future into the industry.



Along with another person, he pulled over and together they smashed the window of an overturned lorry to get the driver out. The cab of the lorry was on fire, so this quick action before the emergency services arrived on the scene could have potentially saved a life.

It is thought that the lorry caught fire after crashing into a car and overturning whilst other vehicles continued to drive past. Incredibly, no one was seriously injured in the collision

A special Well Done Martin.

What an incredibly courageous and selfless act! To stop and help whilst putting yourself in danger is a truly special act of bravery!

Lorry Driver Rescue

Special commendations to Martin Parsons who at the end of last month did an incredibly courageous thing; Martin was one of the first people on the scene of a serious crash on the M25.

M25 Community Ride for “Beat SCAD”

Jamie Harrison, Phil Fouche and a group of 30 people from the M25 Community recently took part in a charity cycle ride from Barcelona to Beziers in aid of “Beat SCAD.”



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Beat SCAD is a charity with a mission to increase awareness of a coronary condition that is currently under-diagnosed. Spontaneous Coronary Artery Dissection (SCAD) affects mainly women; many SCADs occur during or soon after pregnancy.



In support of this event, the community team took two vans full of bikes from the UK, driving some 2379 miles. Over 3 days, 26 riders, 2 rider/drivers and 2 drivers cycled 300 miles between the two cities, over the Pyrenees.

Well done for this incredible achievement!

And many thanks to all of the organisers, riders, rider/drivers and support drivers for your hard work to support this great cause.

The HS2 M25 Slip Roads Project Delivery Team consists of Osborne, Jackson, Connect Plus, Connect Plus Services, Highways England and HS2.

The final winners were announced in the magnificent Great Hall at the ICE Headquarters in London, at the ceremony presented by Maggie Philbin, Broadcaster and President of the Institution of Engineering Designers.



The team have certainly been making the most of the summer season with the slip roads and diversion road making good progress and seeing the blacktop starting to go down.



HS2 M25 Slip Roads - ICE "Team of the Year"

Congratulations to the HS2 M25 Slip Roads Team, who recently won the "Team of the Year" at the ICE London Civil Engineering Awards 2018 in association with SNC-Lavalin/Atkins.

Well done to all involved!

For being recognised as the most dynamic, diverse and collaborative team in the industry!



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Safia Whitwham – ICE London “Graduate of the Year”

Congratulations to Safia Whitwham who recently won “Graduate of the Year” at the ICE London Civil Engineering Awards 2018 in association with SNC-Lavalin/Atkins.



Safia has been instrumental in several site initiatives which have improved our environmental performance and the health and wellbeing of our people. She has also been at the forefront of utilising advancing technology to improve the sharing of onsite information.

Safia has also been heavily involved in the ICE Graduates and Students Committee and is currently Chair and ICE 200 Representative, involved with the organisation of ICE 200 events.

Congratulations Safia!

You are a very worthy and inspirational winner; continually striving to contribute to the wider industry and encouraging our engineers of the future!

OTW Shortlisted for Rail Partnership “Best Collaboration” Award

Congratulations to our One Team Wessex who have made the final shortlist for the Rail Partnership Awards for “Best Collaboration.”

The award for “Best Collaboration” recognises organisations and stakeholders who have collaborated to bring real benefits to the rail industry.



Together with Network Rail and our supply partners, we created a “One Team” approach in delivering the CP5 IPS Wessex Framework and have demonstrated the benefits of true collaboration - working together to improve safety, meet challenging project deadlines and increasing efficiencies.

This is a fantastic achievement!

Well done to the WHOLE team. Good luck and fingers crossed for good news!

The final winners will be announced at the Awards Ceremony on Thursday 7 June 2018 at “The Vox” in Birmingham.



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Health & Wellbeing



- Sun and Hydration
- Men's Health Week 11 – 17 June - Diabetes
- Diabetes Awareness Tool Box Talk
- Gade Valley - Wheel of Wellbeing

Sun and Hydration

When working outdoors the effects of the weather can potentially have a serious impact on an employee's health if the risks have not been considered or properly managed. This impact may be immediate or it may occur over a long time period.

Working in the sun

Too much sunlight is harmful to your skin. It can cause skin damage including sunburn, blistering and skin ageing and in the long term can lead to an increased risk of skin cancer. Skin cancer is one of the most common forms of cancer in the UK with over 50,000 new cases every year. A tan is a sign that the skin has been damaged. The damage is caused by ultraviolet (UV) rays in sunlight.

Who is at risk?

If work keeps you outdoors for a long time your skin could be exposed to more sun than is healthy for you. You should take particular care if you have:

- Fair or freckled skin that doesn't tan, or goes red or burns before it tans.
- Red / fair hair and light coloured eyes.
- A large number of moles.



Hot environments

- Reschedule work to cooler times of the day.
- Provide more frequent rest breaks and introduce shading to rest areas.
- Provide free access to cool drinking water.
- Introduce shading in areas where individuals are working.
- Encourage the removal of personal protective equipment when resting to help encourage heat loss.
- Educate workers about recognising the early symptoms of heat stress.

