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STOP.
Think!

May 2022

**Make better
decisions.**

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Welcome to Octavius Infrastructure



Welcome to our fresh, new look May 2022 STOPThink! Cascade Briefing, our first ever as Octavius Infrastructure Ltd. I am delighted that the launch of our new name and branding has been received with much enthusiasm and support, as we enter this new and exciting stage of our journey in full control of our own destiny.

Please can I begin by thanking Ellen Thornber and the transition team for the huge success of the cutover weekend, when our many applications were separated from the Osborne systems. An immense amount of effort went into the planning and execution of this hugely significant milestone, ensuring that we were able to continue delivering for our customers throughout.

We are now in a fantastic position to build on our great foundations to develop a truly unique business in transport infrastructure. As I emphasised previously, there will be complete continuity in our leadership, our people, our values, our principles and how we remain focused on delivering a great service for our valued customers, in full collaboration with our suppliers.

Business Plan 2022-2027 – Bringing people together

This month I will be sharing our new Octavius Infrastructure Business Plan with our people, containing our proposition, strategy, targets and longer-term growth plans. Key focus has been given to exactly what we want to achieve within each of the four key pillars of our proposition:

- To provide assured and safe delivery,
- that provides exceptional value,
- whilst helping our people to learn, grow and thrive,
- leaving behind a sustainable legacy.



We want to do the best for our customers and their communities, as well as for our own people. We will achieve this by retaining our commitment to delivering to the

highest levels of health and safety, ensuring that all our people go home safely to their families and the public are protected from the work that we undertake.

Our award winning STOPThink! Programme will remain at the very core of who we are and continues to be refreshed and rolled out across our teams. Not only has it helped us to deliver our projects more safely, but it has also been instrumental in supporting the significant growth of our business and helping us deliver improved results. Through our wider engagement in safety, health, and wellbeing across the industry, our goal is to ensure that we are known as thought leaders in this area.

Net zero by 2030 – Carbon neutral now



Sustainability has rightly become an increasingly important business consideration across industry in general, and transport infrastructure is no exception.

We all have a collective responsibility to manage our activities in a sustainable way. I am therefore delighted that we recently announced that Octavius Infrastructure Ltd is now carbon neutral and targeting net zero by 2030. This has been achieved initially for Scope 1 and 2 emissions through a programme of carbon reduction, carbon offsetting and tree planting, where we have been purchasing carbon offsets as compensation for our emissions since January 2022. We also have ambitious targets for biodiversity net gain, efficient resource use and social value, to deliver outcomes that benefit both the environment and communities. This will include a move towards the use of alternative

fuels such as Hydrogenated Vegetable Oil and using renewable energy sources to power our offices, plant and fleet.

Our aim is to lead by example, and this will only be achieved by recognising the importance of all our people and embracing an inclusive culture. Continuing to build awareness through tools such as STOPThink! is critical to us leaving 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 – Octavius 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.

Unauthorised access



Scaffolding at Shoreham station



HSG151 – Protecting the Public by HSE

What happened?

A scaffold had been erected at Shoreham-by-Sea station building for roofing works. When workers attended site in the morning, there was evidence that during the night someone had climbed the scaffold structure shown in the image.

To our knowledge no one was hurt.

Fencing and security

The work on the roof at Shoreham is planned to last a few days and consideration was given to preventing access by ensuring the access ladder was removed at the end of work and the fitting of blue netlon mesh at the base.

The team planning the work also wanted to leave the disabled access ramp in use for the public which along with the presence of the cycle security frames and handrailing made more robust fencing more difficult to fit.

The team are now looking again at what more can be done but this incident is a timely reminder that we have duties to both lawful and unlawful visitors to our work sites.

Preventing unauthorised access and protecting the public

When planning work please ensure that unauthorised access is considered with our suppliers along with steps to protect the public from the work and that robust control measures are devised. Some examples are:

1. Suitable fencing and signed alternative access routes
2. Creation of exclusion zones of suitable size
3. Use of warning signage
4. Use of anti-climb paint to scaffolding
5. Keeping gates locked when not in use
6. Double boarding and sheeting of work platforms above public areas
7. Use of scaffold fans
8. Scaffold alarm systems
9. Improved lighting

HSE have produced an excellent guidance note “Protecting the Public – Your Next Move” which can be downloaded from their [website](#).

Finally remember that the school summer holidays are around the corner!

Close Call from falling object



Gap in central girders



View of gap from below

What Happened?

A member of the public alerted our project team that they had found a bolt on the footpath below a bridge that was being worked on. It is possible that the bolt may have fallen through a gap between the two bridge sections. All operatives working on the bridge deck were immediately briefed to not place anything on the bridge girders. An inspection of the girders was made to ascertain if there was a possibility that other items could fall between them.

Octavius and Network Rail staff immediately went down to road level to inspect the area for any other items that may have fallen, but none were found. The member of public had moved the M12 bolt to a fence adjacent to the footpath and had left the scene before any formal account could be taken. The M12 bolt was retrieved and taken back to the site office.

Impacts

- There was potential for a serious injury had the bolt come into contact with anyone passing below
- The potential for property damage to passing vehicles which could have led to further injury through collisions with other vehicles or persons

Immediate action

- Teams that are working at height are to ensure that gaps in structures where works are being undertaken have sufficient protection in place to prevent work equipment or materials from falling through

OIL Staff and our Suppliers must confirm that:

- Risk assessments have identified hazards such as the gaps in the central girders and have identified the necessary controls to mitigate the risks
- Implement these protections measures prior to works commencing
- Liaise with design teams should gaps be identified which could be eliminated prior to works coming to site
- If unsure as to how to proceed “STOP Think!” and consult with your manager or SHEA Advisor

STOP Think! – It’s OK to speak up and stop work if you have concerns.

Injury from broken glazing



Injury from the broken glazing



Station canopy with similar glazing panes in situ

What Happened?

Octavius is undertaking a project to replace the canopy glazing at Weymouth station. During the works, one of the glazing panes broke and an operative received a cut to his chest.

The glazing panes had been removed utilising a MEWP to access high level, the pane of glass was placed onto the MEWP deck and it was lowered. As the pane was being removed from the MEWP, it struck a section of metal beam which caused the glass to break.

The operative attended hospital where the cut was dressed and after one day off work to recover, he is now back at work.

Impacts

- Fortunately, the injury was minor and only required minimal intervention, but it had the potential to be worse
- Works were stood down whilst the initial investigation took place

Immediate action

- Review any works which are being undertaken on site which involve the use or removal of glazing to make sure that the risk of broken glass has been considered

OIL Staff and our Suppliers must confirm:

- When working with plate glass, consider applying adhesive film to the surface of the glass before the glazing is removed. This will help to prevent sections of glass falling if broken
- When handling glass, appropriate PPE should be worn, specialist gloves and Kevlar forearm sleeves. The supplier involved in this incident has now purchased cut resistant upper body clothing
- When glazing panes are being removed, operatives should avoid positioning themselves below the glass
- That risk assessments have identified the risk of fragile materials and that the necessary controls have been implemented to mitigate the risks
- Implement these protections measures prior to works commencing
- If unsure as to how to proceed, "STOP THINK" and consult with your manager or SHEA Advisor

STOP Think! – It's OK to speak up and stop work if you have concerns.

High potential Near Miss - Lifting operation



Replication of lifting arrangements



Image showing how the LCP was slung during the lifting operation

What Happened?

As part of works to upgrade the electrical systems at Waterloo sub-station, an electrical local control panel (LCP), that weighed 143kg, had to be lifted a distance of around 8 metres from street level, using a beam hoist, into the sub-station compound.

Whilst the LCP was being traversed along the runway beam, the base caught on part of the hoist structure. This caused the LCP to tip over and fall from the lifting strops to the ground. All works were immediately stopped, pending a review of the arrangements.

Impacts

- There were no injuries as personnel were clear of the lifting area.
- The LCP was significantly damaged as it fell 2.8 metres onto the ground.
- The LCP has been quarantined pending return to the manufacturer for assessment.

Immediate action:

Managers and Supervisors should brief the key messages from this STOP Think moment to all direct staff and suppliers working on OIL projects.

1. All lifting operations should be planned by someone competent such as an Appointed Person (AP) who should prepare a documented safe method of work such as a lift plan.
2. The load should only be attached and detached to the lifting accessories by a trained and certified slinger/signaller.
3. Where a load is known to have a non-uniform center of gravity, this must be taken into account by the AP planning the lift.
4. All incidents should be reported to the SHE hotline on 07971 125 180 as soon as possible after they occur.

This is an initial alert and the investigation is on-going. Further lessons learned will be communicated.

STOP Think! – Have all lifting operations been planned correctly?

Acknowledging train warnings



Diagram HB1.1

What Happened?

Recently we have had 2 instances of personnel not responding correctly to warnings from Train Drivers. In each instance, personnel were lineside when a passing train sounded a warning, but these warnings were not acknowledged by all personnel on site.

In each instance the personnel involved were in a position of safety.

Impacts

- No one was injured in either instance.
- In the first instance the driver of the passing train reported the incident as a near miss.
- Works were stood down on both sites pending investigation.
- Investigations into both instances have commenced.

Action:

Brief personnel on rail sites that handbook 1 of the RRSB Railway Handbook states...

Going on the lineside:

3.1 General

- You must wear the correct high-visibility clothing issued to you by your employer.
- You must use an authorised access point, if provided, to get onto the operational railway.
- You must use authorised walking routes if they are provided.

