



octavius

STOP.
Think!

June 2022

**Make better
decisions.**

[Octaviusinfrastructure.co.uk](https://www.octaviusinfrastructure.co.uk)

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Welcome



Welcome to our June 2022 STOPThink! Cascade Briefing. I hope that many of you managed to enjoy the four-day UK bank holiday weekend in celebration of the Queen's Platinum Jubilee. Whether you are a royalist or not, to become the first British monarch to achieve 70 years of service to the people of the United Kingdom, the Realms and the Commonwealth is certainly a historic milestone.

What I admire about her most is the consistency of her leadership. Whilst politicians and other members of the Royal family have clearly had their indiscretions during her reign, the Queen has remained unwavering in her values and principles. Over the past 70 years, she has worked tirelessly to serve her people with dedication, integrity, authenticity and empathy; intent on leaving an incredible legacy. It is this style of inspirational leadership that I want us to exude in Octavius.

Our Sustainable Legacy

As we embarked on our journey to becoming Octavius, I set out that our sustainability strategy was to be embedded within our business strategy, and not something that is bolted on as an afterthought. I am very excited to see this coming to life across our projects and our offices, as we manage our activities in a sustainable way. By aligning our sustainable legacy strategy to the [UN's sustainability goals](#), we are focused on delivering outcomes that benefit both the environment and the communities we work in by;

1. Being carbon neutral

We are carbon neutral now through our carbon offsetting and reduction initiatives, but our aim is to be Net Zero by 2030 and we are working with our supply chain partners to create our reduction plan for Scope 3 emissions. We are moving to Hydrogenated Vegetable Oil to power our site offices, plant and fleet and plan to research alternative, low carbon materials for our projects. Our Carbon Steering Group consists of enthusiastic volunteers from across the business, helping to shape and prioritise what we can do on our sites.

2. Delivering biodiversity benefit

We are committed to helping promote and deliver biodiversity benefits in support of Net Gain.

We have set a target to plant 4000 trees this year in the UK and globally to promote afforestation and woodland development. All our projects will include biodiversity measurements and identify biodiversity enhancements that enable customers to make informed decisions on net gain.

3. Being resource efficient

Applying circular economy principles are critical if we are to go beyond recycling and we use the principles of the waste hierarchy; avoid, reduce, reuse, recycle, dispose, for all site materials and wastes. We already achieve an average 97% waste from landfill diversion rate, but we want to go further and apply resource efficiency thinking at all stages of our project lifecycle. We are committed to responsible sourcing of materials, using alternative materials and working with our supply chain and customers to minimise the use of materials and components by rethinking current practices.

4. Giving back to society

Social value comes in many forms and means different things to different people. We know that we must go further than just delivering our projects and services, and for us that means supporting local businesses through local spend and collaboration; local employment; skills, education and training; diverse and inclusive workplaces; and charitable donations. environments; volunteering and We record and measure our social value using the enhanced communities

and Thrive social value platform and have set ourselves the target of delivering social value equivalent to 20% of our turnover in 2022/3 (up from 11% in 2021/2).

5. Being inclusive and a great place to work

The final and equally important part of our sustainable legacy is being inclusive and providing a great place for all our people (including our customers and suppliers) to work. To help all our people willingly and enthusiastically embrace and celebrate our differences, we recently signed up to the Global Equality Collective to support us in promoting inclusivity and diversity across our business, in experiences, backgrounds, ways of thinking and working.

June is pride month, and this year sees the 50th anniversary of the first Pride event in the UK. LGBT+ History Month is a chance to better understand the history of lesbian, gay, bisexual and transgender people in the UK, and to celebrate the many achievements since the Stonewall riots 1969. Whilst we have come a long way since those dark days, we still have a long way to go. This month is the perfect opportunity for us to raise further awareness and promote continued improvement in inclusiveness. Being inclusive is not only clearly the right thing to do; it also means that our colleagues are more supported, engaged, motivated and productive.



We create cleaner, greener environment solutions that protect our planet, whilst focussing on our people to sustain our business, our industry and the communities within which we deliver.

This will only be achieved by recognising the importance of all our people and embracing an inclusive culture to leave a sustainable legacy that we can be truly proud of.

I hope you enjoy this edition of STOPThink! Stay safe and well over the coming month.

John Dowsett CEO – Osborne Infrastructure Ltd

Bringing people together

We collaborate with customers, integrate our suppliers and develop our people to deliver assured, sustainable and efficient transport infrastructure solutions.

Operational Close Call – crossing of open line

What happened?

A line blockage had been planned to enable a team to cross the operational railway between trains and carry out maintenance on an embankment monitoring system. The line blockage had been taken by the COSS, the team had crossed the line and whilst the team were on site working in a position of safety, a train passed the work group.

Initial investigations indicate that the limits of the line blockage did not include the location where work was planned to be undertaken which was 3 miles outside of the block at Wayford Hill (see image below).

Impacts

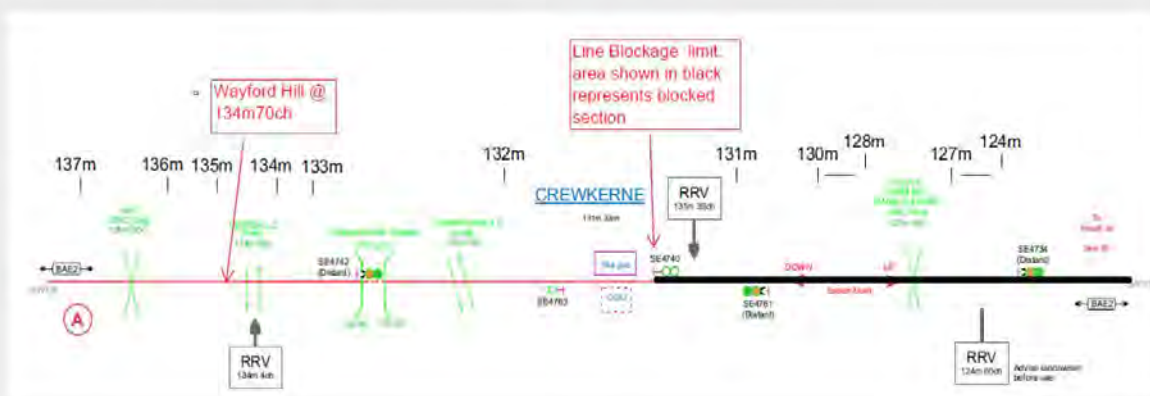
- Fortunately, the team were working in a position of safety when the train passed their location so no-one was injured.
- Understandably, members of the team were shocked by the potential of the incident.
- Had the train passed when the team were crossing the line, then a very different outcome could have occurred.

Immediate action

1. As soon as the train passed the location of the works, the team left the operational railway. The incident was reported to the signaller and an investigation was commenced.
2. The COSS has been stood down pending D&A results and the investigation.
3. Upcoming planned line blockages have been checked to ensure they have been planned accurately.
4. A stand-down has been undertaken with the planning team to share the incident and review immediate learning.

Octavius staff and our suppliers must confirm:

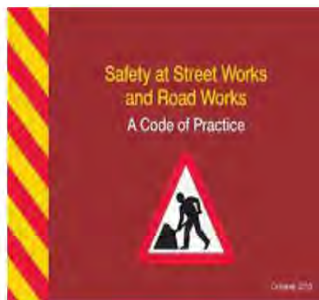
- Once the access is planned, the COSS must verify the Safe Work Pack (SWP) on the OnTrac system by undertaking a detailed check of the planned safe system of work, ensuring that the access/egress points and the actual work location is within the portion of line the SSOW is planned – by checking mileages, signals, points and other physical references provided in the SWP.
- Following the COSS verification of the SWP, the Responsible Manager must always check that the COSS understands the operational and task risks involved on the shift and how they will be controlled. This is done by having a challenging conversation with COSS and using open questioning to establish the correct level of knowledge and understanding has been achieved. Only then should the Responsible Manager authorise the SWP on the OnTrac system so that it can then be issued to the COSS and implemented on site.
- Where there are any errors in planning or gaps in knowledge identified during this essential checking process, they must be corrected and clarified before the SWP is authorised and used.



Pedestrian safety



Image of temporary footpath closure



[Safety at Street Works and Road Works – Code of Practice](#)

What happened?