For more information visit:-

<http://www.hse.gov.uk/temperature/outdoor.htm>



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Health and Wellbeing

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SUN SAFETY AWARENESS AND ACTION: FAST FACTS

WORKING TOGETHER TO BEAT OCCUPATIONAL CANCER



if you've had one non-melanoma skin cancer, you're **nine times more likely to get another one**



getting painful sunburn just once every two years can **triple the risk of melanoma**

90%

OF ALL SKIN CANCER DEATHS COULD BE PREVENTED IF PEOPLE CONTROLLED THEIR EXPOSURE TO UV



5 WORKERS A DAY GET SKIN CANCER IN BRITAIN



UP TO 80%

of dangerous UV rays can get through a cloudy sky

two-thirds of UK construction workers outside for nearly seven hours a day **don't know they are at risk of getting skin cancer**



Follow the campaign at twitter.com/_NTTL
www.notimetolose.org.uk

POL2726b/090415/PDF



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Health and Wellbeing

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SKIN CANCER: FAST FACTS

WORKING TOGETHER TO BEAT OCCUPATIONAL CANCER



sun exposure
is the main cause of
skin cancer – it's linked to
65 per cent of malignant
melanoma and **99 per
cent** of non-melanoma
skin cancer



skin cancer cases are on
the increase in the UK
– and they're rising faster
than in the rest of Europe



**SKIN CANCER KILLS
60
WORKERS A YEAR
IN BRITAIN**



indoor workers get
10-20 PER CENT
of outdoor workers' yearly exposure



in Britain, there are at least **1,500 new cases
of non-melanoma skin cancer** and **240
new cases of malignant melanoma** linked
to solar radiation exposure at work a year

Follow the campaign at twitter.com/_NTTL
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Health and Wellbeing

June 2018 - STOP Think!



Hydration

It is well documented that keeping fully hydrated is key to maintaining a healthy lifestyle.



Water makes up around 60% of our body, with every system reliant on it, therefore making sure that you consume enough fluid is essential for staying hydrated and healthy, especially as the weather gets warmer.

Being just **2% (mildly) dehydrated** can cause fatigue, tiredness and impaired physiological and psychological performance.

Being **10% (severely) dehydrated** can cause much more serious issues such as circulatory collapse and heat stroke. Symptoms of dehydration include:-

- Dizziness
- Dry mouth
- Lack of sweating
- Irritability
- Lethargy and fatigue
- Dark yellow urine
- Lack of urine for 12 hours
- Tearless crying
- Sunken eyes

If you are feeling thirsty, you're already mildly dehydrated. Relying on thirst as a reminder to take a drink leaves you at risk of dehydration.

The amount you need to drink depends on how much you sweat the duration and intensity of exercise, fitness, environment, genetics, size and gender.

During exercise you can lose up to one litre an hour of fluid, mainly through sweating and breathing, so it is important to hydrate before, during and after exercise.

What activities would increase the risk of dehydration?

Consider the impacts of:

- Working In a loft
- Working On a roof
- Long periods of driving
- Working On a scaffold
- Lack of breaks
- Welding



What can you do to keep hydrated?

Keeping hydrated at work is essential, especially in the summer. You should

- Have something to drink when you first get up in the morning.
- Remember to drink before you get thirsty.
- Use the Dehydration chart to monitor your urine, this is a quick way to recognise if you are dehydrated.



Staying hydrated in hot weather can help reduce the risk of heat-related illness. For more information visit:-

<https://www.nhs.uk/live-well/healthy-body/sunscreen-and-sun-safety/>

<https://www.nhs.uk/conditions/dehydration/>

Or visit our Health and Wellbeing Calendar for a great selection of Toolbox Talks, videos and posters:-

[Health & Wellbeing 2018 Calendar](#)



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Health and Wellbeing

June 2018 - STOP Think!



Men's Health Week 11 - 17 June - Diabetes

Men's Health Week runs every year in the week before Father's Day.

From the 11th to 17th June 2018 Men's Health Week this year will focus on men and diabetes.

A diabetes crisis is unfolding in the UK and men are the worst affected:-

- One man in 10 now has diabetes.
- In middle-aged men the disease is expected to increase sharply in frequency over the next 20 years.

Men are:-

- More likely to get diabetes.
- More likely to suffer complications.
- More likely to face amputation as a result of diabetes.
- More likely to die from diabetes.

Yet the sex inequalities in diabetes have not been fully recognised by health policymakers or practitioners. More attention must urgently be paid to engaging men in diabetes prevention, early diagnosis and improving care and treatment delivery. Taking account of sex- and gender-specific needs and challenges is vital in tackling the diabetes crisis and much more needs to be done.

ARE YOU A SUGAR ADDICT?

MEN'S HEALTH WEEK

What do you know about diabetes? Did you know it can kill? It's not just sugar in sweet things that increases the risk, it's also sugar in savoury foods like bread, pasta, potatoes and ready meals. Even beer.

[Find out more and reduce your risk.](#)

#menshealthweek #talkaboutdiabetes

menshealthforum.org.uk

So Please...

Visit the Men's Health Forum website.

There is so much great information including a selection of posters to raise awareness

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



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Health and Wellbeing

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Tool Box Talk - Diabetes Awareness (1 of 2)

**Infrastructure Projects Southern
TOOL BOX TALK**

DIABETES AWARENESS

01 June 2017

What is it?