You must raise one arm above your head to acknowledge the driver of any approaching train who sounds the warning horn.

All personnel who are deemed to be lineside, on or near the line or in a position of safety visible to Train Drivers must acknowledge a passing train as it sounds a warning.

STOP Think! – It's OK to speak up and stop work if you have concerns.

Dropped scaffold tube



Section of scaffold type handrail removed and brickguard in place to allow anchor slab formwork installation.



View to live carriageway below



View of REW to live carriageway

What Happened?

At 15:30 on Tuesday 22nd March 2022, a 1.2m length of scaffold tube fell from a height of 6.5m. As it fell, it struck the temporary vehicle barrier below, sprang back up and over the barrier and entered the live carriageway of the A46 Northbound carriageway. It was then driven over by a passing customer vehicle.

The scaffold tube was an upright part of the scaffold type edge protection/handrail installed along the leading edge of the Reinforced Earth Wall (REW). The qualified scaffolders were in the process of removing/adjusting the handrails to alter the arrangements to allow construction of formwork for the anchor slab as part of the coping installation process.

Impacts

Thankfully no persons were injured, and no damage or disruption was caused to road network. Damage was however caused to the front passenger tyre of the customer vehicle who drove over the scaffold tube.

In the process of driving over it the tube was pushed back out of the carriageway and was retrieved by the scaffolder.

All works were immediately stood down for rest of day. Works at height immediately adjacent to the road i.e coping install, remained stood down until SSOW etc reviewed, and agreed safe to continue.

Immediate Actions

Managers and Supervisors should brief the key messages from this STOP Think moment to all direct staff and suppliers working on OIL projects.

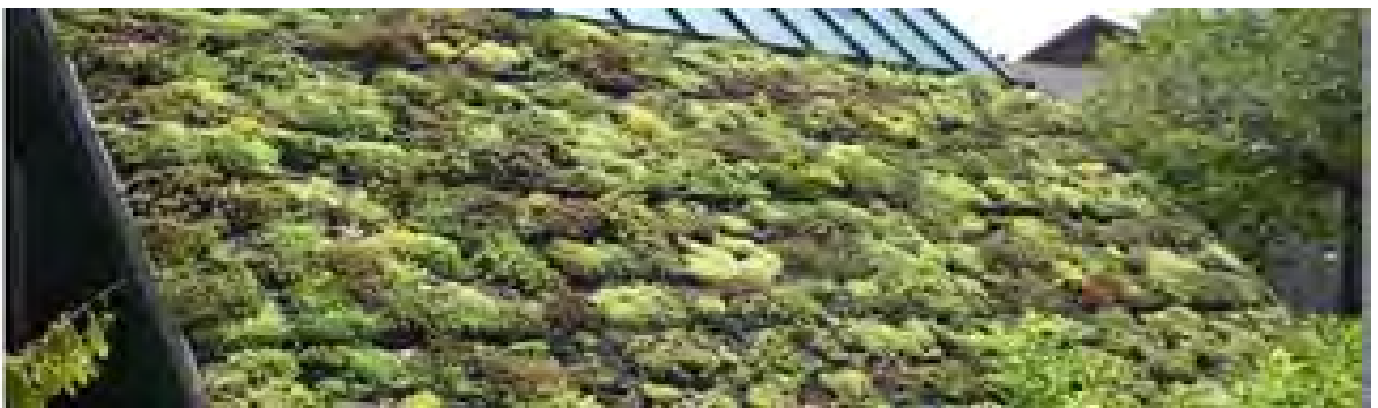
1. Review task documentation for activities involving works at height/lifting where there is potential for falling material/objects.
2. During review ensure installation of drop zones has been incorporated to ensure no personnel access below operations; and consider use of scaffold fan structures to prevent any objects that may accidentally fall from the structure causing damage or injury to property or persons on the ground.
3. Review task documentation for activities where there is potential for materials to enter live carriageways.

This is an initial alert and the investigation is on-going. Further lessons learned will be communicated.

STOP Think! – Has the risk of items falling from height been properly risk assessed and appropriate controls implemented?

Climate change adaptation: greening roofs

With climate changes predicted to result in warmer and wetter winters, higher temperatures and more high intensity rainfall events this causes major risks to the environment including flooding and overheating. One way of adaptation is roof technology in the form of green or blue roofs, within the construction industry. A green roof is a growing roof made by covering a conventional roof with a waterproof membrane, soil, and some vegetation. It can aid climate resilience by acting as a sponge for rainfall and reducing the heat island effect in urban areas.



A blue roof is a sustainable urban drainage system that attenuates and manages stormwater over a 24-hour period to reduce flows to ground level and reduce localised flooding. Stored water can also then be used as a rainwater solution for toilets and washing facilities.



Both roof types provide some climate resilience and help mitigate the impact on the environment. Overall, adapting roofs to help with climate resilience is a obvious solution however, many barriers remain in terms of planning, technology, and financial constraints for homeowners. We must come together as designers, engineers and contractors and think differently in the roof space to help break down these barriers and build a more sustainable roofscape which benefits us all.

Biodiversity gain regulations

Defra is currently consulting on how biodiversity net gain (BNG) requirements as set out in the Environment Act 2021, are being enacted through the planning system. One of the most significant concerns is ensuring that there is an enhancement of biodiversity on site, rather than off site. The consultation seeks to address concerns that developers will seek to just use offsite compensation routes such as purchase of biodiversity units or statutory credits instead of really considering onsite enhancements that improve BNG. There are also questions relating to the longer-term maintenance and monitoring of BNG sites to ensure that biodiversity gain is not actually lost due to poor self-regulation and a lack of enforcement.

With several large-scale projects currently publicising biodiversity net gain it will be interesting to see if the intended biodiversity outcomes are achieved once the construction phases are completed.

Banning more single use plastics

Defra is consulting on proposals to ban even more commonly used single-use plastic items in England. In 2021 the government banned plastic straws, cotton buds and drink stirrers and now there are proposals to ban the supply of single use plastic cutlery, plates, plastic balloon sticks, polystyrene food containers and polystyrene drinks containers.



Defra are in the process of consulting on these proposals as part of the 25-year Environment Plan to eliminate avoidable plastic waste by 2042. Although this a good move forward, there will need to be clarity on what viable alternatives can be used to ensure that unintended consequences such as potentially increased carbon emissions from manufacture are avoided.



With thanks to Catriona Cliffe, Sustainability Director, for sharing her expertise



Nest birds and construction



When undertaking Ecological Assessments as part of construction, planning and development ecologists are required to advise on the most appropriate time of year for works to be undertaken. In the case of birds and bird nests this comes down to the guidance given to all parties on the bird nesting season which is now given as February to August in any given year. Within this guidance there are several factors which should be taken into account including weather (in early season this may delay or speed up nesting) or other natural factors causing a bird to abandon or cease breeding. Some migratory bird species will double or triple clutch, extending nesting far beyond August, so the standard nesting season should be viewed a guide.

Within construction and particularly within the rail sector, there are often emergency projects such as landslips where works must be undertaken to ensure that the traveling public are protected as far as is practical. In these cases, the services of a suitably qualified and experienced ecologist becomes essential.

Ecologists can undertake detailed examination of vegetation and structures with the aim of identifying potential nesting birds or birds in the process of building a nest. This can be a laborious slow process and the ecologists need to be fully satisfied that there are no issues.

Only then they can provide a permit to clear allowing works in that area to be completed within a short timeframe even in bird nesting season. If it is identified that birds are preparing to nest, incubating eggs or feeding young, work in that area will not be permitted. An exclusion zone will be created and maintained around the nest, and this will be in place until the ecologist has re-surveyed the site. There are some exceptions to the general rule, and this can be used to legally remove certain species under a “General Licence” this however needs to be discussed with the wider construction team and the ecologist to ensure it is legal and that there are no other practical solutions.

Did you know that... Birds in the process of building a nest are also covered by the Wildlife and Countryside Act 1981.



With thanks to Graeme Skinner MRSB, Managing Director Naturally, Wild Consultants Limited.

Did you know the technology can help with breeding birds and nest checks?

Network Rail have shared a fantastic example of how technology was used to check a nest in a tree that was due to be chopped down, saving the project team around £1,000.

Before the work began, the project team spotted a bird’s nest, which they could not easily access to confirm if it was in use. However, in consultation with the Southern Environment Team, the project team was able to use a drone piloted by a trained Network Rail Construction Manager to check the nest, resulting in safety, time and cost benefits.



The initial options discussed for the works included a team member climbing the tree. Ultimately it was decided hiring a Mobile Elevated Work Platform (MEWP) to investigate the nest would be the most suitable option however, there was drone pilot on hand to help. Not only did this save the team money it also saved time on planning and procurement and most importantly they did not need to have anyone working at height.

Reptiles on site

As the seasons change and spring finally arrives the UK's reptiles awaken from their winter slumber. Reptiles do not technically hibernate they just become dormant as the temperatures drop and daylight hours decrease.

Adders are the only venomous snake in the UK and usually the first to emerge with males often appearing in February/March and females appearing a few weeks later. Slow worms, common lizards and grass snakes emerge slightly later than adders and rare reptiles such as smooth snake and Sand Lizard are generally awake and active by April.

Reptiles are particularly vulnerable when first emerging from winter slumber and can be found basking as they try to thermo regulate.