Octavius is undertaking a project to rejuvenate public access to Birkbeck Tram stop. Vegetation clearance was required as part of the enabling works. During these works an adjacent footpath was closed to protect the passing public from any debris. Concerns were subsequently raised about how the public footpath had been closed. The team had sought prior agreement with the local authority under a traffic management notice to close the footpath, however the footpath had not been closed in line with the requirements of New Roads and Street Works (NRSWA) guidance. This resulted in some members of the public ignoring the signage and barriers and entering into the carriageway.

Impacts

- Fortunately there were no incidents resulting from pedestrians entering into a live carriageway, however clearly there was potential for a more serious outcome to have occurred.

Immediate action

- Works were stood down whilst debris netting was utilised on the existing HERAS panels which negated any need for the footway to be closed.

Octavius Infrastructure Staff and our Suppliers must confirm:

- When undertaking works on roads of 40mph or less which require any traffic management/pedestrian management. Prior consent must be sought through the street works noticing process via the local authorities.
- Only NRSWA certified operatives holding the correct units are allowed to set out signs and guarding on the public highway.
- Review safe systems of work to ensure that all protection measures for the public have been considered.
- Implement these protection measures prior to works commencing.
- If unsure as to how to proceed “STOP THINK” and consult with your manager or Highways Assurance Team.

Hazel dormice during the summer

Species such as hazel dormice are more active during the summer months and their preferred breeding sites are generally rail embankments and roadside verges where the public generally have no access. These environments provide the ideal “sanctuaries” for these beautiful animals.

Ecologists are often asked to survey and assess areas to determine suitability for hazel dormice and whilst a habitat assessment can be undertaken at almost any time of year the whole survey process which is required to enable us to successfully apply for a European Protected Species Licence (EPSL) takes many months to complete and this can have a significant impact upon planning projects within our industry.

The survey process initially assesses the variety of food species available as well as looking for nuts which have been gnawed by dormice and it is then followed up by placing nesting boxes and tubes in high-risk areas and monitoring over several months.

The key is to get an early start and to complete that initial assessment. During emergency situations such as landslips ecologists need to work closely together as a team with all parties to come up with an effective solution whilst remaining within the law.

If you notice anything of concern or potential interest, please ensure you let your line manager, site manager or environmental manager know.

**With thanks to Graeme Skinner MRSB, Managing Director
Naturally Wild**



Resources and the Circular Economy

The last 150 years of industrial evolution have been dominated by a one-way or linear model of production and consumption in which goods are manufactured from raw materials, sold, used and then discarded or incinerated as waste. Amid sharp volatility increases across the global economy and proliferating signs of resource depletion, the call for a new economic model is getting louder. The circular economy model has been much lauded as the alternative.

The circular economy is a systems solution framework that tackles global challenges like climate change, biodiversity loss, waste, and pollution. The circular economy is based on three principles, driven by design:

- Eliminate waste and pollution
- Circulate products and materials (at their highest value)
- Regenerate nature.

It is underpinned by a transition to renewable energy and materials. A circular economy decouples economic activity from the consumption of finite resources. It is a resilient system that is good for business, people, and the environment.

We should recognise that in many ways we and the wider construction industry have been taking strides to apply a circular economy approach to the business, for example a year 3 waste KPI with Network Rail is to divert 98% of non-hazardous waste from landfill.



We have a proud culture of challenging the norm and finding superior and more sustainable ways of completing our works. Application of the circular economy approach takes place at design stage and by the choosing materials that function in a circular economy. Together we can achieve this and anyone can challenge and suggest a more sustainable approach to works at any stage of a project's lifecycle.

Please do have a look at the Circular Economy Learning Modules in Your Learning:

[Supply Chain Sustainability Tool - The Circular Economy](#)

[Ellen MacArthur Foundation - Towards the Circular Economy](#)

The need for speed on carbon reduction

Has everyone been to the Top Gun: Maverick cinema experience? If not that's OK (although it is a good film) and if there is one takeaway from Top Gun it is that there is a need, 'a need for speed'. As the UN Secretary General Antonio Guterres has declared, there is a code red for humanity. The evidence is irrefutable, and we need to do something to help address rising temperatures as a direct result of greenhouse gas emissions.

I am a believer in doing something rather than nothing. We must accept that there are immense challenges but recognise we can't necessarily do it all at once. Let's work together and make small changes to reduce carbon emissions across the industry. If we build support, focus on innovation, collaboration and engage widely then the collective response will be bigger than we ever thought.

To reduce carbon across the industry we must embrace three things:

1. technical solutions that are innovative, exciting and different
2. procedural alignment that means we are all measuring the same thing and
3. behavioural shift so we all recognise that whatever our role, we all have a part to play in the changing and shaping the industry.

This means we must come together as individuals, organisations and governments to reduce carbon emissions for future generations.



SHOUT OUT to Andy Grayson and Jason Owens from Welfare Hire who kindly presented with passion and enthusiasm on their Welfare cabins that we use across our whole business, at our last carbon steering group meeting. Thank you and please join again!

All supply chain partners are welcome to attend the next Carbon Steering Group session. Please feel free to contact Cat directly at

Catriona.cliffe@octaviusinfrastructure.co.uk

Reducing energy at home



We are all experiencing rising household bills for electricity and gas. The Department for Business, Energy and Industrial Strategy (BEIS) have published their energy strategy that aims to accelerate homegrown power in the UK to enable energy independence. But in the meantime, **there are a few small things we can all do to reduce our energy bills and carbon footprint:**

1. Switch energy provider to a renewable supplier
2. Turn the thermostat down – 18 degrees is warm enough – wear an extra layer of clothing
3. Don't boil a full kettle – only boil what you need
4. Use natural solar and wind energy to dry your clothes
5. Turn lights off when not in the room
6. Insulate your loft – after all heat rises !
7. Invest in double glazing – reduces drafts
8. Make sure your boiler is efficient – get it serviced every year
9. Turn off electrics and don't keep them on standby
10. Invest in energy efficient bulbs – it's a bright idea.



Electric vehicles (EV) ... the future?

By 2030, the government expects EV charging to have increased tenfold from 30,000 today to 300,000. This is great news for hybrid and electric car users and interestingly is almost five times the number of fuel pumps currently available (largely because EV vehicles don't go as far). This includes 6,000 rapid charge points on the motorway and A-road network by 2035 and access to at least 6 (but only 6) ultra-

rapid open access charge points at every motorway service station.

DID YOU KNOW... Milton Keynes is the best place to own a EV in the UK. Coventry is second and Brighton is third. Bolton is the worst area with 8.3 charging points per 100,000 people along with Walsall with 8.4 and Southend on Sea with only 9.8.



The Flitwick Transport Interchange Thrive Report*

*Up Until End of April 2022



£741,806.00 Total Social Value Added*



Flitwick
Town Council



Central
Bedfordshire
Council

Local Value

6 Local hires

£292,642.00 Local spend

£104,281.00 Value contributed to the local economy by local hires & job creation



Employment, Education & Skills

216 People hours learning interventions delivered

1 Work placement

152.5 People hours spent on education activities with local schools



Sustainability

7 People supported with sustainable travel

Electric car charging points & direct electric to eco cabins on site

3415 Tonnes waste recycled instead of landfill



Social, Wellbeing & Community

£5,426.00 Community donations

Supporting local events – Sponsors of the Flitwick Town Council Family Fun Day

Engaging with Local Stakeholders – Creating an information board at the station & giving professional expertise to Flitwick Town Council for a future community project.