It's when glucose can't be used by the body as fuel. A healthy lifestyle makes it easier to manage Type 1 and can actually **PREPVENT** Type 2 in 58% of cases. While they can occur at any age, Type 1 usually presents before 40 and Type 2 after 40.

PREVENTION means maintaining a healthy weight, eating well and being active.

Risk Factors

These factors have a cumulative effect, so the more you have the greater the risk.

1. A close member of the family has Type 2 diabetes (parent or sibling).
2. Being overweight.
3. High blood pressure or you have had a heart attack or stroke.
4. You have impaired glucose tolerance or impaired fasting glycaemia.
5. You have severe mental health problems.
6. You are a woman with polycystic ovary syndrome and you're overweight.
7. You're a woman and have suffered previously from gestational diabetes.

For More Information

CONTACT DIABETES UK **0345 123 2399**

**know diabetes
fight diabetes**

Diabetes Week 11-17 June

Contact us: shield@networkrail.co.uk or go to our website www.southernshield.co.uk

SYMPTOMS

1. Going to the toilet a lot, especially at night.
2. Being really thirsty.
3. Feeling more tired than usual.
4. Losing weight without trying to.
5. Cuts and wounds taking longer to heal.
6. Blurred vision.

Your GP can help.

Blood Pressure



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Tool Box Talk - Diabetes Awareness (2 of 2)

Health and Wellbeing

The Myths

Type 2 is a mild form of diabetes.

People with diabetes can't have sugar.

People with diabetes should eat 'diabetic' foods.

People with diabetes eventually go blind.

It's unsafe to drive if you have diabetes.

People with diabetes can't play sport.

People with diabetes are more likely to get colds and other illnesses.

Having diabetes stops you from doing some jobs.

People with diabetes can't wear flight socks.

People with diabetes can't eat grapes, mangoes and bananas.

People with diabetes can't cut their own toenails.

The Facts - UK

Today...
Living with the condition – 4.5 million.
Those with increased risk of type 2 – 11.9 million

HOW MANY WILL DIE EARLY FROM DIABETES THIS YEAR?

23725

Statistics are scary

(You at the beginning of the silk)

Have you had a know Your Numbers assessment?

It can be the first step towards good health and knowing what's going on with your physical health to get the right advice and help.

Living with diabetes?

1. Research is ongoing and information is available.
2. Educate yourself for easier management.
3. Take Responsibility to make the right decisions.
4. Organise support and accept help.
5. Be active in your general and specialised health care.

www.diabetes.org.uk

DIABETES UK

CARE. CONNECT. CAMPAIGN.

If you would like a Know Your Numbers assessment please contact:
shield@networkrail.co.uk.

Contact us: shield@networkrail.co.uk or go to our website www.southernshield.co.uk



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Health & Wellbeing

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Gade Valley - Wheel of Wellbeing

Our people are our biggest asset and ensuring their health and wellbeing is of paramount importance.

At the beginning of this year, our Gade Valley Project launched the "Wheel of Wellbeing" - a pilot wellbeing programme which has been developed through collaboration between Osborne, Connect Plus and Jacksons as part of the One Community Framework.

The aim of the programme is to promote "Fit for Work," encouraging us all to think about improving our physical and mental health. The Wheel of Wellbeing has six areas of focus:-

- Fatigue Management
- Physical Health
- Nutrition
- Effective Stress Response
- Mental Health
- Mindfulness

So far on site there has been a series of health check-ups, nutrition workshops, exercise classes and mindfulness sessions. The programme is gaining traction and we are really starting to see benefits, with more and more people becoming involved. The programme is not limited to our people, but includes several of our suppliers, including BS Steels, Mistras and Civil Safety, with many of their people participating and feeding back on their positive experiences.

A diminished physical and / or mental health can cause absence from work, reduced productivity, lack of motivation and poor decision making; hence looking after the wellbeing of our people makes perfect sense!



Well Done Team Gade!

Promoting people leaving the project physically and mentally healthier than when they started is a truly great initiative.



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What Good Looks Like

June 2018 - STOP Think!



Safe, Collaborative and Meticulously Planned Compton Bridge Replacement (Sheet 1 of 2)

A massive WELL DONE to our Compton Team, who worked tirelessly during the Bank Holiday Weekend Possession to safely and successfully replace the deteriorating brick arch bridge with a precast concrete arch structure.



Comprehensive enabling works included demolition cuts and cores to ensure a clean break down of the abutments and installation of a scaffolding bridge for the service diversions. The site compound was prepared for the 500 tonne Crawler Crane which was used to lift 11 different concrete pieces in to place.



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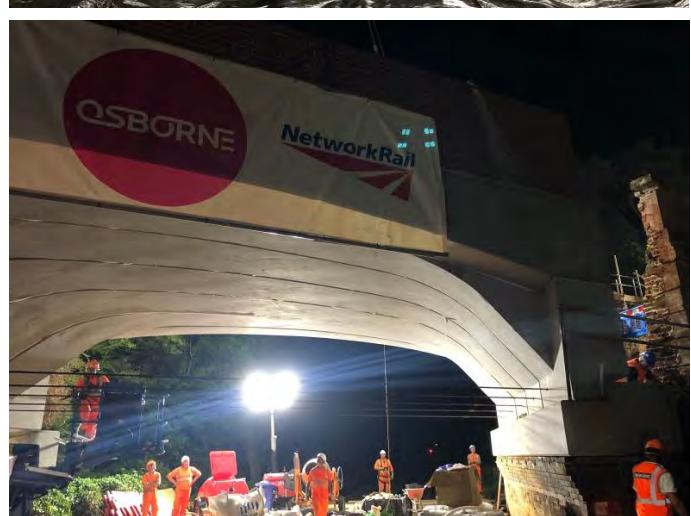
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What Good Looks Like

June 2018 - STOP Think!