On our construction sites they can sometimes be found sheltering under discarded timber and below road signs. Whilst on rail projects they may be found basking on embankments and cuttings.

Adders are generally the only species which will bite in defence. As they are a venomous species, a bite should be treated by medical staff and reported to your line manager/supervisor immediately.



Adders, slow worms, and common lizards can be found across all of mainland UK where conditions are suitable, whereas grass snakes are mainly restricted to England and Wales. Sand lizard and smooth snake are rare species and are restricted mainly to sites south of the M25.

Wildlife is protected and if you observe a snake on your site, you should avoid interacting with it and report to your supervisor or manager who can take the appropriate action.

The presence of reptiles on site can be an indicator of a high value important habitat, something that we are all responsible for preserving



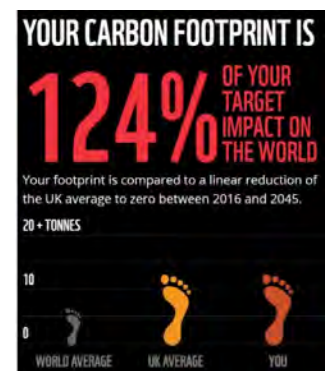
With thanks to Graeme Skinner MRSB, Managing Director Naturally Wild Consultants Limited.

Do you know the size of your carbon footprint?

Not only do construction works have an impact on the planet, but your personal lifestyle also has a huge impact. The WWF calculator can tell you how much your lifestyle impacts the planet, it will ask you a series of questions such as how you commute to work and what your usual diet is

The results are not exact but provide ideas of how you can reduce it, i.e cycle instead of taking the car. If we all make tiny changes to the way we live, we can make a huge change to the planet.

Start calculating your carbon footprint [here](#).



Urgent action required for rigid worksite fencing

Network Rail have issued a Safety Alert NRA22-02 following the investigation into the track worker fatality on 8 April 2020 which found that the Vortok rigid safety barriers were not installed correctly. You must make sure that Rigid Safety Barriers must be being used in line with the Product Acceptance Certificate PA05/01952 and the four specific safety and assurance checks below are carried out at each of your sites where Vortok Safety Barriers are in use currently.

Ensure you complete the following checks for all future Vortok rigid safety barrier installations:

1. Have all Vortok Rigid Safety Barriers been erected in accordance with the manufacturer's instructions?
2. Have Vortok Safety Barrier Access Gates been fitted where necessary for long lengths of Vortok Rigid Safety barrier? These must be a one-way opening gate attached between the fence supports to create a continuous fence but allowing safe access from the track to a position of safety every 40 metres.
3. Are all Vortok Rigid Safety Barriers installed at least 1.25m from the nearest running rail?
4. Where Vortok barriers cause limited clearances and limit trackworker access to positions of safety away from the path of trains, are suitable "Limited Clearance" signs erected to warn trackside staff of the potential hazard?



Safety Advice
Action required following a serious incident

everyone home safe every day

Rigid worksite fencing

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

Ref: NRA22-02

Date of issue: 11/05/2022

Location: National

Contact: Corporate Workforce Safety



Overview

Investigation into the track worker fatality on 8 April 2020 found that the worksite safety barriers were not put up correctly.

Investigation found that the worksite safety barrier had gaps in it – more than required for safe refuges. This meant workers could get onto the open running lines too easily. The track worker was walking between two of those gaps when he was struck by a train.

Instructions on how to install the safety barrier correctly are found in the Manufacturer's Guidance Document and Product Acceptance Certificate.

Immediate action required

Review and check whether Rigid Safety Barriers are being used in line with the Product Acceptance Certificate PA05/01952.

- Rigid Barriers must be at least 1.25m from the nearest running rail.
- Where barriers cause limited clearance, suitable Limited Clearance signs must be erected.

- The Rigid Safety Barrier System must be erected in accordance with the manufacturer's instructions.
- A Safe Access Gate should be fitted. This is a one-way opening gate attached between fence supports to create a continuous fence but allowing safe access from the track every 40 metres.

The previous Safety Alert regarding the incident can be found in [Safety Central](#).

Part of our group of Safety Bulletins

Safety Alert | Safety Bulletin | Safety Advice | Shared Learning

Please confirm with the SHEA team that these site checks have been undertaken for all locations within your portfolio of works. Also, that any adjustments needed to ensure compliance with the manufacturer's assembly instructions have been completed.

You can download the Safety Alert on the [Network Rail Safety Central website](#).

Railway Benefit Fund – The Royal Charter

To mark the Queen’s Platinum Jubilee on Friday 3 June the iconic steam locomotive, 70000 Britannia, will haul the luxury Saphos carriages on a charity rail tour. The Royal Charter will start its journey from Crewe around 8.30am, calling at Stafford and Nuneaton and arriving into Windsor early afternoon. After a sightseeing break in Windsor, the charter will depart late afternoon to arrive back at Crewe late evening.



During the tour of the home of one of Her Majesty’s residences there will also be the opportunity to explore the wide range of cafes and bars and you can take a short walk to the largest and oldest occupied castle in the world.

Tickets start from £195, if you are interested visit the [Railway Benefit Fund website](#).



Emergency Fuel Fund

The Railway Benefit Fund have launched a Fuel Fund, in reaction to the increased cost of living many are expected to experience in the UK. The Fund offers applicants a maximum grant of £200 to support with the cost of gas and electricity bills.

To be eligible for the grant, you must have at least one years’ experience working in rail and have a gross household income of less than £35,000. The Emergency Fuel Fund grant is available to current, former, and retired railway workers.

To apply for the Fuel Fund you will need to complete a short application form and provide proof of income and bank statements.

[Apply for the fuel fund](#)

Safe working on our National Highways



Please visit the April 2022 Highways Safety Hub Newsletter by clicking the link below or scanning the QR code.

[Highways Safety Hub – April 2022](#)

This edition covers an emergency system called E Call SOS that will get you help faster, an update on the Highways Passport journey, infrastructures vulnerability to climate change, a focus on personal risks and much more great information.

The Highways Safety Hub has lots of useful information for working safely on the road network along with all the National Highways Safety Alerts:

[Highways Safety Hub](#)

The Passport scheme is continuously helping to improve standards for the highways network, increasing safety, reducing costs and improving efficiency. Visit the [Highways Passport Portal](#) for everything you need to know on implementing Passport across your project.

Fire caused by Lithium-Ion battery

Network Rail, Southern region Capital Delivery have shared the importance of correctly storing and maintaining lithium batteries, after a Lithium-Ion battery that was being stored on a shelving unit underwent a catastrophic and spontaneous failure. This resulted in a runaway exothermic reaction, destructing battery. This caused molten metal sparks to fly onto nearby combustible materials and surfaces, starting a fire.



Top tips to safely store and maintain lithium batteries:

- Always remove Lithium-Ion batteries from tools after use
- Regularly monitor when charging and remove from the charging unit as soon as fully charged
- Return any battery that appears to be defective to the manufacturer i.e. leaking fluid or requires unusually long charging
- Do not leave batteries exposed to direct rays from the sun, elevated temperatures, sparking or open flames. This can lead to explosions
- Keep batteries away from rain, moisture and liquids.

Thank you for sharing, to help prevent the next accident!

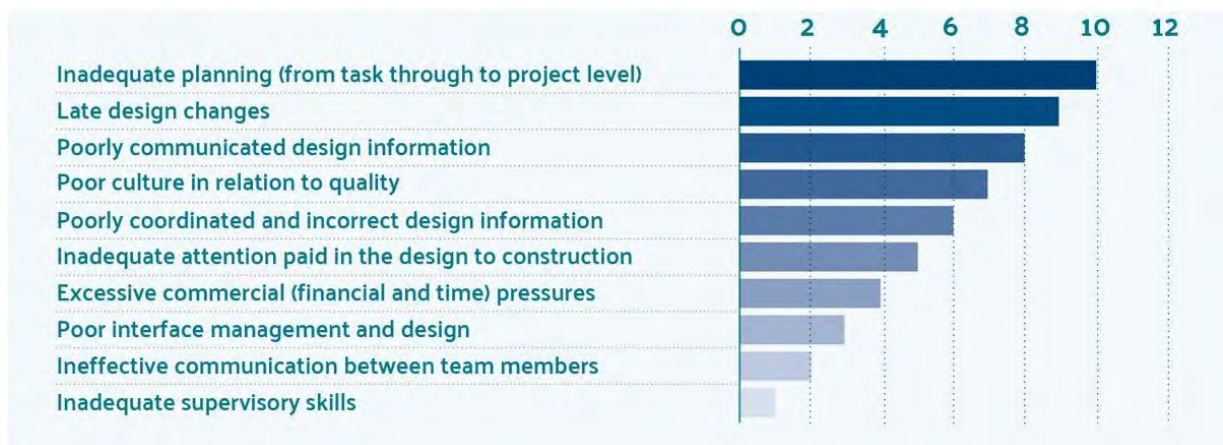
Lean tools help to eliminate errors

Did you know that...using Lean tools and techniques can prevent the number of errors that might occur on our projects and in some cases eliminate it completely?

The graph below from the GIRI shows root causes of errors in construction. Therefore, by using Collaborative Planning and Last Planner methods from the moment we are awarded a project, we can make these root causes a thing of the past.

If you want to know more about collaborative planning, please get in touch with the Business Performance Team.