Octavius Working In Partnership with Central Bedfordshire Council

*Including local economic value



The Hertfordshire Framework Thrive Report*

*From Jan 2022 Until End May 2022



£255,289.42 Total Social Value Added*

Local Value



- 1 Job role creation
- £120,643.00 Local Spend
- £108,574.00 Value contributed to local hires & job creation

Employment, Education & Skills



- 116.5 People hours learning interventions delivered
- 50 People hours spent on education engagement activities with schools

Sustainability



- 746 Staff hours spent protecting and improving the environment
- Environment Award** Berkhamsted Citizens Association for Park Street/South Park Gardens Footbridge & Canal Fields Park Path
- 143 Tonnes reduction in waste to landfill
- Eco Welfare Units** as standard on all sites

Social, Wellbeing & Community



- 122 People hours volunteering in the community
- £1,434.00 Community donations



Octavius Working In Partnership with Hertfordshire County Council *Including local economic value



The Gade Valley Thrive Report*

*Up Until End of May 2022



£14,303,861.62 Total Social Value Added*



Local Value



- 67 Job Creations (of which 63 Local Hires)
- £11,551,767.00 Local spend
- £2,568,997.00 Value contributed to local hires & job creation



Employment, Education & Skills



- 1,964.5 People hours learning interventions delivered
- 11 Work placements & 32 Apprenticeship weeks completed
- 198 People hours spent on education engagement activities

Sustainability



- 251 People hours spent protecting & improving the environment
- Solar tainer & Hydrogen Tower lights used instead of generator
- HVO fuel used instead of diesel reducing carbon emissions by 97%



Social, Wellbeing & Community



- 372 People hours volunteering in the community
- £79,430.00 Community donations
- £29,640.00 Community fundraising
- 3 Mental Health First Aiders
- £14,828.00 Value contributed to improve the workforce physical wellbeing



Octavius Infrastructure Working In Partnership with **Connect Plus** *Including local economic value

One Team Wessex team volunteer in the wetlands



Following on from the success of last years volunteering event, Catherine Whitehead recently organised another volunteering day on behalf of One Team Wessex to work with the Horsell Common Preservation Society (HCPS) in Woking.

Team members from Octavius and Network Rail worked hard together to remove willow shoots from the wetlands, helping to preserve the area for local species in the habitat. Additionally, shoots the team cut down were distributed to a few of the local primary schools to be used for willow weaving that is a part of the schools forest training sessions.

Enormous thanks to Catherine Whitehead, Harry Boniface, Henry Paveley and Ujjal Khalique from the OTW buildings team as well as Paschal Govere and the Network Rail attendees. The help of volunteers like yourselves is essential in the preservation of Horsell Common.

Remember each year all our people are given one Community Day each year to support the local the community and to develop a new skill or knowledge.

Would you like to undertake a similar event? HCPS are always looking for more volunteers, so please contact [Catherine Whitehead](#) if you would like to know more.

Powering the railway at Farnborough



Over a weekend possession our E&P team replaced the life expired Transformer and Rectifier Units (TRUs) at the Sturt Lane sub-station, Farnborough North. It brings high voltage power into the railway, converting AC to DC current and supplying it to the conductor rails that power the trains.

The transformer weighed 14.7 tonnes and the rectifier 7.5 tonnes. For an activity like this we would normally use rail-based heavy lifting equipment for such tasks, but because this kit was further from the track than normal we had to think differently and used a 450 tonne road crane set up on the A331.

Our team spent 12 months collaboratively planning with Network Rail, Hampshire County Council and National Highways to make sure that we could safely deliver the works in a tight window with minimal disruption to the travelling public and local residents.



We have produced a short video of the works, please watch the video by clicking the play button on the picture above.

Well done to everyone involved for safely delivering the works and working together with our customers to provide efficient delivery of works which will improve train efficiency one the network for customers.

En route to more carparking spaces at Salford



The team at Salford Hospital undertaking the single decked modular car park works have made excellent progress using innovative phasing solutions to minimise disruption to our customers whilst ensuring the busy carpark can still be used by visitors to the hospital.

The team re-designed the methodology to build the car park in sections that allowed smaller plant to be used for the construction, allowing access for our customer at all times whilst works are being completed.

Instead of erecting the whole steelwork frame, 70% of the structure will be installed, upon which the Phase 1 concrete deck pour will be completed. The remaining frame will then be erected, and the Phase 2 concrete deck pour completed the following week. Without this phasing the larger concrete pump would have blocked access in the tight space available.

In less than two months' time, we will have doubled the customer car parking capacity at the hospital to over 200 spaces. We look forward to seeing the final works!

Well done to the team for achieving this fantastic milestone and delivering better solutions for our clients.

A20 School Railway Bridge success



Congratulations to our team at A20 for safely and successfully delivering parapet works on a School Railway bridge three weeks ahead of programme. Being located on the A20 northbound carriage directly over the railway between Swanley and St Marys Cray, the team had to overcome the challenges of co-ordinating their works with the available blockages of the train line beneath.



The scope of works included repairing the existing brickwork and installation of new coping stones that had previously been vandalised and partly removed. The team used coping stones made of GRP which is much lighter than concrete, with each unit weighing 12kg in comparison to traditional concrete coping unit that would be 100kg!

This material choice removed the need to mechanically handle the units, providing a safe and efficient method of installation that was particularly important whilst lifting over the railway line. The team sourced a mould for the coping stones from Construction Composite which ultimately decreased the time taken for the design and procurement process, providing yet more efficiencies to the scheme.

Through making strategic changes to shift timings within the rail blockage, the team were able to complete the works in three weeks instead of six weeks as originally planned. The shift times were increased from 2.5 hours per night to 5.5 hours per night. This also meant that that approximately 50% of the work was able to be completed without abnormal railway possessions, which was initially thought was impossible.



Before and after pictures of the bridge

Well done to the whole team for your collaboration in developing this great solution. Through building great relationships, you have allowed the safe and efficient delivery of this essential work whilst minimising disruption to the road and rail networks. With particular thanks to Construction Composite, Network Rail and Kier Construction.

Triple success at New Forest

Crook Hill, Lovely Hill and Pignall Hill Overbridges



Enormous congratulations to the New Forest team for successfully completing three overbridge replacements in the difficult area of New Forest that span across the Brighton Mainline 2 line.

The team worked tirelessly over the three weekend possessions totalling nearly 80 hours of works to deliver the works safely for our customer. With limited overground access in the remote location road rail vehicles were used to minimise disruption to the local community and disturbance to sensitive habitats in the local area.

All three bridges were simultaneously demolished and replaced during the abnormal weekend possessions, maximising the use of access opportunities. Lovely Hill and Crook Hill were replaced with a series of pre-cast concrete beams and later bound together with a pre-cast concrete slab; Pignall Hill was replaced with a standard design steel U deck pedestrian bridge.

The project team overcame many difficult environmental challenges; collaborative working and innovative working solutions were required as all three overbridges are within six miles of each other and within the SSSI National Park. The land is managed by the Forestry Commission with numerous levels of ecological protection and local wildlife, including cows and horses, using the bridges regularly to cross the railway. Agreement had to be sought from the landowners for temporary closure of the bridges, and to add to the logistical challenge, at one location the works also had to be coordinated around existing electrical and plant works.

The works will provide extensive benefits for the local community and the local wildlife as the bridges provide a safe walking route for pedestrians and animals. They are also now future proofed with a design life of 120 years, which will help to prevent delays to passengers and disruption to the local community.



Thank you to the WHOLE team, including our suppliers, our customer and the various stakeholders, for meticulous planning this complex project to ensure a safe and considerate delivery that put the local environment first.

Double success at Chartered Institution of Highways and Transportation (CIHT) West Midlands awards

Huge congratulations to our Graduate, Charlie White who won the Chartered Institution of Highways and Transportation (CIHT) West Midlands award for *Emerging Professional*. Charlie joined the team in 2017 and is currently working as a Graduate engineer at the A46 Binley Flyover, in Coventry.

Steve Brassey, Quality Assurance and Improvement Manager said “Charlie is a great asset to our team, always goes above and beyond to develop her skills and knowledge. She is always willingly to get stuck in and gets involved in as many opportunities as possible. As well as supporting the learning and development for other young students and graduates as she organises regular site visits for students from local schools and universities.”

The Binley A46 team also received a highly commended award in the collaboration category.



Charlie White receiving her award from members of CIHT and the picture on the right shows Greg Wall (Senior Technical Manager) second from the left, and Steve Cooper (Construction Manager) receiving the award on behalf of the A46 team.

Well Done Charlie and the A46 team - really well deserved!

Surbiton workforce fatality investigation report

The Rail Accident Investigation Branch has released its report into the fatal accident at Surbiton, a non-Octavius site, on 9 February 2021. A passenger train travelling at 76 mph (112 km/h) struck a track worker who was walking in a crossover line between two through lines near Surbiton station, South West London, one of four track workers involved in undertaking inspections at the location at the time. The accident happened because the track worker, who was the Controller of Site Safety and involved in carrying out the track inspections, was unaware of his position relative to the train.

RAIB has issued three recommendations and identified five learning points, some of the related points are:

- Train drivers sounding an urgent warning to track workers where there is doubt whether they have moved clear of the line the train is travelling on;
- Track workers to confirm on which line a train is travelling when hearing a train warning horn;
- That Planners and others involved in preparing safe systems of work and related patrol diagrams consult with each other to check for inconsistencies.