Safe, Collaborative and Meticulously Planned Compton Bridge Replacement (Sheet 2 of 2)



Great utilisation of the compound with meticulous planning for the endless plant and materials required for the weekend to assemble all pieces of the puzzle together! **Well Done Team!**



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What Good Feels Like

June 2018 - STOP Think!



Encouraging Improvement Opportunities Admirable Behaviours from our HS2 Slip Roads Team

Our HS2 Team continue to work together to ensure that they are continually looking for ways to carry out the works more efficiently and safely including looking at ways to increase the number and quality of Improvement Opportunities raised from the site team. As such, they are trialling a monthly Safety Prize.

Steve Keech from our supplier "Kane Haulage" recently received the monthly safety prize for a positive intervention and a great IO.

When Steve observed several groups of students following the boundary fence of our works across a farmer's field he didn't just walk by. The students were trying to follow a "Duke of Edinburgh" route which had been formally closed due to works in the area and Steve politely warned them of the dangers and advised them of the approved footpath diversion route.



Steve Keech collecting his award from Elliott Dye.
Congratulations Steve



Steve also submitted an IO for 'Worker Emergency ID' badges for hard hats. The badge contains a water resistant label which can be written on to advise first aiders of vital information and next of kin details etc. The project team have subsequently ordered and provided these for all on site.

Thank You for Caring - Sean Broughan and Carmen Santos Diez

Following a traffic incident near to the HS2 works Sean sat with the distressed driver in our offices, helping to put her at ease and making sure she was ok until someone arrived to take her home.

On a separate incident, Sean came across a female driver who had pulled onto the hard shoulder at the start of our works feeling unwell. Unfortunately she had given the Motorway Control the wrong details and an ambulance had been dispatched but was in the wrong location. After speaking with her husband, Sean brought her back to the office where Carmen also helped to look after her until help arrived.

Well Done HS2 Team!

Your desire to ensure continuous improvement and caring behaviours are truly admirable.



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What Good Feels Like

June 2018 - STOP Think!



Supporting the Royal British Legion



For the second year running, our support for The Royal British Legion has continued by joining in their Charity Football Tournament. The British Legion Charity Football Tournament was held on Thursday 31st May 18 at Chelsea's football ground at Stamford Bridge. Twelve corporate teams participated to help raise vital funds for the British Legion and support our armed forces, including teams from Marks and Spencer, Cadbury, Rolls Royce the Household Cavalry - and no fewer than FIVE Infrastructure Teams:-

- **Osborne Commercio Athletico** (Highways Area's 6&8 and Connect Plus)
- **Romsey Renegades** (Highways M27 Project including Highways England and Kier)
- **The Only Way is Wessex** (One Team Wessex)
- **Wessex United** (One Team Wessex)
- **Wessex Wanderers** (One Team Wessex)

The teams that entered under One Team Wessex are part of our 10% Club, for which Osborne give 10% of our profits to charities and communities in which we work. Teams were mixed to include Osborne, Network Rail and our supply partners; Arcadis, Brendan Keogh's, Suttle Projects, Sonic Rail Services and GMH Planning.

The evening raised a staggering **£50k** for the charity.



The winners on the night were the "Wessex Wanderers," managed by Simone Wyatt, and received free entry into the tournament next year.

Thank you to ALL who took part in this great event.

Including our customers and supply partners who worked with us to raise money for this very worthwhile charity - bringing the team together in a great atmosphere for a great cause.



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Safety Statistics

June 2018 - STOP Think!

OSBORNE

May SHE Performance

Improvement Opportunities Frequency Rate (IOFR) the Current Rolling IOFR Is: **3.60**
(Target of 2.5 per 1000 hours worked)

Accident Frequency Rate (AFR) Days since the Last RIDDOR Accident: **8**
The Current Rolling AFR Is: **0.06** against a threshold of 0.01

Service Strike (SSFR) Days since the last Service Strike: **11**
The Current Rolling SSFR is: **0.84**