Root causes of error in construction **GIRI** Get It Right Initiative



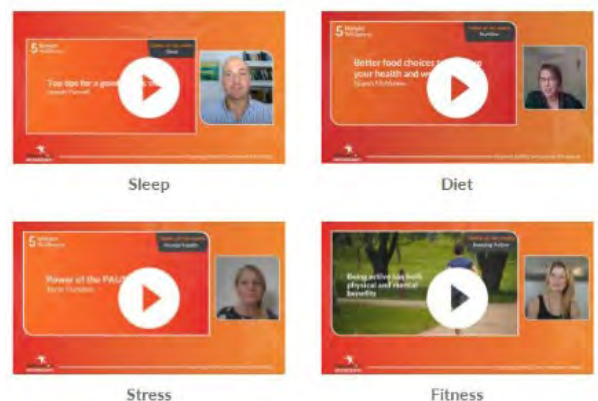
Stuck for something to talk about in your next safety moment?

5-minute wellbeing videos

Rail Wellbeing Live have a range of short health and wellbeing videos available on their website covering topics including stress, fitness and many more for you to share in a safety moment or in team discussions.

Please take a look at their website by clicking the link below.

[Rail Wellbeing – 5-minute wellbeing videos](#)



The light at the end of the junction



Congratulations to the White Hart junction team at Swindon who on 31 March achieved a significant milestone in the project, as the new Northbound slip road and rail bridge was officially opened. To celebrate this brilliant milestone the head of highways at Swindon Borough Council was the first person to drive over the bridge, after being involved in the project for 16 years.

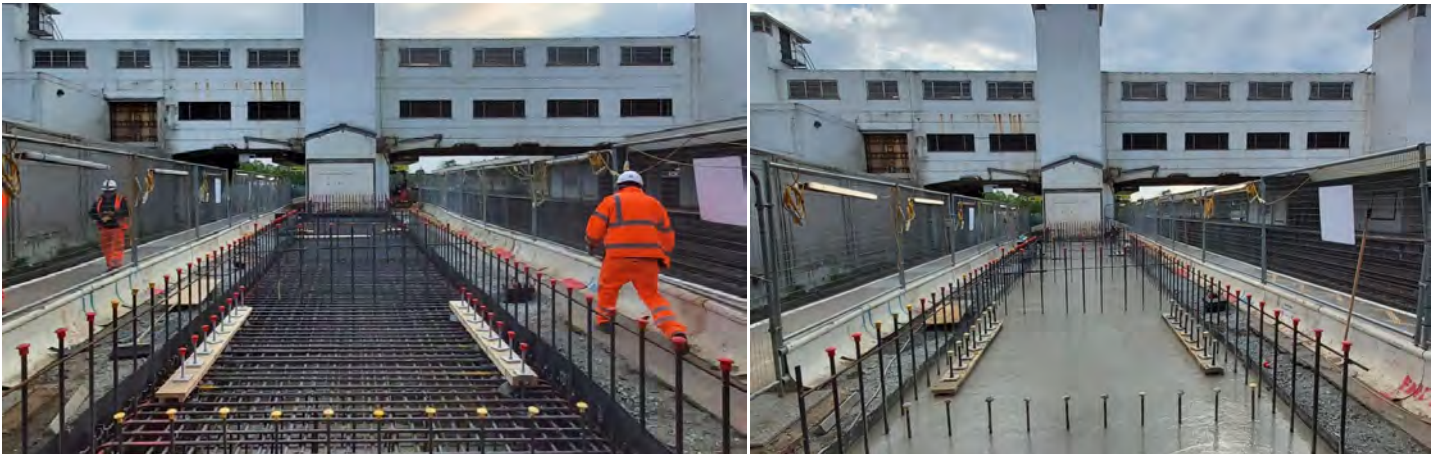
The project has been a challenging logistical task as the main power supply for the new street lighting has been completely redesigned and the supply now comes from the adjacent Gable Cross Roundabout scheme. The team have worked hard to overcome numerous challenges for our customer and have now also successfully commissioned the traffic signals.

Well done to the team and everyone involved for achieving many significant milestones in the project.



Significant milestone safely completed two weeks early

Surbiton station congestion relief scheme



Enormous congratulations to our team at the Grade II Listed Surbiton station who safely delivered critical foundation works during a weekend possession of the railway, finishing three hours early and ensuring no disruption to the Monday morning rush hour passengers and trains.

The logistically challenging weekend works included the significant 72m³ concrete pour of the island platform pile cap that will support the new covered staircase. In advance of placing the concrete, the incredibly detailed pile cap required the accurate positioning of 16 holding down bolts, 175 starter bars and 16 “peikko shoes” - to allow for easy and efficient installation of the concrete beams and columns. A mobile concrete pump was positioned in the adjacent station car park to allow the concrete to be delivered efficiently by pumping over the dividing wall directly to the island platform.

This important element of the works has been completed nearly two weeks ahead of programme for our customer, a significant achievement in the delivery of this complex congestion relief project that will improve passenger safety at the station.

The team were also delighted to welcome representatives from the designers of the scheme, Arcadis, who were impressed with the progress!



Arcadis Leadership Tour with Octavius Senior Site Manager, Adam Szeremeta and Lead Pre-Construction Manager Catherine Whitehead.

Congratulations to all involved in the safe, professional, and efficient delivery of the works! With particular thanks to supply partner **Oliver Connells**, and to Ranstad Site Engineer *Dio Ledda* for his incredible attention to detail in positioning the bolts, reinforcing bars and shoes with precision - triple checking to ensure that they are cast into the cap right first time.

The award goes to...

We are delighted to announce that we have been awarded the RoSPA Order of Distinction (21 consecutive Golds) Award for health and safety performance during the period of January 01, 2021, to December 31, 2021. Our team have been recognised for our commitment to ensuring our people, customers, and valued supply chain get home safely to their families every day.

The prestigious annual scheme is run by the Royal Society for the Prevention of Accidents (RoSPA). Through the awards scheme judges consider entrants' overarching occupational health and safety management systems, including practices such as leadership and workforce involvement. The order of distinction is presented to those organisations who have achieved a minimum of 15 consecutive Gold Awards.



Please keep an eye out for pictures and more information from the Gala evening over the coming weeks.

It is only due because of everyone's hard work and commitment this achievement has been possible. Well done.

Learn, grow and thrive

Our graduates visited our White Hart Junction project in Swindon on the day the new slip-road opened (you can read more about this on page 20)

As part of the Graduate day, our graduates had the opportunity to visit the STEAM GWR museum where they learnt all about the rich history of the Great Western Railway and got up close with some of the most iconic GWR locomotives (graduates are pictured in front of the world's fastest train – “Cheltenham Flyer”).



Learn, Grow &
Thrive

We strive to be the best employer of people and specialist integrator of our supply chain, creating an inclusive environment where our people align to our core purpose and our values and **learn, grow and thrive** together.

Employability workshops at local school



Our Hertfordshire Framework team collaborated with representatives from local businesses to deliver the Connect Dacorum Employability Workshop at Hemel Hempstead School.

Our teams spent a half-day interacting with over 185 students to provide guidance and give feedback on CV and covering letter writing, application forms and the interview process and techniques.

The students also had the opportunity to carry out mock interviews with facilitators and took part in a fun “speed interviewing” game.



“I just wanted to say a very big thank you to you all for supporting the employability sessions at the school. I am sure it will have helped with their confidence enormously and will have set them up for their work experience placement. We do appreciate you giving up your time.”

Sue Bond, Careers Coordinator - The Hemel Hempstead School

A46 stand down for health and safety



Our A46 project team hosted a stand down day alongside our supply chain partners: HW Martin, Zone, Fortel, Carney and Lynch. The day focused on updates on the project, achievements so far and re-enforced aspirations for the project team. Stands were set up on the day focusing on many topics including safety, wellbeing, sustainability, people plant interface, traffic management, mental health resilience and abrasive and wheels training.

As well as aiming to directly reduce the risk of physical harm, the day was also an opportunity to get people talking about safety and engaging with each other.

“Thank you for the opportunity to join your day, it was well organised and informative, I thought the team interacted well and enjoyed it”.

Richard Spencer, Paul McGowan LTD

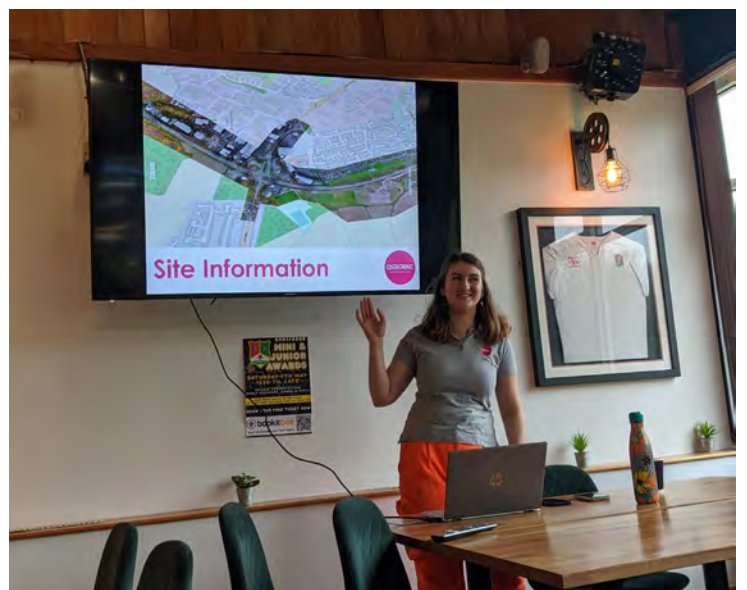
Well done to the team for working together with supply chain teams to ensure everyone goes home safely.