Please read the full report on the [RAIB website](#) which also includes causal factors.

Dates for your diary – LEAN training schedule

The Supply Chain Sustainability School have a wide range of free learning resources available to everyone to ensure we can deliver and built a sustainable environment.

They have recently launched a schedule of upcoming Lean and efficiency training sessions. You can sign up and find more information on their website.

[Visit the Supply Chain Sustainability School website.](#)

For a copy of the schedule, please contact [Kim Wild](#).

| SCHOL | | | | | |
|---|--|----------|---------------|--------|-----------------------|
| Lean and Operational Efficiency Training Schedule: 2022 | | | | | |
| Type | Title | Date | Time | Where | More Info to Register |
| Lunch 'n' Learn | Building a System of Continuous Improvement | 04/05/22 | 13:00 – 14:00 | Online | LINK |
| Workshop | Increasing Efficiency through Lean Thinking | 17/05/22 | 9:30 – 12:30 | Online | LINK |
| Lunch 'n' Learn | Contribution to Production | 07/06/22 | 13:00 – 14:00 | Online | LINK |
| Workshop | Building a System of Continuous Improvement | 16/06/22 | 9:30 – 12:30 | Online | LINK |
| Lunch 'n' Learn | Closing the Performance Gap in Construction | 08/09/22 | 13:00 – 14:00 | Online | COMING SOON |
| Workshop | Contribution to Production: Getting the Best out of Modern Methods of Construction | 15/09/22 | 9:30 – 12:30 | Online | COMING SOON |
| Lunch 'n' Learn | Delivery Excellence in Construction and Identifying Best Practice | 06/10/22 | 13:00 – 14:00 | Online | COMING SOON |
| Workshop | Closing the Performance Gap in Construction | 13/10/22 | 9:30 – 12:30 | Online | COMING SOON |
| Lunch 'n' Learn | Improving supply chain performance through robust maturity assessment | 10/11/22 | 13:00 – 14:00 | Online | COMING SOON |

Damaged cable leads to delays

As seen in “Home Safe” Network Rail, Southern Capital Delivery have shared a cable strike event and initial lessons learnt which led to 3,704 delayed minutes to the travelling public on the DN Sussex Fast and Slow Lines.



Vegetation clearance works were being carried out during a night-time possession at a project in Sydenham Spur. The vegetation was being cleared to a maximum of 150mm off the ground to expose the pile line and a buried trough route that ran up the slope, the team used hedge cutters and a brush cutter with a metal blade to clear the area.

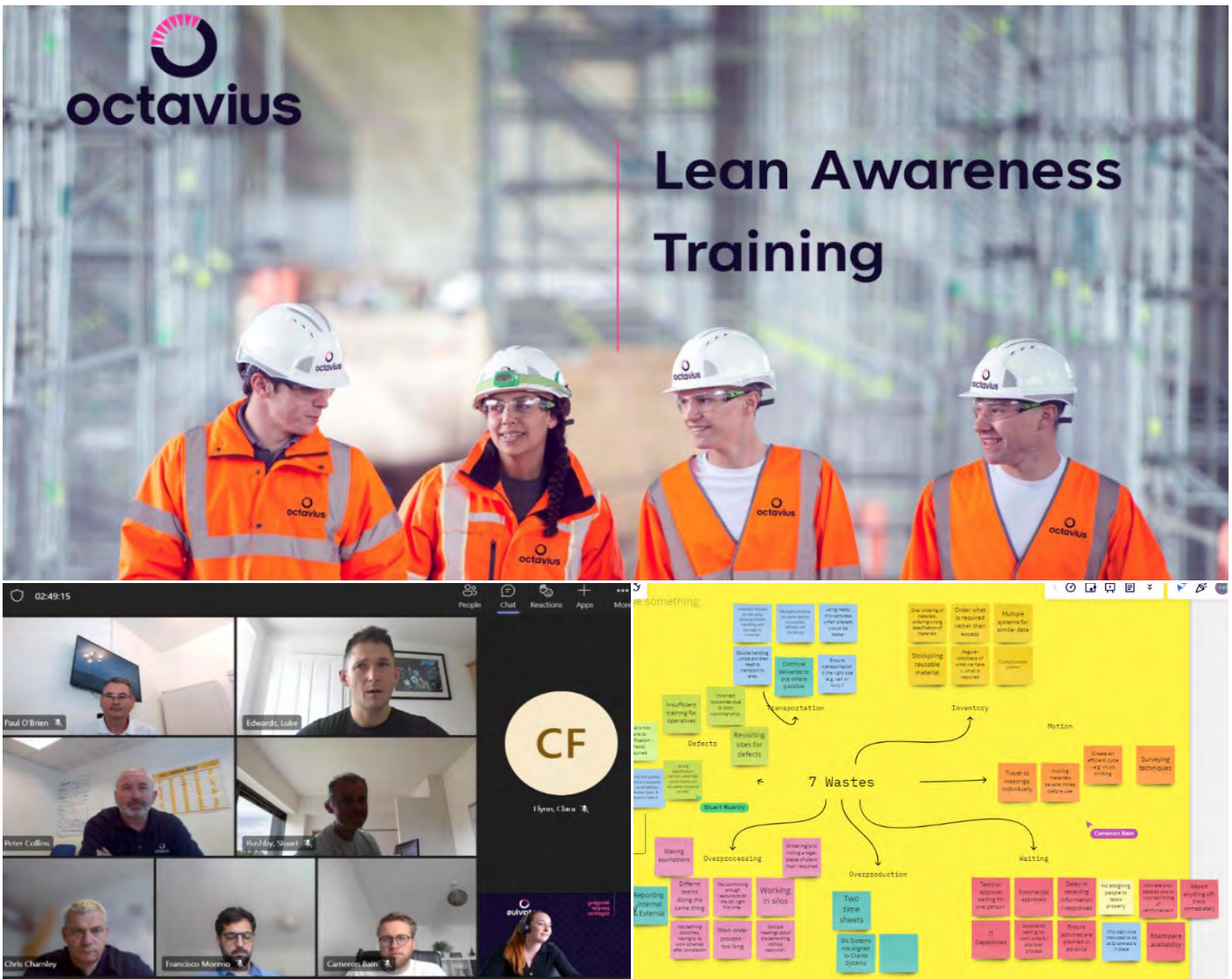
The area had been checked for cables at the start of the project and then again by the COSS/ PIC before the shift started. Operatives were unaware that cable had been damaged until the strike occurred, therefore it hadn't been reported.

The investigation found that the cable had not been located during the initial dilapidation survey or the dilapidation survey conducted on the night. This was probably because it was buried under thick undergrowth, although it was raised above ground level. Furthermore, it had been laid outside of the trough route, with no protection in place.

If you are carrying out similar works, please consider the following initial lessons learnt:

- Track unprotected cables from cabinets/equipment's to identify their path and ensure that are not running through an area where vegetation clearance is taking place.
- The PC's risk assessment for the activity should take into consideration the nature of the vegetation and any cables that may be hidden
- When working in areas known to have unprotected cables, a metal blade brush could be replaced with a nylon cord. This would have a reduced output but would mitigate the risk of damaging cables
- When working in areas where unprotected cables are either known or observed to be on site, vegetation should be cleared progressively from the top down and outside in, in swathes of 300mm, continually inspecting the revealed area for cables and other obstructions. Once the vegetation is at 300mm, the operative will make a detailed examination of the work area for any visible cables before continuing
- Consider carrying out high-risk works during day light hours.

Learning to be leaner



Kimberley Wild held our first Lean Awareness training session as Octavius Infrastructure with colleagues from our Octavius team and National Highways. They collaboratively identified areas in their own work portfolio that can be improved to eliminate waste and work more efficiently. During the virtual session, all the attendees made the commitment to make these important changes that will enhance our performance.

Thank you to all that attended, the valuable commitment and input will ensure we can deliver high quality projects that delight our customers.

The next session will be held in August, you can book your place on the LMS system via SharePoint or contact the **Business Performance Team**. The session is also open to supply chain partners.

Wellbeing Wednesdays

This month Claire Levy and Lee Calladine from Diabetes Research and Wellness foundation shared their personal experience of living with diabetes, the differences between type 1 and type 2 diabetes and support available. To revisit the June please visit;

[Wellbeing Wednesday – Diabetes](#)

Next month’s session will focus on Caring for carers.