May
Total
520

May
Safety, Health &
Environmental
420

May
Business
100

Reference	Incident Date/Time	Incident Name	Description of Incident
RIDDOR Non-Specified			
I/042114/003	28 May 2018	Hammersmith Road Bridge	Operative was using a grinder when it snagged and kicked back, injuring him on the face and arms.
Lost-Time Injury			
I/041095/001	16 May 2018	Hook Cutting	Subcontractor was pulling power-pack and injured his back.
Service Strike			
I/025319/013	03 May 2018	Liverpool	Service Strike (Gas)
I/025319/014	15 May 2018	Liverpool	Service Strike (Electrical)
I/025322/003	16 May 2018	Ramsey Lighting Scheme	Service Strike (Street lighting cable)
I/042116/001	26 May 2018	Compton Road Bridge	While demolishing bridge water pipe was damaged
Near Miss /Close Call			
I/025339/002	21 May 2018	Claydon Interchange Near Miss	Worker observed an operative exit an IPV on the live traffic side.
TM Incursions			
I/025344/002	01 May 2018	Pellens Corner	A traffic management incursion.
I/025334/001	04 May 2018	Gade Valley	Two vehicles followed Osborne staff into TM. TM escorted MOPs back onto the motorway safely.
I/025380/002	23 May 2018	Lilly Bottom Bridge	Police vehicle entered TM, drove though works enclosure at high speed more than 50mph while the running lane had no queue.
I/025380/003	23 May 2018	Lilly Bottom Bridge	Intentional for benefit - Van with a trailer was in the coned off area.
I/025380/004	24 May 2018	Lilly Bottom Bridge	Intentional because of breakdown. White van parked with hazards on but no driver.
I/025332/001	25 May 2018	A12	Two ambulances wanted to gain access through site to attend emergency. They were told to wait for TM vehicle to guide them on site which they chose to ignore and continued on at speed.
Theft			
I/025319/015	03 May 2018	Great Howard Street	Theft of vehicles at WBAC Compound.
I/025380/001	05 May 2018	A505 Theft From Site	Theft from site jet wash and generator stolen.
Other			
I/025344/003	10 May 2018	Pellens Corner	Engineer found in trench without any protection



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Safety Statistics

June 2018 - STOP Think!



Improvement Opportunities

The number of Improvement Opportunities raised in May was more than in April, and it is encouraging to see the trend back in line with the number of IOs submitted at the same time last year. Disappointingly, still only 34% of our Infrastructure people raised an IO, and 3% of employees submitted 45% of IOs!

Top Projects in May

- | | |
|---------------------------|----|
| • OTW Hamble Embankment | 69 |
| • SSWT Wimbledon Depot | 53 |
| • Solum - Twickenham | 52 |
| • OTW Compton Road Bridge | 34 |
| • Gade Valley Joints | 23 |

Top IO Originators in May

- | | |
|----------------|----|
| • Jon Blackman | 69 |
| • Mark Hooley | 41 |
| • Paul Burtoo | 31 |
| • Sean Coleman | 24 |
| • Conor Wilcox | 14 |

Top Suppliers in May

- | | |
|---------------------------|----|
| • SGC Rail Solutions | 24 |
| • Vital Human Resources | 14 |
| • Coleman Construction | 12 |
| • Jacobs UK | 7 |
| • Aggregate Industries UK | 3 |

Top SHE Categories in May

- | | |
|-----------------------------------|----|
| • Access / Egress / Site Security | 81 |
| • Site Housekeeping | 35 |
| • Personal Health | 31 |
| • Personal Protective Equipment | 25 |
| • Moving Plant & Machinery | 24 |

It has been clearly demonstrated that the reporting of Improvement Opportunities is improving our safety performance.

So if you find any issues or potential hazards on your site, please do raise an IO and help us to increase the number of quality IOs.

Infrastructure Improvement Opportunities

Month	Total No. IOs	Total No. People Raising IOs
March	523	112
April	400	119
May	520	130
How many has this site entered last month?		



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Tool Box Talks

June 2018 - STOP Think!



Tool Box Talk - Bats



Infrastructure Projects Southern Toolbox Talk

Bats

03 May 2016

Did you know?

- In the UK all species of bat are protected by law*
- They tend to return to the same roosts each year, and these sites are also protected whether bats are present or not



Where can they be found?

- They can be found in holes/cracks in trees, roofs, walls of houses and buildings, under bridges, in underground caves and old railway tunnels. Bats can crawl into holes only 15 millimetres wide
- Look out for bat droppings – dark brown/black, about four to eight millimetres in length – crumble easily
- A strong odour and large numbers of moth wings discarded by feeding bats may also be present near a bat roost
- They are commonly found under railway bridges, in viaducts and signal box roofs

Why does this matter?

It is a criminal offence for anyone without a licence to:

- Kill, injure or handle a bat
- Be in possess of a bat (whether alive or dead)
- Disturb a roosting bat
- Damage, destroy or obstruct access to any place used by bats for shelter, whether they are present or not

This can lead to fines of up to £5000 per bat and/or up to six months in prison

Do

- ✓ If a bat or a roost is found stop all works in the area immediately and report it

Don't

- ✗ Touch or handle a bat as they are very delicate and this can cause them serious harm – it is also against the law
- ✗ Disturb any place used by bats, whether they are present or not



This and other toolbox talks can be downloaded from:

www.southernshield.co.uk

For further information please contact a member of your Environment Team



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External Alerts

June 2018 - STOP Think!



Network Rail Guidance on Tree Felling

Further guidance has been issued on tree felling and vegetation clearance activities.

Of particular note is the summary flowchart contained in the

"Tree Felling Position Statement Briefing Final.pdf."

This was issued by Network Rail on 18th May 2018.