Inspiring our future talent



Thank you to Charlie White and Bob Pettipher who organised for students from the University of Southampton and University of Warwick, to visit the A46 site to learn about the project. Graduate engineers Tom Machin and Charlie spent the day with the students, giving a highly informative presentation and answering numerous technical and training questions.

More than 20 students attended and had the opportunity to see the deck steelwork, reinforced earth wall ramps and the structural beams which had been lifted onto the supporting columns over two weekend road closures at the end of last year.



Many thanks to everyone involved!

National Highways litter campaign

Support from our leaders



As part of the Keep Britain Tidy's Great British Spring Clean, members of our Senior Leadership Team, colleagues and supply chain partners spent a night collecting litter on the M25. They collected a vast and diverse array of litter from the verges and central reserve, filling bags for the Big Bag Challenge.

Also, whilst on site, the Senior Leadership Team carried out a leadership tour, speaking with the members from the M25 site team people and gaining feedback on areas where we can learn and improve as a business.

Thank you to everyone involved, particularly Colin Gibb and Nick Howard for arranging for the team to join a prearranged closure and to colleagues from our supply chain partners TechJoint for giving up their time to volunteer and support this important campaign.

Supporting the local community



Together with Connect Plus, our Gade Valley project donated surplus on-site gym equipment to Sheerness Boxing Club, a not-for-profit Sports Club on the Isle of Sheppey in Kent, whose main purpose is to offer a variety of sport activities to the community through boxing.

“

With your recent help, we have improved our boxing and sports facilities, which is fantastic for the community given the historic importance of boxing to Sheerness. Whether training for fitness or to compete through England Boxing, this donation allows us to offer a wide variety of training options to our boxing member. Thank you for your donation and support. ”

**Richard Hoggins, Chairman and Steve Brum, Head Coach
Sheerness Amateur Boxing Club**

Thank you for helping this important club to offer improved training options for the local community.

Helping UKRAINE across the business



Many of our teams have been kindly supporting the aid effort to deliver essential supplies to Ukraine in response to the ongoing humanitarian crisis.

Steve Paul, Possession Delivery Manager, and his Ukrainian wife **Lea** (Lyubov) have been dedicating their spare time to raising money and distributing aid, with Lea driving for six and half days to rescue her parents and bring them safely back to the UK. Lea selflessly sold her own car to fund the purchase of a van to distribute the aid personally. Lea and Steve plan to drive from the UK to Ternopil Humanity Aid Centre on the west side of Ukraine on a monthly basis, to ensure aid can be delivered to the most affected areas across the war-stricken country. So far, they have successfully completed three trips and with the support of many people, Steve and Lea have so far have raised over £6,000. If you would like to help them with their amazing work, please do contact [Steve Paul](#).



Emma Cleary, Roadspace Manager (Highways) has also led the collection of donations with the M25 team to provide supplies for “Radley to Drive”, another incredible scheme that is delivering supplies directly to Warsaw. With the money raised Emma brought various essential aid including baby food and toiletries. Using a welfare van Emma collected other donations from all over Essex (Witham, Colchester, Chelmsford and Billericay) from those wanting to donate to the cause but had no means of transport and delivered all supplies to Radley Drive. In total the team have raised over £1,960 to date, including contributions from key supply chain members. Due to the huge generosity from the team and supply chain teams, surplus funds were donated to help Steve and Lea.

Enormous thanks to everyone involved!

For your kindness and efforts to help provide the essential aid needed by Ukrainian people.

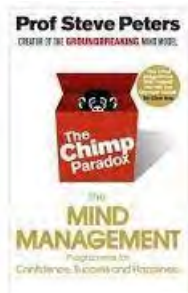
10 years supporting STOPThink!

By Mick Reeves, STOPThink! Lead

2022 is the 10-year anniversary of me being associated with STOPThink! and where on earth has that time gone – far too quickly, both personally and professionally! I can remember being asked to get involved with STOPThink!, as if it was yesterday, and I can recall feeling a mixture of excitement and nervousness. Who would have thought that I would become a ‘Red Shirt’ having many years before been a ‘Red Coat’ entertainer at a well-known holiday park!



Wanting to do the best job I possibly could, to make a genuine difference and to help make STOPThink! a success, I embarked on a journey of learning, engaging with anything which I thought would help to enhance my ability to deliver this transformational STOPThink! Programme. I have never read so much, watched so many TED talks, attended so many courses or listened to so many experts but the whole journey was so rewarding!



One particular book which came highly recommended was **“The Chimp Paradox”** by **Professor Steve Peters**. The contents of this book has become an intrinsic part of the thinking behind everything I do and say, both at work and at home. In 2012 Professor Steve Peters helped the British Olympic cycling team, to become the most successful in history. Fast forward 10 years and he continues to make a huge difference across many fields in the world of elite sport as seen in the link below; [Ronnie O'Sullivan after Seventh World Snooker Title](#).

I couldn't help but notice some similarities in the thinking of Professor Steve Peters with what we strive to achieve through our award winning STOPThink! Programme - thinking differently, making better decisions and changing lives.

The positive influence of Professor Steve Peters and **“The Chimp Paradox”** on elite sport is there for everyone to see! The positive influence of STOPThink! on Octavius is as relevant and important, if not more so, now than ever before!



Please engage with **STOPThink!**
individually, as a team or as a project!

Visit our rolling calendar of event or contact me directly to discuss the various opportunities available. mick.reeves@octaviusinfrastructure.co.uk.



The Flitwick Transport Interchange Thrive Report*

*Up Until End of April 2022



£715,051.46 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



186.5 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

3235 Tones waste recycled instead of landfill

Social, Wellbeing & Community



£6476.00 Community donations

Supporting local events – Sponsors of the Flitwick Town Council Family Funday

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 Gade Valley Thrive Report*

*Up Until End of April 2022



£14,325,544.22 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



1,892.5 People hours learning interventions delivered

11 Work placements & 32 Apprenticeship weeks completed

198 People hours spent on education engagement activities

Sustainability



243 People hours spent protecting & improving the environment

Solartainer & Hydrogen Tower lights used instead of generator

HVO fuel used instead of diesel reducing carbon emissions by 97%

Social, Wellbeing & Community



369 People hours volunteering in the community

£102,030.00 Community donations

£29,640.00 Community fundraising

3 Mental Health First Aiders

£14,132.00 Value contributed to improve the workforce physical wellbeing



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

Take notice- five ways to wellbeing



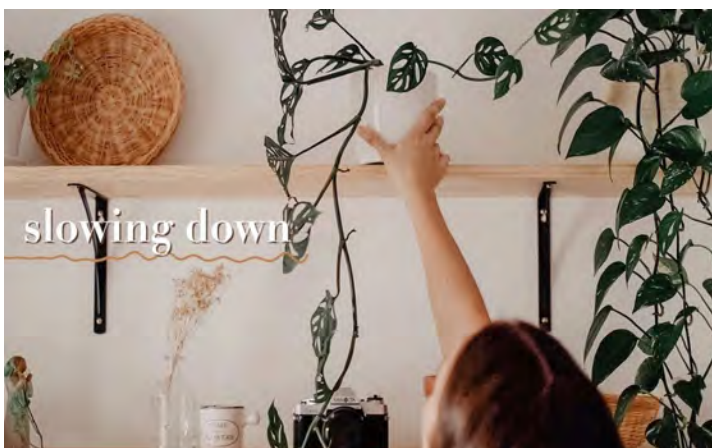
The Five Ways to Wellbeing is a set of simple activities that we can all do in our everyday lives to help find a balance, build resilience, and boost mental health and wellbeing.

May's way to wellbeing is "to take notice". Reminding yourself to 'take notice' can strengthen and broaden awareness. Studies have shown that being aware of what is taking place in the present directly enhances your well-being and savouring 'the moment' can help to reaffirm your life priorities.



Why not try:

- Take notice of how you are feeling at this very moment, watch your thoughts and feel the sensations in the body.
- Have a 'clear the clutter' day
- Try looking at something you see all the time (whatever is in front of you right now!). Look at the detail. See anything you haven't notice before?
- Slow down. Savour the moment, whether you are going around the shops, eating breakfast or out with friends or family
- Take a different route on your journey to or from work • Visit a new place for lunch or dinner
- Get a plant for your workspace. Not only are plants nice to look at they can improve your mood and reduce stress levels.



Looking after yourself and each other



Health and wellbeing topic of the month

May – Mental Health

May's health and wellbeing topic is Mental health in association with Mind and the Mental Health Foundation.

Living with a mental health condition can affect many aspects of daily life, from your physical health to your home, your work and managing money. Please do visit the Mind and Mental Health Foundation websites where you can find help about treatment, understand your rights or reach out to other sources of support.

[Mind](#)

[Mental Health website](#)

Mental Health Awareness week

Mental Health Awareness Week took place on 9–15 May 2022 and this year's theme was "Loneliness".



Loneliness is affecting more and more of us in the UK and has had a huge impact on our physical and mental health during the pandemic. Our connection to other people and our community is fundamental to protecting our mental health and we need to find better ways of tackling the epidemic of loneliness. We can all play a part in this. Reducing loneliness is a major step towards a mentally healthy society.