[Sign up to July’s Wellbeing Wednesday – Caring for Carers](#)



Temporary Works Co-ordinators Forum

Malcom Attrill regularly holds online sessions to help you manage temporary works designs, checks, amendments and approvals. If you need any support, please do get in touch with [Malcom](#) directly and if you are interested in becoming a Temporary Works co-Ordinator.

As a member of the Temporary Works Forum we have access to a whole host of temporary works guidance, webinars, and discussion boards. Please do look at [The Temporary Works Forum website](#).

STOPTHINK! – do you NEED to send an email?

Have you ever contemplated the carbon footprint of sending and keeping of emails?

Pretty much everything we do influences the environment and emails are no exception. All emails are generally stored on the cloud and cloud storage requires power!

There are many ways we can stay connected without sending an email, below are some top tips to help reduce our carbon footprint:

- **Have a simple question for your colleague?**
Use Teams chat, or call.
- **Sharing a document?**
Send a link using OneDrive, not an attachment. Make sure you set the permissions correctly if you want the recipient to be able to edit.

Did you know that the electricity needed to send a typical email is equivalent to 4g of CO2 emissions?

An attachment means extra storage is needed and it takes longer to transmit, so the carbon footprint rises to an average of 50g per email.



Wriggly worms discovered at Waterside

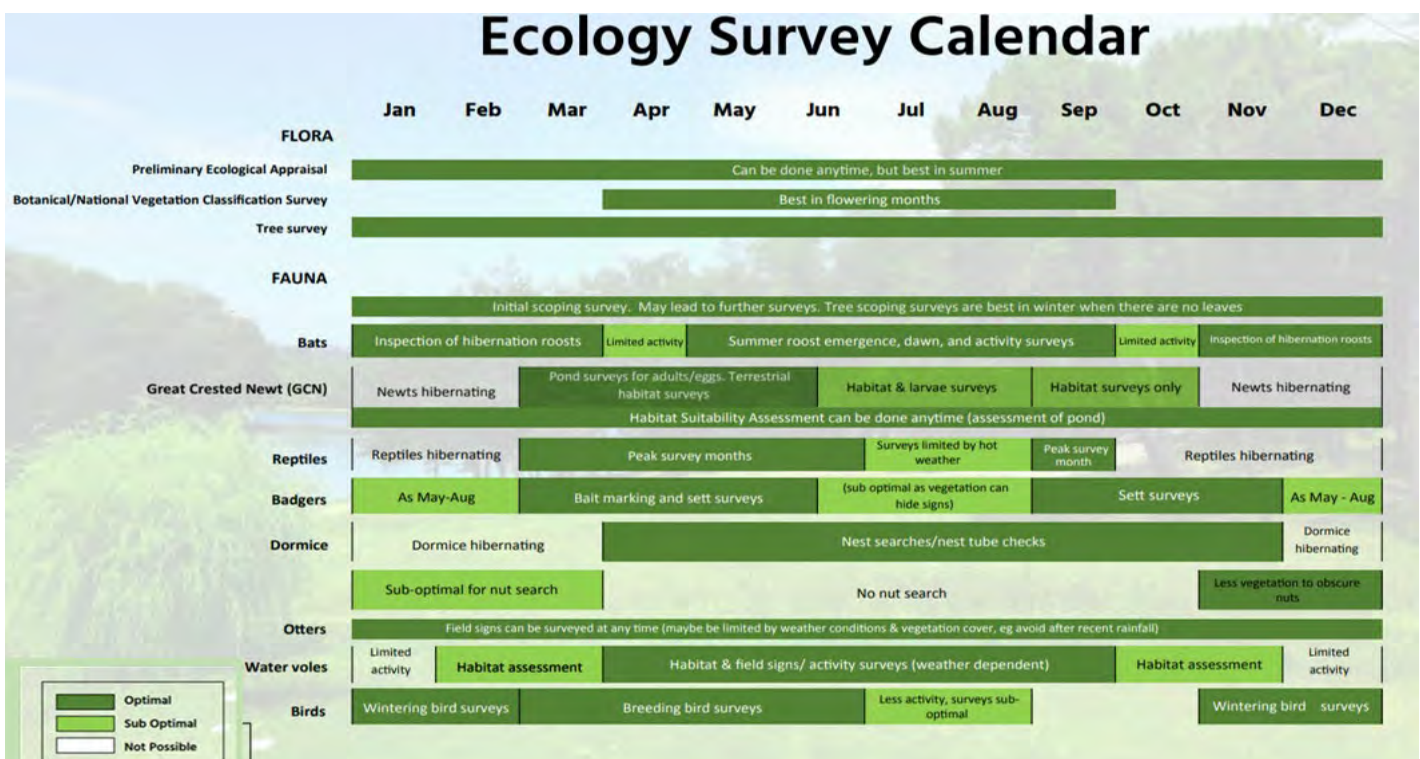
On our Waterside line project there has been excellent progress during the design stage and during a recent ecology survey; to determine any protected and notable species, a few Slow Worms were identified (a protected priority species). Fortunately, no other protected species have been discovered as yet! Dormice tubes and reptile tubes have also been installed in the area.



Remember...It’s important to conduct ecological surveys to ensure we aren't disturbing any wildlife and prevent unnecessary delays to our projects.

Please take the following points into consideration when planning your works during the summer periods:

- **Vegetation Clearance** – it is always best to conduct vegetation clearance outside of bird nesting season, but if it unavoidable within the season then it must be conducted under an Octavius permit to clear (which requires sign off by the environment team or ecologist).
- **Ecological Surveys** - please review the Ecological Survey Calendar (shown below) to ensure the survey window is not missed as species can only be surveyed at particular times of year.
- **Toolbox Talks** - should be delivered on protected species that are or are suspected to be on site.



Improvement Opportunities (IO)

May statistics

During the month of May it's great to see the increased level of engagement with our new IO system. Our suppliers contributed to over 8% of overall IO's raised during the month.

Improvement Opportunities are critical to our learning culture and to ensure everyone returns home safely every day.

Please do continue to submit your IO's and thank you for recognising the importance of your continued engagement.

Don't Forget...

You can now raise your IO's using our new system through the Octavius website – just click the link below to submit an IO.

Visit the IO app by clicking [here](#)

Top IO Originators in May

| | |
|-----------------------|----|
| Henry Barkas | 25 |
| Cameron Jones | 19 |
| Rob Foot | 16 |
| Adam Miller | 15 |
| Genero Henderson-Park | 15 |

Top categories in May

| | |
|--------------------------------|----|
| Access/egress/site security | 35 |
| Site housekeeping | 35 |
| Site welfare | 31 |
| Design Close Call | 22 |
| Road space/ traffic management | 22 |

Top projects in May

| | |
|-----------------------------------|----|
| OTW GEO Witley embankment | 25 |
| HV Switchgear renewals | 32 |
| A46 Binley Construction | 30 |
| Gade Valley Transverse Stiffeners | 28 |
| OTW E&P Farncombe to Petersfield | 26 |

Infrastructure Improvement Opportunities

| Month | Total No. IOs | Total No. People Raising IOs |
|---|---------------|------------------------------|
| May 2022 | 360 | 72 |
| April 2022 | 251 | 61 |
| How many did your site submit last month? | ? | ? |



SHEA performance summary

May statistics

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

Accident Frequency Rate (AFR) Days since the Last RIDDOR Accident: **273**
The Current Rolling AFR Is: **0.04** against a threshold of 0.01

Service Strike (SSFR) Days since the last Service Strike: **38**
The Current Rolling SSFR is: **0.29**

May
Total Number IOs
360

May
No. Safety, Health & Environmental IOs
316

May
No. Business IOs
44

| Reference Number | Date | Project | Description |
|---------------------------------|---------------------|-----------------------------|---|
| Injury | | | |
| 10172022-09-05 | 08/05/22 | OTW E&P Package 3 – Ashurst | Operative received small graze to forearm from wire in embankment |
| Property damage | | | |
| 10262022-27-05 | 27/05/22 | A46 Binley | Works van brushed the blade of a stationary dozer as it left site causing damage to the van |
| TM incursion | | | |
| 10212022-25-05 | 24/05/22 | CP joint renewals | Other contractor works vehicles tried to enter out closure – refused |
| 10272022-30-05 | 28/05/22 | CP joint renewals | Moped tried to enter closure - refused exited through cones |
| Theft | | | |
| 10232022-26-05 | 25/05/22 | HSF – River Colne | Theft of 1 tonne skip loading dumper |
| Near Miss / Close Call | | | |
| 10192022-10-05 & 10202022-11-05 | 10/05/22 & 11/05/22 | Sussex P&R | Trespasses entered site and climbed onto scaffold OOH |
| 10222022-26-05 | 25/05/22 | TfL London Trams – Birkbeck | Footpath closed, but not in accordance with NRSWA |

Five ways to wellbeing - be active



The Five Ways to Wellbeing is a set of simple activities that we can all do in our everyday lives to help find a balance, build resilience, and boost mental health and wellbeing.