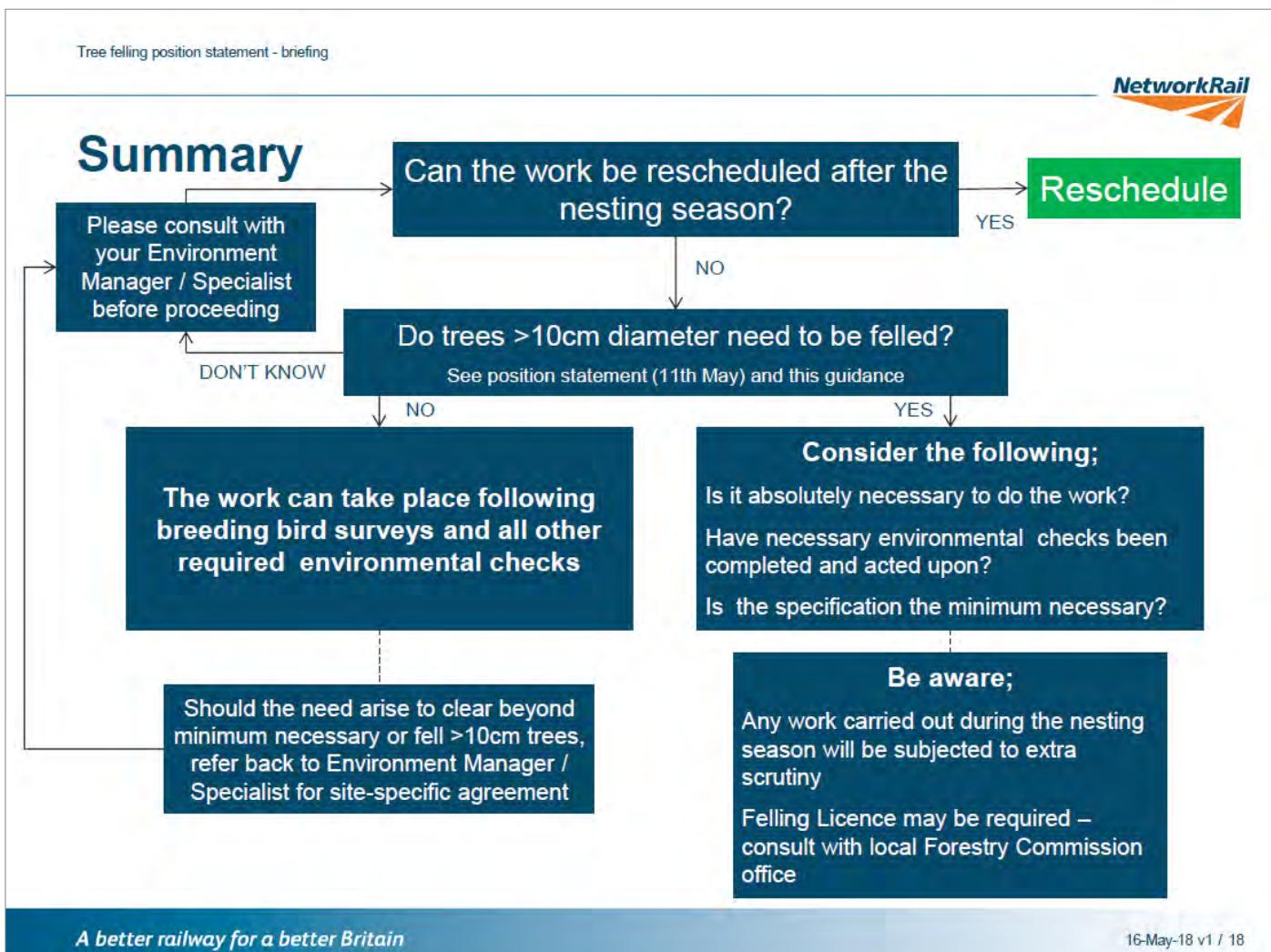
Tree felling position statement - briefing

Tree felling

Guidance in relation to NR position statement (11th May 2018) regarding rail minister's suspension of non-safety critical tree felling

A better railway for a better Britain

16-May-18 v1 / 1



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External Alerts

June 2018 - STOP Think!



Update: 11th May 2018

Network Rail position statement
regarding Jo Johnson, Rail Minister's
suspension of "*all felling during the
current nesting season, except where
safety critical*"



Network Rail undertakes vegetation control to enable the operation of a safe and efficiently performing railway. Those plans should continue, in accordance with Network Rail's Standards and as set out below, which is in line with the recent instruction from the Rail Minister that all tree clearance activities in England and Wales must cease unless permitted by the guidance within this document.

Where work is continued as part of this instruction Network Rail will be required to maintain a count of the trees removed during works. Network Rail has also committed to undertake additional assurance to support this instruction.

Definitions have been derived from forestry legislation relating to felling licences and NR internal standard for vegetation management (NR/L2/OTK/5201). Current nesting season is defined in NR guidance as 1st March to 31st August.