In England, **1 in 6** people report experiencing a common mental health issue (such as anxiety or depression) in any given week

More than **700,000** people die due to suicide every year.

For every suicide there are many more people who attempt suicide

More than **7** people in **100** have self-harmed at some time in their lives.

Top tips to overcoming loneliness:

- Explore your feelings - Think about how you are feeling and what could be contributing to this, it can be helpful to keep a journal and note down our feelings.
- People who will listen – talk about how you're feeling with family or friends that you trust and are comfortable speaking to or you can contact Samaritans and other organisations, who can provide free support
- Get involved – volunteer within your local community or organise charity activities at your workplace or within your social circle.
- Connect – get in touch with a friend, neighbour, or a colleague you haven't spoken with in a while.

For more information about this year's Mental Health Awareness Week and to find support that is available to you visit:

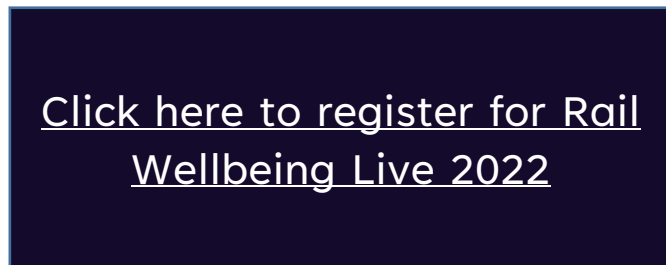
[Mental Health Awareness Week 2022 – Loneliness](#)

Rail wellbeing live Wellbeing is back Wednesdays

We are delighted to share that Rail Wellbeing Live is back bigger and better for 2022

Last year people from across the railway industry joined the two-day event, which featured over 50 hours of wellbeing sessions and workshops. This year Rail Wellbeing Live will be taking place on Wednesday 2 and Thursday 3 November and will be virtual and still free to attend!

Put the date in your diary and keep your eyes peeled for the invite in early September. To keep up to date with future Rail Wellbeing Live announcements subscribe to the monthly newsletter by clicking the link in the button below.



In May's session the focus was on the topic of loneliness. Dave Brown from the charity Samaritans discussed how Covid has impacted loneliness, the relationship between suicide and loneliness and what we can do to help ourselves and others when feeling lonely or isolated. To watch the May session please visit

[May's Wellbeing Wednesday recording – loneliness.](#)

You can book June's session in your diary now; the session will focus on diabetes. If you unable to attend the live stream the recording will be available on demand.



Nesting birds



Southern Capital Delivery

Toolbox Talk

Nesting birds
03 May 2016

Did you know?

It is illegal to kill or disturb birds or damage their nests or eggs

- While birds usually nest in trees or hedges they can also be found nesting on the ground, in equipment, amongst materials, in cabins, under eaves or behind drain downpipes
- All birds are protected when nesting and work must be stopped



Do

- ✓ Check that no nesting birds or active nests are present before carrying out site clearances of potential nesting sites
- ✓ Stop all construction and work in the immediate area if nesting birds are present.
- ✓ Report the presence of nesting birds to a supervisor

Do not

- ✗ Kill, injure or capture any wild bird
- ✗ Take, damage, destroy or disturb a nest or eggs of any wild bird
- ✗ Move any machinery, scaffolding or equipment if birds are found nesting

This and other toolbox talks can be downloaded from:

www.southernshield.co.uk

For further information please contact a member of your Environment Team

When is bird nesting season?

Most birds tend to build nests and lay their eggs between March and July. The peak months for breeding are May and June. However, some birds can nest all year round.



Why does this matter?

- A fine of up to £5000 may be given for each offence, each bird may be deemed a separate offence
- Any vehicle that is involved in the damaging or destruction of birds, their eggs or their nests, may be forfeited

Bird nesting surveys must be carried out before work commences and any active nests clearly marked with an exclusion zone.

Lyme Disease



Southern Capital Delivery Toolbox Talk

Lyme Disease
28 March 2019

Lyme Disease



Lyme disease is a bacterial infection, passed on to humans by infected ticks. While it's difficult to estimate the total number of UK cases, they are understood to have increased more than fourfold in the past 10 years. The peak season is April to October, though they are active all year.

What are the symptoms?

- A high temperature or feeling hot and shivery
- Headaches
- Muscle and joint pain
- Tiredness and loss of energy
- A red, circular skin rash around a tick bite, which usually appears up to 30 days after being bitten by a tick. It can also look like a bulls-eye.





Some people with Lyme disease develop more severe symptoms months or years later. This is more likely if treatment is delayed. These more severe symptoms may include:

- Pain and swelling in joints
- Nerve problems – such as pain or numbness
- Heart problems
- Trouble with memory or concentration.

How to remove a tick

1. Use fine-tipped tweezers or a tick-removal tool
2. Grasp the tick as close to the skin as possible
3. Slowly pull upwards, **taking care not to squeeze or crush the tick.** Dispose of it when you've removed it
4. Clean the bite with antiseptic or soap and water.

How to avoid tick bites



There are no vaccines to defend against the tick-borne disease. Therefore, the best defence is to avoid being bitten.

To reduce the risk of being bitten:

- Walk on clearly defined paths to avoid brushing against vegetation where ticks may be present
- Wear light coloured clothing so that ticks crawling on clothing can be spotted and brushed off
- Use an insect repellent that can repel ticks and prevent them from climbing onto clothing or attaching to skin (always follow the manufacturer's guidance)
- Wear long trousers and long-sleeved tops to reduce the direct exposure of ticks to your skin.

More information

- Visit the [Lyme Disease](http://www.nhs.uk) website.
- Public Health England – [Tick Guidance](http://www.gov.uk)
- BBC News Article: [Lyme Disease: A Guide to Symptoms, Causes and Treatment](http://www.bbc.com)
- [The Big Think project](http://www.bbc.com) – raising awareness about the dangers of ticks and tick-borne disease in the UK.

Contact us: shield@networkrail.co.uk



Improvement Opportunities (IO)

April statistics

During the month of April there has been an increasing number of proactive and wider business IO submitted. Our suppliers submitted 5 IOs which is 1.99% of all IOs submitted.

Thank you for helping us to share important learning across the wider industry and thank you all for your continued engagement.

Did you know that we have a IO App?

We have recently re-launched the IO App; this can be accessed through our main [website](#) or for internal colleagues this can be accessed the Launch Pad on Atlas SharePoint site.

Please do continue to submit your IOs and good ideas to help us continually improve and drive continued safer performance throughout the year.

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

Top IO Originators in April	
Wayne Sheppard	16
Genero Henderson- Park	15
David Stevenson	14
Henry Barkas	13
Antony Cooper	10
Top categories in April	
Site housekeeping	29
Access/egress/site security	20
Site welfare	18
Improvement Opportunities	17
Leadership tour	16
Top projects in April	
OTW E&P NSCD'S Phase 4 and 5	25
HV Switchgear renewals	25
A46 Binley Construction	22
Gade Valley Transverse Stiffeners	13
OTW E&P Farncombe to Petersfield	10

Infrastructure Improvement Opportunities		
Month	Total No. IOs	Total No. People Raising IOs
April 2022	251	61
How many did your site submit last month?	?	?

What are Improvement Opportunities?



An improvement opportunity is anything you see that you believe could be done in a better, more sustainable, safer and/or more efficient way. It could be wholly safety related where your suggestion prevents an incident or accident, or it could be an idea that has the potential to improve the entire business. Submitting an IO is your opportunity to make Octavius Infrastructure better for our customers, our suppliers, our employees, and anyone who comes in to contact with our works.

Improvement Opportunities have been split into two types:

- Project related opportunities - anything identified on a site with no wider business benefits, such as a close call or near miss
- Business Improvement - an idea with wider implications to the business and a benefit that can be rolled out across several projects.

Why should you raise an Improvement Opportunity?

Improvement Opportunities are a way for the business to understand underlying trends. They allow the SHEA team to forecast where to focus their energies to ensure we continue to work safely. They are an open voice into the business for all who interact with us.

What happens to Improvement Opportunities you raise?

Your IO is submitted to a reviewer based upon either the project the IO was raised against or the category you selected. They will be notified by email that they have a new submission to review. An option is also available for the reviewer to reply directly to you. Every IO raised is also read each month by the Improvement Opportunity Peer Review Panel.

[Click here to access the IO app](#)



SHE performance summary

April 2022

Improvement Opportunities Frequency Rate (IOFR) the Current Rolling IOFR is: **1.68**
(Target of 2.5 per 1000 hours worked)

Accident Frequency Rate (AFR) Days since the Last RIDDOR Accident: **240**
The Current Rolling AFR Is: **0.04** against a threshold of 0.01

Service Strike (SSFR) Days since the last Service Strike: **5**
The Current Rolling SSFR is: **0.30**

April
Total Number IOs
251

April
No. Safety, Health & Environmental IOs
164

April
No. Business IOs
87

Reference Number	Date	Project	Description
Lost-Time Injury			
10132022-22-04	25/04/22	Weymouth Canopy Replacement	Operative received a cut to the chest when a glazing pane broke as it was being passed to him
Near Miss			
10112022-10-04	10/04/22	OTW Staines High Street	M12 bolt found on the footpath under a railway bridge being worked on. Not determined if it was dropped from bridge or by worker on footpath
10132022-22-04	22/04/22	OTW E&P NEPT	Passing train driver alleged that operatives failed to acknowledge warnings – proven incorrect
Theft			
10122022-14-04	13/04/22	OTW E&P Switchgear	Site accommodation broken into, and tools stolen
Near Miss / Close Call			
10152022-26-04	25/04/22	EHA – Flitwick	Excavator moved unexpectedly when it was being manoeuvred causing arm/bucket to drop unexpectedly
10162022-29-04	29/04/22	OTW Landport Viaduct	Operative experienced tingling sensation in hand during jet washing – cause under investigation



TM Operative struck by vehicle.