June's way to wellbeing is "be active". There is strong evidence that physical activity is associated with lower rates of depression and anxiety across all age groups. Exercise is essential for slowing age-related cognitive decline and for promoting wellbeing.

- Start a new physical activity that you enjoy and suits your level of mobility, this can be cycling, playing a game, playing a sport or gardening or even just going for a walk outside.
- Take the stairs instead of the lift
- Take public transport, cycle or even walk to your destination
- Walk into work - perhaps with a colleague – so you can 'connect' as well
- Do some light exercise like stretching, before you leave for work in the morning
- Take advantage of online discounts by visiting websites such as Groupon, which offer great deals on fitness activities such as yoga, rock climbing and even sailing lessons.



Diabetes week 2022 - 13 to 19 June

Diabetes Week is an annual UK-wide initiative devoted to raising awareness of diabetes and raising money to help fund research into the condition. This year's theme is "celebrating you" - celebrating the 1 in 4 of that live with diabetes and live with the challenges of keeping a constant eye on blood sugars and taking daily insulins.

What is diabetes?

Diabetes is a serious condition where your blood glucose level is too high. It can happen when your body doesn't produce enough insulin or the insulin it produces isn't effective. Or, when your body can't produce any insulin at all.

Type 1 diabetes is when you can't make any insulin at all and type 2 diabetes is when the insulin you make either can't work effectively, or you can't produce enough of it. Other types of diabetes include gestational diabetes, which some women may go on to develop during pregnancy. In all types of diabetes, glucose can't get into your cells properly, so it begins to build up in your blood. And too much glucose in your blood causes a lot of different problems.

What causes diabetes?

What all types of diabetes have in common is that they cause people to have too much glucose (sugar) in their blood. But we all need some glucose - It's what gives us energy. We get glucose when our bodies break down the carbohydrates that we eat or drink. And that glucose is released into our blood.

We also need a hormone called insulin. It's made by our pancreas, and it's insulin that allows the glucose in our blood to enter our cells and fuel our bodies.

One in 15 people in the UK have diabetes including one million people who have type 2, but haven't been diagnosed.



Diabetes week 2022 - 13 to 19 June



SYMPTOMS OF DIABETES

-  Weeing more often
-  Being really thirsty
-  Wounds slow to heal
-  Losing weight
-  Feeling tired
-  Blurred eyesight
-  Genital itching and thrush

If you notice any symptoms, contact your GP straight away. For more information visit diabetes.org.uk/symptom



DIABETES UK
KNOW DIABETES. FIGHT DIABETES.

The British Diabetic Association operating as Diabetes UK, a charity registered in England and Wales (no. 215199) and in Scotland (no. SC028816), 49, Abchurch Lane, London, EC4A 3DF

You can find out more information about the signs and symptoms of diabetes, as well as advice and support to help manage your diabetes on the charities website. Please click the link below to visit their website.

[Diabetes UK- Diabetes week](https://diabetes.org.uk)

Men's Health Week - 13-19 June 2022

Men's Health Week runs every year in the week before and including Father's Day. Men's Health Week this year focuses on "TIME FOR YOUR M.O.T" and getting yourself back on the road after the pandemic.

While we've been focused on the pandemic we've taken our eyes off other serious conditions and focusing on ourselves. Now is the time to keep an eye on your own body and mind and give yourself an MOT.

One man in five

**dies before he is old enough to retire.
Together, we can change this statistic**

Macmillan reckon that around 50,000 of us have missed a cancer diagnosis during the pandemic. Prostate cancer diagnoses were down 29% between 2019 and 2020 because men weren't seeing their GPs.

**Here are some simple things you can do:
Take notice of what's going on in your body and mind.**

- Get an NHS Health Check
- Go and see your GP or use NHS 111 if you're concerned about any symptoms
- You can help Men's Health Week out by going to the Mens Health Forum website and sign up to spread the word, or donate to their cause!



Please visit the Men's Health Forum website or scan the QR code on the image above. There is so much great information available to raise awareness.

[Men's Health Forum](#)

June's Health and Wellbeing topic is "Sun and Hydration," how to protect yourself from the sun and keep well hydrated.

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 skin cancer such as melanoma. Working outdoors for long periods of time increases our risk of damaging of our skin, or worse, unless proper precautions are taken

Skin cancer is one of the most common forms of cancer in the UK with over 50,000 new cases every year.

Scan your skin

It is important that you scan your skin at least once a month for signs of skin cancer if you have had exposure to sunlight signs can include:

- Growth of moles
- Moles that are growing, bleeding or changing in appearance.
- Scabby spots and sores that do not clear
- Skin discoloration.

If the skin does not improve in four weeks, you must seek medical advise.

Who is most at risk?

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.

Tops tip to keep you safe whilst working in the sun:

- **Plan your day** — reschedule works to take place during the coolest parts of the day.
- **Walk and work** in the shade as much as possible.
- **Take frequent short breaks**, in a shaded cool area.
- **Stay hydrated** — drink plenty of water.
- If possible **wear loose and lightweight** clothing – speak to your site manager if you need
- **Always use sunscreen** on all areas of your skin and reapply every two hours. Look for sun protection of at least factor SPF15.
- Report any medications that can affect you in hot environment.



For more information visit;

HSE Guidance on working outside

DON'T LET SUNBURN CATCH YOU OUT

Check the UV index at www.metoffice.gov.uk/uv to see how strong the sun's rays are.



Hydration



Did you know that... Our bodies are 50-75% water – dehydration is when we lose more water than we take in.

Being dehydrated as little as 2% of your bodyweight can have negative effects.

The recommended daily intake of water per day is 2 litres however, the average person in the UK only drinks 1.7 litres.

Why do we need water?

While sugar-free drinks, tea, coffee, fruit juice and smoothies are all good ways to maintain hydration, sugar isn't very good for us and they can also damage our teeth. Tea and coffee also contain caffeine which you may need to keep track of. Water, on the other hand, is healthy and is readily available straight from the tap. Not only is it calorie-free, it doesn't contain any sugar.

Water is involved in every single process in our body. We need it to:

- Help regulate our temperature
- Keep our joints, eyes and muscles lubricated

- Get rid of waste via sweat, urine or bowel movements
- Water is essential for life. Without it, we would only be able to survive for a few days.

What happens if you don't drink enough water?

Dehydration can affect your body and brain in a number of ways. You may feel:

- tired
- find it hard to concentrate
- experience mild memory problems
- lack motivation
- find it takes more effort to complete usual work or daily activities.

Activities that 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 regular breaks
- Hot works such as welding.

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 of fluid an hour, mainly through sweating and breathing, so it is important to hydrate before, during and after exercise.

What you can do to keep hydrated

- Have something to drink when you first get up in the morning
- Remember to drink before you get thirsty
- Use the **Dehydration Urine Colour Chart** shown below to monitor your urine, this is a quick way to recognise if you are dehydrated
- Monitor your fluid intake, factoring in foods. Most of what we eat contains some water, especially fruits and vegetables
- Packing ready-to-eat fruits in sealable plastic bags can be a great way to restore fluids and vitamins during outdoor activities
- Staying hydrated in hot weather can help reduce the risk of heat-related illness. For more information visit;

[NHS - Sunscreen and Sun Safety](#)

[NHS - Dehydration](#)

Dehydration Urine Colour Chart



HYDRATION HELPERS

Water doesn't just come from the tap...

DRINKS
milk, sports drink, sugar free drink, tea, coffee

All kinds of drinks count towards your fluid intake, but try to avoid too much caffeine which can act as a diuretic.
Beware of the sugar in sports drinks, which are best consumed post-exercise to re-hydrate and re-fuel.

SOUPS
canned soup, broth, cup of soup, stew

Broth soups and foods with a high water content also add to your water intake.