Management scenario	Minimum activity necessary to maintain safe operations			
	Fell trees >10cm dbh	Selective thin trees <50%	Remove trees <8cm dbh only	Lopping, topping, pruning, pollarding All sizes.
Safety critical tree hazard / condition				
Category 5, 6 and 7 trees		n/a	n/a	
Category 1, 2, 3 and 4 trees		n/a	n/a	
Safety critical due to vegetation affecting railway infrastructure and operations				
Leaf fall / known adhesion problem sites				
Within 300mm of overhead line equipment				
Blocked signal sighting				
Blocked operational sign sighting				
Blocked level crossing sighting				
Branches contacting with trains				
Construction activities				
Clearance for fencing work				
Inspection of structures / earthworks				
Activities as defined can proceed following breeding bird surveys and all other required environmental checks				
Activities should normally be planned to take place outside of nesting season. If activities must take place, only those highlighted can take place following breeding bird surveys and all other required environmental checks. Work shall be the minimum necessary during the nesting season.				
Felling activities shall not take place between 1 st March and 31 st August				

Notes

- **Category 1, 2, 3, 4, 5, 6 or 7 trees** – defined using [NR/L3/TRK/003/TEF3077](#) 'Tree Hazard: Risk Evaluation and Treatment System'; modelled tree risk assessments (e.g. POLESTORM, FAILSAFE) require use of TEF3077 to confirm Category 5, 6 or 7 before safety critical tree removal.
- **Selective thin (<50%)** – removal of up to 50% of stems <10cm dbh within an area of woodland. If used in leaf fall risk areas, number of leaves capable of causing issues will be reduced.
- **dbh** – diameter of tree measured at 1.3m up the trunk [diameter at breast height]
- **Breeding bird surveys** – forms and guidance available on Safety Central ([Biodiversity](#))
- **Environmental checks** – if required framework ecological consultants contact details are available on Safety Central ([Biodiversity](#))

Content approved by:

, 11/5/18
Dr. Neil Strong, Head of Lineside

Approved for publication by:

, 11/5/18
John Edgley, Chief Track & Lineside Engineer

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External Alerts



June 2018 - STOP Think!

Safety critical failures of link trolley brakes - Issue 2

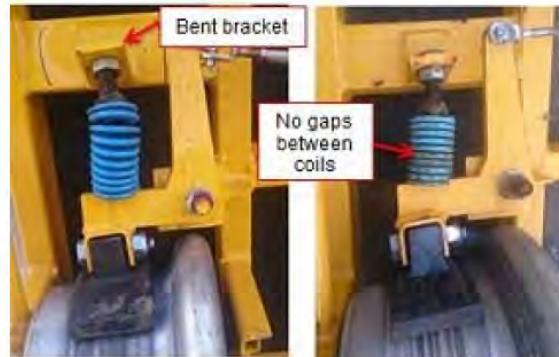
Issued to: All Network Rail line managers, safety professionals and RISQS registered contractors

Ref: NRA 18/05

Date of issue: 23/05/2018

Location: Northampton

Contact: [Malcolm Miles](#), Head of Plant



Overview

This Safety Advice is being re-issued following a review by the STE Head of Plant team to confirm the on-going actions that are required for the safe operation of this equipment.

Inspection of the link trolley fleet at Northampton Bridge Street Depot during 2015 found three out of eight units to have brake systems that had failed. Further investigation with Torrent Trackside identified evidence of other trolleys returned for maintenance with similar failures.

- Link Trolleys shall not be used on gradients greater than 1:150 until further notice from the Head of Plant.
- The restriction applies to Link Trolleys only due to the failure mode pictured above.

Note: For example, Type B trolleys do not have this configuration of brake components.

Planning and operations

ALL operations involving Trolleys, irrespective of any gradient restrictions, shall:

- Be planned in accordance with the requirements of NR/L2/RMVP/0200.
- Consider the requirements of NR/L2/OHS/019.
- Only use 'in service' and fit for purpose units.
- Be operated in accordance with the Manufacturer's instructions, particularly with regards to the use of the item specific push handle.

Safety Advice

Action required following a serious incident



The right-angled bracket, which is welded to the frame and holds the brake spring in place, was bent away from the wheel. This reduces the brake force and increases the risk of runaway.

This Safety Advice was originally issued as [NRA 15/06](#).

Immediate action required

ALL Trolleys shall undergo a pre-use check on each occasion of use. If any of the following damage is present on Link Trolleys, they shall be quarantined:

1. Bent bracket holding the spring in place.
2. Coil Bound spring (no gaps between each coil).

Planners and users of Link Trolleys shall not exceed the maximum safe working load of the Link Trolley of 1 tonne. When Link Trolleys are linked together, the load shall not exceed 1 tonne.

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



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External Alerts

June 2018 - STOP Think!



Safe use of manually propelled rail handlers (iron men) - Issue 2

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

Ref: NRA 18/06

Date of issue: 23/05/2018

Location: National

Contact: [Malcolm Miles](#), Head of Plant



Safety Advice

Action required following a serious incident



Overview

This Safety Advice is being re-issued following a review by the STE Head of Plant team to confirm the on-going actions that are required for the safe operation of this equipment.

On 1 November 2014 a group of track workers were moving 2 x 52ft pieces of rail for approximately a mile and a quarter on the line between Pantyffynnon Jcn and Gwaun-cae-Gurwen (GCG) in Wales using two pairs of manually propelled rail handlers (MPRH).

The MPRHs were being operated down a gradient which was up to 1 in 40, with the load for each pair being just short of 1 tonne. The rail head was contaminated with leaves and it was raining heavily at the time.