No 433

March 2022



Safety

Date: February 14th

Time: 21:05

Location: A96 East of Dramlachs Crawler Lane.

Details if Incident:

TM Operative was positioned on the western side of the site, facing the eastbound traffic, where he was manually controlling the signals as part of the convoy operation. At 20:10 as the convoy was travelling back, bringing through the traffic westbound, he noticed a car approaching the closure at speed. There were no other vehicles queuing at this point. The Ops first instinct was to wave to try and slow the vehicle down. The vehicle entered the closure to the right-hand side of the traffic signal and made contact with the Operative.

Signage was in place and the site was set up for 10mph convoy working commencing at 19:30 on the evening of the incident. The weather was cold but dry and the road surface was slightly wet but visibility was good on the approach.

Operative contacted the Police who arrived on site and conducted their investigation. Arrangements were then made to take the Operative to A&E, where it was determined that the operative sustained a couple of broken ribs and a fracture to their knee.

Outcome of Incident.

To mitigate risk of a similar occurrence, the TM company have issued a toolbox talk to all their employees to be more aware of poor driving behaviour and to ensure their personal safety as the primary consideration at all times.

Items for consideration

- Maximising sight lines (from both points of view) by considering any bends or hills or hidden dips.
- Sign reflectivity being at an acceptable level. (BEAR TM Gang Pack pg.10 and 11. Or in Ch8, Part 2 Operations pg.204 and 205).
- Correct size of signs used (900mm minimum for Single Carriageways 50mph and above).
- Visibility of the signs; Not placed in long grass, not hidden by permanent road signs or out of full sight, preferably not on an inclined verge or behind VRS.
- Initial double banked Speed Limit signs to reduce traffic speed and repeaters throughout the site.
- Additional signs may have been required to suit the road layout.

experience that delivers



Safety Bulletin

A serious incident has taken place



everyone
home safe
every day

Test before Touch on OLE

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

Ref: NRB22-03

Date of issue: 09/05/2022

Location: National

Contact: Martin O'Connor
Network Technical Head Contact
Systems AC/DC, Technical Authority



Never assume equipment is isolated – always test before touch.

Overview

The investigation into a worker's severe burns at Wolverton has revealed that there is uncertainty across the industry about what is required by the Test before Touch lifesaving rule on Overhead Line Equipment (OLE).

The accident occurred in the early hours of 14th May 2021 when track renewal contractors were working in a Network Rail managed engineering worksite at Wolverton. The work group were checking and adjusting the OLE to remove a temporary speed restriction.

The work group using a Mobile Elevating Work Platform (MEWP) unknowingly strayed outside the isolation. A linesperson touched the live OLE when they used a tool to take a measurement and received burns from an electric shock of up to 25kV.

The Test before Touch life saving rule must be followed when working on or near OLE. Every time before anyone works less than 600mm from the OLE a test must be conducted or witnessed using an approved voltage testing device. A new test is required every time the work group moves past any in-line feature such as a section insulator or changes track. If in doubt, re-test.

The test must show that the OLE is switched off before the work (re)starts.

Never rely only on the Reminder of Live Exposed (RoLE) equipment alone. It is used at the OLE permit (Form C) safe working limits but not always for residual electrical hazards. And it is only a reminder to check the OLE permit (Form C).

Discussion Points

When working on or near OLE, Test before Touch must be carried out.

How Test before Touch is to be performed and who is responsible to carry out the test(s) must be identified during the planning process. The following must be considered:

- Test before Touch must only be done once you have an OLE Permit to Work (Form C).
- Test before Touch on OLE must be carried out by an Authorised or Nominated Person.
- An Authorised or Nominated Person must retest if the work group moves beyond an in-line OLE feature, onto a different track or a different conductor or if requested by a member of the work group.
- If the work group does not have a competent person to carry out Test before Touch then the Nominated Person must plan for how this will be carried out throughout the work.
- All staff should use Test before Touch in accordance with the guide to the Application of the Electrical Lifesaving Rules.
- How do you reach a clear and common understanding regarding the safe working limits stated on the OLE Permit (Form C)?
- How are the safe working limits on the OLE Permit (Form C) identified?

Shared Learning Bulletin

Faulty Drilling Rig Interlock

Faulty Interlock

During a site investigation, the cage interlock on the rotary drilling rig was checked during a CDM-A site visit. When checked, it was found that each rig cage door could be opened approximately 10-12 inches before the interlock operated to stop the rotating parts of the rig, leaving an opening of 20-24 inches.

The Provision and Use of Work Equipment Regulations (PUWER)¹ requires the movement of any dangerous machinery to be stopped before any person enters a 'danger zone'.

The failure of the interlock meant there was an increased potential of entanglement with the rotating parts of the drilling rig i.e. the 'danger zone'.



Daily Inspections

The Lead Driller was asked by the CDM-A for the daily PUWER check sheet for the rig, however, it was not available.

HSE guidance² highlights that work equipment should be inspected to make sure that it has been correctly installed and is operating safely.

Action Taken

As the interlock was found to be faulty and there was not a valid inspection check sheet, works were stopped onsite. The drilling rig was not used until the faulty interlock had been rectified.

Key Learning

- The Principal Contractor must ensure that daily plant checks have been carried out prior to any plant being used onsite.
- Where any faults are found with plant prior to or during operation, then the equipment must be quarantined until the fault has been rectified.
- The operation of interlocks should be part of the daily checks and maintained in accordance with the manufacturer's instructions. As this is a key safety function for the drill rig.

1 - <https://www.legislation.gov.uk/uksi/1998/2306/regulation/11/made>

2 - <https://www.hse.gov.uk/pubns/priced/l22.pdf>



11kV Utility Strike - Driver Action

Safety Alert

SA/AEY/2202 Rev 01 March 2022

Details:



On 1st March 2022 at our Cross-a-moor Roundabout Project a 20T excavator came into contact with an uninsulated 11kV overhead cable. Fortunately no one was injured and the utility company repaired the damaged cable within a few hours. The full facts and lessons learned of this incident will be published on Safety Alert SA/AEY/2203.

This alert is focused on operative action Immediately after the contact.

Following shouts from across the site, the driver exited the machine and walked clear. The situation had not been fully assessed when the driver took this action, thankfully the machine was not forming part of the circuit allowing the driver to escape without injury.

What should you do if a cable is struck?

- If you do hit a cable, keep calm.
- Phone your site Manager who will contact the Utility Owner.
- Stay in the cab of the machine and lower any raised parts in contact with the line or try to drive the machine clear, if you can.
- Electrocutation is possible if anyone touches both the machine and the ground at the same time. If you need to get out jump well clear so that no simultaneous contact is made between you, the vehicle and the ground. Do not touch any wires. Stay clear and warn others not to approach.
- Get the DNO to disconnect the supply. Even if the line appears dead, do not touch it, or any part of the machine. Contact with the line may cause the power supply to trip out temporarily and it may be reconnected and re-energised automatically, without warning.
- Never touch an overhead line that has been brought down by machinery, or has fallen, e.g. in a storm. Do not try to disentangle equipment, until you have received confirmation that the line has been de-energised and made safe.

Every year in the UK, two people are killed and many more are injured when machinery comes into contact with, or close proximity to, overhead power lines. If a driver finds themselves in this position it is important that they keep themselves aware of the danger and prioritise their safety.

Document Ref: POL SA1

Review Date: 06/01/2022

Next Review Date: 06/01/2024



Lessons Learned

Date of incident	09/12/2021	Incident type	HiPo
Incident ref number	INC11327	Contractor	BBV / Fugro
Sublot	SWD&L	Location	Saltley Business Park, Sublot 4

Summary

- A Fugro Ground Investigation (GI) gang mechanically excavated a trial pit in the area of Saltley Business Park.
- The excavation was stopped due to the trial pit filling with water (hit a suspected drain) at 2.2m depth.
- The Fugro Senior Engineer, BBV Engineer and BBV Foreman arrived at site and ascertained that the trial pit was in the wrong location and not in accordance with the details on the Permit to Break Ground.
- They then realised the close location of the 132kV cables and reported the incident.
- A CAT scan identified that the trial pit was 300-500mm away from the live 132kV underground cable.

Findings

The DJV (designer) required soil samples within the exclusion zone of 132kV underground cables. This was not part of the planned works for this day, but the reference was very similar to the reference for the intended trial pit at Saltley Business Park and was incorrectly used by the Fugro team. This mistake was then compounded by:

- The C2 drawings were not used to verify the location of the trial pit
- Two GI locations were included on a single permit and the permit was not briefed at both locations
- The permit lacked clear detailed location coordinates
- The GI mobilisation checklist was not used to its full potential as a checklist
- A full CAT & Genny scan was not completed at the location before starting work.