VEGETABLES
celery, tomatoes, cucumber, peppers, cauliflowers

Vegetables like celery, tomatoes and cauliflowers are all great sources of water. The water content of a cucumber is 96.7%.

FRUITS
watermelon, melon, strawberries, raspberries

Fruits are also key to water intake. A watermelon is 92% water, raspberries and blueberries both contain around 85% of water, while blackberries are 88.2%.

DRY FOODS
pasta, rice, orzo, lentils

Water is also added to some foods during the cooking process, albeit absorbed in small quantities.

MEAT AND FISH
fish, chicken, ground mince, pork

Meat, poultry and fish can contribute to fluid intake. A flounder is 79% water, light meat chicken with skin is nearly 69% water and extra-lean minced beef is 63% water.

EGGS
eggs - and not just the chicken variety

Eggs also have a high water content at 75%. They are also rich sources of protein and healthy amounts of fat.

DAIRY
cheese, yoghurt, ice cream

Plain low-fat yogurt is 89% water, while low-fat ice cream is 61% water. Cheddar cheese can contain 40% water, but creamy varieties like cottage cheese can have even more.



Infrastructure Projects Southern Toolbox Talk

Working in the sun

16 June 2017

The sun is dangerous...



If you work outdoors for a long time your skin could be exposed to more sun than is healthy for you.

In the short term, even mild reddening of the skin from sun exposure is a sign of damage. Sunburn can blister the skin and make it peel. In the longer term too much sun speeds up ageing of the skin, making it leathery, mottled and wrinkled. The most serious effect is an increased chance of developing skin cancer.

What are the dangers?

The danger from sunlight, which is caused by the ultraviolet rays, includes the following:

In the short term:

- Sun burn causing the skin to peel
- Mild reddening of the skin or a sun tan which is a sign of skin damage.

In the longer term:

- An increased chance of developing skin cancer
- Too much sunlight that will speed up ageing of your skin
- Skin becoming leathery, mottled and wrinkled.

Could you be more at risk?

Some people are more prone to skin cancer and developing health problems due to extreme sunlight than others. This includes those with:

- A serious chronic condition, especially heart or breathing problems
- Fair skin colour
- Moles or freckled skin that reddens quickly in the sun
- Red or fair hair and coloured eyes.



Always keep hydrated

Check your skin

It is important to check your skin at least once a month if you have had exposure to sunlight, to look for signs of skin cancer.

Signs can include:

- Growth of moles and skin
- Moles that are growing, bleeding or changing in appearance
- Scabby spots and sores that do not clear
- Skin discolouration.

If the skin does not improve in four weeks you must seek medical advice.



Contact us: shield@networkrail.co.uk

Health and Wellbeing

How do I protect myself in the heat?

- Plan your day- carry out more strenuous works during coolest parts of the day
- Walk and work in the shade as much as possible
- Take frequent short breaks, in a shaded cool area
- Stay hydrated- drink plenty of water
- If possible wear loose and lightweight clothing
- Always use sunscreen to all areas of your skin and reapply regularly throughout the day. Look for a sun protection factor of at least SPF15
- Avoid eating large meals before working in hot environments
- Report any medications that can affect you working in hot environments.

Heat exhaustion can lead to heat stroke

Tasks that involve high air temperatures, exposure to radiant heat sources, high humidity or direct physical contact with hot objects are most likely to induce heat stress.

Heat stress occurs when the body is unable to cool itself through sweating. The most common heat-induced illnesses are heat exhaustion and heat stroke.

Heat exhaustion symptoms include:

- Headaches
- Dizziness
- Light-headedness
- Weakness
- Mood changes such as irritability, confusion, or the inability to think straight.
- Upset stomach
- Vomiting
- Fainting or passing out
- Pale and clammy skin.

If left untreated, heat exhaustion could progress to heat stroke, and possible death.

Heat stroke symptoms include:

- Dry, pale skin with no sweating
- Hot, red skin that looks sunburned
- Mood changes such as irritability, confusion, or the inability to think straight
- Seizures or fits
- Unconsciousness with no response.

Heat stroke is a medical emergency call the emergency services!

Steps to treat heat stress:

- Keep cool in a shaded area to rest
- Loosen or remove any heavy clothing
- Drink water
- If you feel dizzy or light headed, lay down and raise your legs 6-8 inches
- Apply a wet cloth to your skin, cool yourself with a fan and spray with a mist of water.
- If symptoms do not improve call 999 for help immediately.

Did you know?

Caffeine, alcohol, food and drinks that are high in sugar work against the body in high temperatures. It is best to keep hydrated drinking water.



Remember:

This and other toolbox talks can be downloaded from:

www.southernshield.co.uk

Contact us: shield@networkrail.co.uk

At approximately 08:00 am on the 1st of June 2022 at the Bicker Fen Converter Station on the Viking Link Project there was a catastrophic failure of a Mobile Elevated Working Platform.

There were 4 operatives working in the MEWP at the time of the incident on the Pole 1, Main Blast wall, at a height of approximately 5m, installing cladding to the inner wall. Without any indication the hydraulics suddenly failed, and the platform came down under gravity. Two of the operatives sustained what are believed to be minor injuries. One has a potential rib injury and the other a potential knee ligament injury. Both were taken to hospital by ambulance for assessment.



The type of MEWP involved is a **Holland Lift Model type: HOL-M250DI27**, a fitter from the rental company and manufacture are on their way to site to undertake a technical investigation. SE GP T HG will also complete an investigation as required by internal procedures and findings from both will be made known as soon as possible.

Immediate actions for Site Management

- All MEWPs of this type and manufacturer are to be removed from service immediately and formal inspections are to be performed by competent personnel in accordance with the manufacturer's instructions.
- Ensure that all MEWPs have been thoroughly examined within the past 6 months and certification is in date.
- Ensure that all daily checks have been carried out.
- Confirm above actions have been completed with the EHS Managers supporting your project.

| | | |
|--------------|---------------|--------------|
| Name: | Issue Number: | Date: |
| Colin Warner | 056 | 01 June 2022 |

This notice is filed in the Health Safety and Environmental folder on the SE GP T GB Business Management System (BMS). The BMS can be accessed from the Processes and Procedure tile on the company homepage.



SS16 FO 001 rev2 | Siemens Energy Transmission EHS Alerts and Bulletin SS16



HEALTH & SAFETY BULLETIN

17-May-22 Safe Use of the Bitumen Boiler

Reasons for this Health & Safety Alert

On the 14th May 2022 at approximately 17:30, whilst mixing some Britdex FE in one of our Bitumen boilers on site at the M2 (Junction5-6 Southbound clousure), some material splashed out the top of the boiler and landed on a USL Ekspan operatives right hand and wrist, causing burns which required medical attention.

The boiler had been loaded with large peices of Britdex FE which were preventing the lid from fully closing. This allowed a gap in which the hot material splashed out whilst mixing.

Kevlar Gloves and Sleeves were not worn, allowing the material to cause burns to the operative's hand and wrist.



This was an avoidable incident and one in which we must learn from.

Lessons Learnt

Never add material beyond the top of the boiler. This is to ensure that the lid can fully close.

Always ensure that the lid is locked into position when in use. (As shown in the picture)



Always wear Kevlar gloves and Kevlar lower arm sleeves when working with any hot binder material, as per USL Ekspan's task specific Risk Assessments and Method Statements.

REMEMBER – Your SAFETY, HEALTH & WELLBEING is important to USL

Lessons Learned

DAMAGE TO ELECTRIC CABLE

| | | | |
|-------------------|---|-----------------|----------------------------|
| Date of incident: | 25th April 2022 | Incident type: | Damage to Electrical Cable |
| Incident ref: | INC12292 | Contractor: | MDJV |
| Location: | Royal George Public House, Eversholt Street | Sub-contractor: | Byrne Looby / GBG |
| Keyword Search: | Drill; Cable; Strike; Electric; Utilities; | | |

Summary of Incident

During Intrusive survey investigations in the basement of the Royal George Pub on Eversholt St., an electric cable was damaged during drilling works. The objective of the investigation was to prove beam/padstone bearing length to inform asset protection design. There were visible surface mounted cables around the beam. While retracting the drill, the side of the drill bit brushed against a visible electric cable causing damage to the sheathing/insulation.