Manually propelled rail handlers shall not be used on gradients greater than 1 in 150 (1:150) until further notice from the Head of Plant.

ALL operations involving manually propelled rail handlers, irrespective of any gradient restrictions, shall:

- Be planned in accordance with the requirements of NR/L2/RMVP/0200.
- Consider and apply the relevant requirements of NR/L2/OHS/019.
- Only use 'in service' and fit for purpose units.
- Be operated in accordance with the manufacturer's instructions.

Both pairs of MPRH experienced difficulties during braking; this resulted in them gaining speed to the point the operators could no longer control them. One of the operators of the first pair received a graze injury and another suffered from shock.

The first pair ran away for approximately 5 miles crossing several level crossings including narrowly avoiding a team working on the first. The second pair was brought to a halt at the first level crossing. Subsequent inspection of the brakes shown them to be worn.

This advice was previously issued as [NRS 343](#).

Immediate action required

- Be operated in conjunction with a detailed work plan and risk assessment.
- Be operated by the correct number of competent staff as detailed in the manufacturer's instructions.
- Have brake tests performed by competent staff at the start of shift and once mounted on rail.

Note: Network Rail shall undertake self assurance for manually propelled rail handler activities in line with NR/L3/MTC/MG0221.

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



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External Alerts

June 2018 - STOP Think!



Rollaway Vehicles

Safety Alert

May 2018

Incident description:

During the last few weeks there have been three rollaway vehicles incidents, these have occurred whilst the units have been working on our highways network or worksites.

- Vehicle rolled across live carriageway – A vehicle which was parked on the hard shoulder on of a live motorway in the evening and it rolled out of the hard shoulder works area, across the carriageway. The vehicle was stopped by the central barrier. No one was hurt nor any impact or collision with road users. It is claimed that the handbrake failed.
- Failure to engage handbrake lorry crushing a panel van - Driver of a lorry climbed out of his cab to discuss an issue and failed to engage the handbrake and it rolled into one of their light panel vans nobody was hurt.
- Panel van running into live carriageway – Works vehicle which was parked behind the traffic management rolled along the worksite striking a cone from an access point which stopped the vehicle before it entered the live highway. Nobody was hurt nor any disruption to the road users. Early indication show that the handbrake was not applied.

These incidents have been investigated at a local level within the appropriate company and follow up action taken.

Fortunately, nobody has been injured during these incidents, although the outcome could have been far more serious effecting people on our worksites or road users.

Action:

As vehicle users we know we should apply the handbrake when stationary and many newer vehicles have automatic and handbrakes or alarm system – we just should be using them.

These momentary lapses in concentration whilst undertaking routine tasks are worrying because they have the potential to hurt ourselves or others.

We all have many issues on our mind and it is too easy to be distracted, and the mechanical process of engaging a handbrake can easily be overlooked.

We want you to all reflect upon the recent incidents and consider, whether they could happen on your projects / worksite, and how they could be prevented from happening again. It is important to remember that we all have individual and collective responsibility for our actions.

If you have any enquiries please contact the National Health and Safety Team via NH&ST@highwaysengland.co.uk

HEI049



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STOP Think! about...

June 2018 - STOP Think!



Key Points for June

• Working Responsibly

- **STOP Think! Moment. Grinder Injury.**
 - Is the right piece of equipment being used?
 - Is the tool in full working order and correctly maintained?
 - Has the user had the required training and briefings?
 - Is the correct PPE being used and in the right way?
- **STOP Think! Moment. Manual Handling Injury.**
 - Avoid manual handling, where possible use mechanical aids.
 - Remember T.I.L.E. Task, Individual, Load, Environment.
- **STOP Think! Moment. Low Voltage Cable Strike.**
 - Expect services in any location and at any depth.
 - In all circumstances excavation works are only to be undertaken by competent, experienced and qualified operators.
 - Only use power tools and mechanical digging plant 500mm or more away from the indicated line of a service in or below a hard surface.
- **Respirable Crystalline Silica (RCS) Dust.** Exposure to RCS can cause serious health conditions. Avoid / reduce potential exposure using control measures such as vacuum extraction and wearing appropriate RPE.

• Plant

- **STOP Think! Moment.** Following an incident involving a Pecolift, **please do not use Pecolifts on Osborne Projects until the full investigation is complete.**
- **Highways England Overhead Hazard Campaign** - Month Two of the campaign will be looking at the use of Mobile Elevating Work Platforms.

• Sustainability and our Environment

- **Bats** – In the UK all species of bat are protected by law, and their roosting sites are protected whether bats are present or not. If a roost is found, stop all works immediately and report it to your Supervisor. NEVER touch or handle a bat.

• Health & Wellbeing, Fairness Inclusion and Respect

- **Men's Health Week 11 – 17 June 2018** is all about Diabetes and reducing your risk.
- **Sun and Hydration** Too much sunlight is harmful to your skin, with skin cancer being one of the most common forms of cancer in the UK. Cover up and keep hydrated!
- **Ramadam 16 May – 14 June** understand and respect the subject of fasting and what to be mindful of at work.
- **Stonewall Acceptance without Exception** we are working in partnership with Stonewall for the second year running to help make Osborne a more inclusive place to work.



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Making **better** decisions...

Changing **lives**”