Lessons Learned

There were 4 critical safety interventions that were missed, which then compounded the original error:

- Lack of Discipline - A full CAT and Genny scan prior to starting work would have identified the presence and location of the 132kV cable.
- Capability – The purpose and use of the mobilisation checklist was not fully understood by the BBV Supervisor
- Leadership – BBV senior managers were not routinely visiting GI locations to verify that critical controls were being implemented.
- Leadership - Recommendations from a previous 132kV near miss had not been fully implemented.

Photographs





Lessons Learned

Date of incident	03/02/2022	Incident type	High Potential (HiPo)
Incident ref number	INC11644	Contractor	BBV / VGC
Sublot	Sub-Lot 2A	Location	Offchurch Cutting - Welsh Road (Ch130 +650)

Summary:

- On 03/02/2022, 4 No. Articulated Dumper Trucks (ADT's) were involved in moving earth material from the Offchurch Cutting to the North Landscape area.
- One of the ADT's had reversed back too far onto a non-compacted ramp to offload earth material.
- As the skip was raised and tailgate opened, the vehicle became stuck and the cab overturned onto its offside at an approximate 80 degree angle.
- Nobody was hurt.
- The incident was not reported to BBV Senior Management at the time of becoming known on Site. Identified 5 days later.

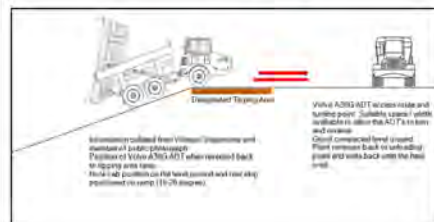
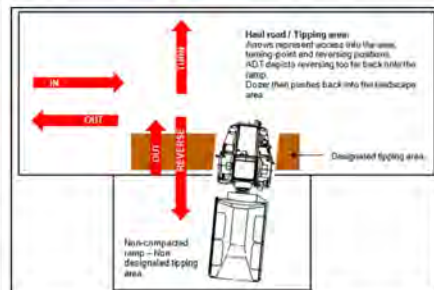
Findings:

- Poor planning and supervision of the work area.
- The designated tipping area was flat level compacted ground, but the incident occurred on a 15–25-degree ramp with soft ground.
- The General Foreman had left site and handed over responsibility to the Foreman. Communication of the Safe System of Work was ineffective.
- The ADT was fitted with a tailgate due to its previous use to move slurry from another area. Material being transported at the time of the incident was very sticky clay, which jammed up against the tailgate when being tipped. This caused the weight at the back to lift the cab and then overturn.
- After the incident, the ADT continued to be used without BBV Plant Maintenance being contacted to check the vehicle thereafter.
- Poor decision and judgment by the Foreman to not fully communicate the incident to Senior Management.

Lessons Learned:

- Poor instruction and lack of Supervision within the work area.
- Point of Work Risk Assessment did not fully identify key hazards. The Handover between the General Foreman and Foreman did not include a re-evaluation of the tipping area.
- Safe System of Work was not implemented at the time of the incident. – Poor communication between ADT Operator and Dozer Operator resulted in the ADT reversing and tipping on an incline with soft spots present.
- Poor configuration of the ADT which was fitted with a tailgate whilst handling wet sticky material.

Photographs:





Safety Alert

04th April 2022

Last week on an EKFB site, an articulated dump truck (ADT) reversed over the edge of the access ramp while constructing a subsoil stockpile, causing the trailer section to overturn. The cab of the ADT remained upright.

What we know

- The ground was firm and of good condition.
- ADT speed leading up to the incident was 3/4 MPH (confirmed by vehicle telematics)
- EKFB Fatigue standards had not been exceeded
- Nobody was injured in the incident
- The operation took place in a segregated, plant only, working zone

Actions taken

A briefing was held on site about the incident with checks undertaken for similar works in the area

Recovery plan implemented and the ADT successfully righted



Greatworth to Southam

What you must do

- Ensure plant assessments on plant drivers/operators have been completed by a competent person and are available.
- Review the planned access/ egress routes for stockpiles and where possible eliminate the need for reversing.
- Ensure the edge bund is correctly constructed – compacted, at least ½ the height of the largest wheel.



Making
the
Right
Choice





Safety Alert

5th April 2022

A D6 dozer was reshaping a stockpile. While reversing, the machine got too close to the edge of the stockpile and the ground spalled, causing the dozer to overturn and land on its side. No injuries were sustained.

What we know

- There had been heavy rainfall the night before the incident
- The ground conditions on the stockpile were soft and appeared to be uncompacted
- The dozer was reshaping the stockpile while other earthworks operations had ceased
- The dozer fell backwards down the edge of the stockpile and came to rest on its side

Actions taken

- Driver and supervisors D&A tested – all returning negative results
- Works ceased across all delivery areas for the subcontractor
- Subcontractor remains stood down pending review and initial findings from investigation
- Planning for safe recovery of plant underway



Great Missenden Compound, North Chilterns Area

What you must do

- Review sequencing of works and communication of change on site
- Assess work area each day before commencing work
- Ensure temporary works designs are followed during the construction and maintenance of stockpiles
- Ensure regular inspections of stockpiles are undertaken
- Ensure earthworks operations are only carried out during suitable weather and ground conditions



<p>Following the rules</p>  <p>Make sure we understand and follow the rules that apply to us</p>	<p>Thinking before we act</p>  <p>Take time to consider our options and their outcomes</p>	<p>Sparking up</p>  <p>Get something better working with others</p>	<p>Looking out for each other</p>  <p>Think about how people are affected by the choices we make</p>
<p> Safe at heart I care. You count. We matter.</p>			



INFORMATION



Safety Alert

Vehicle Struck by Temporary Traffic Management Barrier

17 March 2022

Background information

- A customer's vehicle being driven northbound on the A1, between junctions 78 and 79, was struck by traffic barriers which had been moved by winds gusting between 31 and 56mph during storm Malik.
- The traffic barriers had been placed across a usual access / egress point as a temporary demarcation line whilst drainage work was carried out in the area.
- The incident took place on a Saturday with no workforce in the immediate area.
- The incident was attended by a National Highways Traffic Officer and police, who assisted the driver and moved the section of barrier to a safe place.
- The driver was unharmed, but some damage to their vehicle occurred.
- The investigation found the traffic barriers did not contain sufficient ballast (water) in accordance with the traffic barrier manufacturers guidance.
- It is unclear why the ballast was not at the required level; potential reasons could be evaporation or leakage.
- Only verbal communication was received that they had been filled correctly at deployment, and it is unclear whether subsequent checks had taken place.



Lessons Learnt

- Discuss and review timescales for the monitoring of water levels within traffic barriers (specification states daily).
- Check manufacturer's guidance on fill levels and suitability for use in high winds.
- Critically examine emergency protocols when bad weather is forecast.
- Ensure that effective communication methods are in place with the Regional Operations Centre for emergency situations, to ensure a swift response to unsafe conditions takes place (including non working days).

NHa289

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

Page 1 of 2

home safe
and well



INFORMATION

Safety Alert Protester Tunnelling

27 April 2022

Background information

Over the last few months various protest groups have conducted a variety of protests against government climate policy and have targeted oil refineries, fuel distribution sites and the SRN.

On Friday 22 April a tunnel was discovered in the vicinity of Junction 10 of the M42 close to an oil terminal. This is not the only case in which a tunnel has been dug under a road, in an attempt to weaken the road surface above, possibly to the extent of collapse.

Protesters are attempting to conceal their tunnelling activity by using tarpaulins or caravans or other objects to screen the entrance excavations.

Even if the tunnel does not compromise the road surface, there are significant safety issues for those tunnelling, our customers, and staff. It is likely that this tactic will continue, with protesters targeting parts of the network as part of their ongoing strategy.



Lessons Learnt

- Vigilance by staff and supply chain partners, and reporting any suspicious activity to the relevant Regional Operations Centre as a matter of urgency will allow the Police to respond and put a stop to tunnelling.
- Tunnelling can be identified by the presence of digging tools, caravans and other objects seemingly abandoned on the roadside, tarpaulins etc which may be used to conceal tunnelling.
- Any part of the SRN could be targeted, but those parts of the SRN close to refineries and oil storage depots are particularly at risk.

NHa294

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

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and **well**



INFORMATION



Safety Alert Environmental Survey Team Encounters Seasonal Shooter

21 March 2022

Background information

- The survey team arrived at the land parcel to conduct a non-intrusive, environmental survey, when they heard a gunshot and a bird fell approximately 15 to 20 metres away.
- This was followed very shortly afterwards by the shooter emerging from a hedgerow on the opposite side.
- Prior to arriving to site, the survey team had made a courtesy call to the landowner, who confirmed that no shooting was planned for that day.
- After a review of this near miss, it was noted that the landowner was not aware that shooting activity was occurring on their land on this date.
- There was a lack of clear communication between the landowner and the shoot organiser, which resulted in the project land access team and the survey team having incorrect information.



Lessons Learnt

- If surveys are not critical and the land parcel has shoot arrangements in place - the survey shall be postponed until after the shooting season.
- The survey team shall contact the shoot organiser to ensure no shooting is planned on the day of the surveys.
- The survey team shall carry out a dynamic risk assessment before entering the land parcels, and stop work if any unsafe conditions are observed / heard.

NHa290

If you have any queries about this safety alert information announcement or any other safety announcement then please contact HealthSafety&Wellbeingteam@nationalhighways.co.uk

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and **well**

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