Photographs



Findings

- ❖ The beam where the drilling took place was not planned for intrusive works - the plans were mis-read by the team on site and the wrong investigation location was identified.
- ❖ The beam was above a live electrical distribution box with numerous live cables around the beam. The team discussed the risk of live cables around the beam but came to a "collective" decision that the task could be completed safely if done with sufficient caution.
- ❖ An MDJV Construction Manager "Black Hat" was not allocated as the work was not in the weekly "Lockdown plan". The subcontractor also had no appointed supervisor.
- ❖ The Safety documentation did not identify the risk of working around visible/surface mounted services (previous works have typically been focussed on the risk of hidden services.)
- ❖ The Task Briefing did not include photographs of survey locations.
- ❖ There was no permit to drill system in place, either from the sub-contractor or at project level.
- ❖ The operative who carried out the drilling had 20+ years' experience doing the same work.

Lessons Learned

- "No Black Hat – No Work" – MDJV and sub-contractor supervisors to be present on site.
- "Permit to Drill/Grind/Cut/Core" system to be introduced for all future intrusive works
- Future RAMS docs to include further hold points for assessment of proximity of surface mounted services to the intrusive work site & Daily Action Brief (DAB) and Task Briefing Sheet (TBS) to be more specific with regards to working around live services.
- Site engineers/operatives to be encouraged to challenge any tasks if they feel it is unsafe
- RAMS and Task Briefings must show marked up photos of the location of the work in addition to the layout drawings.
- Re-brief survey team on the preconstruction requirements to deliver work.
- MDJV to implement tighter controls on ensuring the competence of Tier 3 (and below) contractors.
- Ensure all works in third-party premises / outside of main site areas are incorporated into the Construction Phase Plan and that all personnel are subject to appropriate inductions.



Security Alert

24th May 2022

On the 23rd May 2022, during the morning plant and equipment checks a bottle was found under an ADT and upon further inspection it was an Improvised Incendiary Firebomb. This methodology behind the incident is not the first and shows a change in dynamics and an escalation in previous vandalism incidents.

What we know

The intruder gained access to the plant storage area and set alight the rag which was half submerged in alcohol in the bottle and threw under the ADT.

The bottle was spotted by an EKFB member of staff with clear indication of an attempt to light the rag.

The burning rag was used as a rudimentary initiator to cause the alcohol to further ignite and cause any nearby objects to catch fire.

The rag did not set alight due to its polyester characteristics and avoiding the chain reaction.

TVP attended site and have collected the evidence and an investigation has commenced.

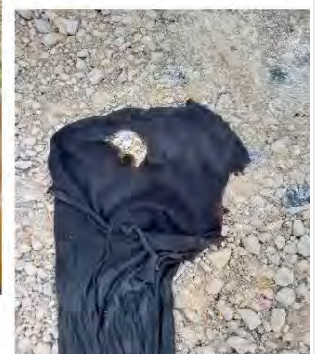
Actions taken

- Raising security awareness with the site teams
- We are in regular engagement with TVP and our colleagues at HS2
- Increasing patrols in these areas.
- Review of site and use of technology as deterrence boundaries

Small Dean Viaduct Launch - NCA

What you can do

- Be extra vigilant and continue to carry out plant and equipment checks prior to use.
- Do not put yourself in harms way, if you are unsure about anything speak to the supervisor / manager.
- Cordon the area and report finding immediately to supervisor / manager.
- **Contact the 24/7 Operational Support Control Room – 01908 101000**





P&D Specialist Services Ltd

Safety Alert

Hoist Body potential separation from vehicle

Subject

Potential catastrophic failure of hoist

Reported Date

05/05/2022

Equipment

CTE B-LIFT 20 J

P&D Contact

Rich Hallam

Tel: 07585 665 472

Email: rich.hallam@p-dss.co.uk

BACKGROUND INFORMATION

During a routine pre vehicle inspection of a hired MEWP (CTE B-lift 20 J) the operative noticed an irregularity to the positioning on the yellow markings indicating the alignment of the bolts securing the hoist to the body of the vehicle.



Upon further inspection the operative discovered a significant failing associated to the bracket that potentially connects the Hoist to the chassis of the vehicle, also noted was the movement of the hoist bed pressing against the cab





LOCATION OF FAULT

Drivers side and Passenger side



POTENTIAL KEY DANGER

Potential separation of the hoist body from the vehicle chassis resulting in hoist body falling away, this has the potential to cause a major incident putting operatives and the public in danger.

Action taken

- P&D have contacted the representative of the company who have supplied the MEWP
- Vehicle has been quarantined and removed from service
- Safety alert issued internally and externally

Learning

- **This highlights the importance of a thorough vehicle check prior to using any equipment**

*All the above information is the view of P&D Specialist Services Ltd and not the manufactures or suppliers of the equipment, any communications from the manufactures or suppliers will be shared if relevant in due course.

Safety Bulletin

A serious incident has taken place



everyone
home safe
every day

Near miss with tamper operative

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

Ref: NRB22-04

Date of issue: 06/06/2022

Location: Chitts Hill, Anglia, Eastern region

Contact: [David Butler, SHE Manager, Route Services](#)



Overview

On 13 May 2022 at approximately 01:50 a Tamper Operative narrowly missed being struck by a passing passenger train. The Operative was a late substitute provided by a supplier to make up the 3-person team for a plain line tamp.

The Operative had driven from their home in Kent to meet a Network Rail Person in Charge (PIC) at the site access point near Colchester. The location was a two-line stretch of track. The line nearest the access gate was in an engineering possession but the other one remained open to trains running at line speed.

After receiving a briefing from the PIC (including of the protection limits) the Operative walked towards the tamper which was already working. The PIC remained at the access.

Front facing CCTV from the tamper shows the Operative walk in the 4-foot of the line under possession towards the tamper before stepping into the 6-foot between the two lines. The near miss was with a passenger train on the open line. As the train passed, the Operative was not in a position of safety.

Walking in the cess was an option used by others, but not the Operative.

The PIC was unaware the event had occurred and although there was a report by the supplier's tamper staff to their control, neither Route Control nor SCO24:7 were informed so no MOM attended.

A joint investigation by the route, Route Services and the tamper supplier has started.

Discussion Points

Discussion points:

- As a COSS/PIC what questions should you ask to check everyone understands the limits of their protection zone?
- How do you make sure your COSS / PIC can see and communicate with you whilst you are on the infrastructure?
- Are you fit to work, well rested and do you know what work you are going to do?

Instructions:

- Always follow the instructions given in the PIC/COSS briefing and keep to the walking route briefed.
- Report all safety events on Network Rail infrastructure to SCO24:7 and the appropriate Route Control before the end of the shift.
- If you are unsure about any aspect of the safety brief ask for further clarification/details.



INFORMATION



Safety Alert

A358 – Drone Incident Update

7 June 2022

Background information

- On the 10 September 2021 during a routine flight near the A358, a DJI Matrice M300 RTK drone encountered a sudden unexplained mid-air issue, resulting in an uncontrolled ground impact – see [Safety Alert NHa270](#), which resulted in the drone model being suspended from operation.
- The Company's Drone Governance Hub (DGH) have been working alongside several entities to investigate the incident including:
 - The drone manufacturer DJI
 - The UK Air Accidents Investigation Branch (AAIB)
 - The UAS Operator and the schemes' Activity Manager
- Our collective interactions have ultimately resulted in several updates being made available by the manufacturer, and the AAIB, including this incident alongside others, involving the same model in their [Air accident monthly bulletin \(March 2022\)](#) for general distribution.
- Related software updates are available for download from the manufacturer and firmware updates have been pushed out to all handsets as of 10 May 2022. Also, associated hardware improvements are fitted as standard on the DJI Matrice M300 RTK as of 1 January 2022. Any model purchased prior to this date will need to be returned to the drone manufacturer for retrofit.



Lessons Learnt

Activities using the DJI Matrice M300 may recommence providing the following actions have been undertaken and evidenced:

- All DJI Matrice M300 models have the updated hardware (collar locks) fitted and the manufacturer instructions on their use implemented
- DJI flight software has been updated to the latest available version
- DJI Matrice M300 RTK is using the latest version of the firmware
- Pictorial (dated) evidence of the above has been provided to the Drones Governance Hub within the GG 104 documentation
- GG 104 provided/updated to include the risks and mitigations in place to prevent this kind of incident occurring again to the DGH

If you have any feedback or if you would like to contribute to the next issue of STOPThink! please contact:

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June 2022