



octavius

Please consider the environment, do not print this document unless you have to.



STOP.
Think!

July 2022

Make better
decisions.

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

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Welcome



The Summer is here!

With the summer heatwave upon us, I hope that you all get a chance to enjoy the fine weather which has certainly been a long time coming! With the difficulties of the last couple of years, I hope that most of you get to enjoy a proper summer holiday this year!

With this lovely weather though, comes the risks of sunburn, heatstroke and dehydration, particularly for those people undertaking physical works on our projects. Please do read the STOP Think! Alert on this subject in this month's publication.

Focus on Mental Health

On a sombre note, this warm weather takes me back to the sad news that we heard two years ago this month, when a former colleague and friend, Paul Marjoram, sadly took his own life. Whilst none of us will ever know what led Paul to this tragic outcome, the sadness and sense of loss was devastating, and this pain continues today. With the current economic situation and cost of living crisis, the continued challenges around Covid and the political situation across the world, amongst many other challenges that we are faced with. I recognise that it is a really difficult time for many people. If any of you are finding things particularly tough, please don't suffer in silence there is always someone you can talk to. Please reach out to a friend, a colleague,

to one of our many Mental Health First Aiders or seek professional help. I am personally always open to any conversation with anyone in the team too.

Visiting our sites

I have really enjoyed visiting many of our projects this month with my Exec Team. It has been great to talk to our people about the ambitions contained within our new business plan and listening to feedback on how it feels to be part of the Octavius team; what is working well and what can be improved. I have particularly enjoyed the honesty and openness of the discussions, the genuine positivity that is felt with our new brand, as well as learning how we can help make the lives of our front-line resources easier. It has been amazing to see the brilliant projects that we are working on; the quality of the work being delivered, with great safety behaviours evident throughout. In delivering this work, we continue to enjoy the amazing support from our talented suppliers. Thank You!

National Windrush Monument

I hope that you enjoy this month's STOP Think! My favourite article relates to the work that we have done at Waterloo Station to support Windrush Day. Being asked to support Network Rail with the preparation and delivery of the unveiling of the National Windrush Monument was a real privilege. Given our own commitment to the creation of a truly inclusive culture in Octavius, supporting a monument that reflects the courage, commitment and resilience of thousands of men, women and children who travelled to the UK to start a new life, is very inspiring.

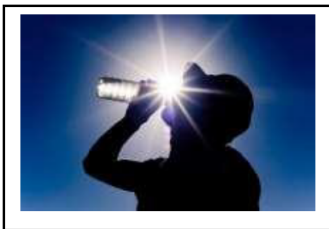
Have a great month!



John Dowsett CEO – Octavius Infrastructure Ltd

Heat stress

STOP Think! – Heat Stress



Key to UV exposures	
Category definitions and protection required:	
L Low - None. You can safely stay outside.	
M Moderate - Take care during midday hours and do not spend too much time in the sun unprotected.	
H High - Seek shade during midday hours, cover up and wear sunscreen.	
VH Very high - Spend time in the shade between 11 and 3. Shirt, sunscreen and hat essential.	
E Extreme - Avoid being outside during midday hours. Shirt, sunscreen and hat essential.	

Protecting Yourself

Heat stress, from exertion or hot environments, puts you at risk of heat stroke, heat exhaustion, or heat cramps.

Heat Stroke

Occurs when the body becomes unable to control its temperature. Can cause death or permanent disability.

Symptoms: High body temperature, confusion, loss of coordination, hot, dry skin or profuse sweating, throbbing headache, seizures, coma.

First Aid: Request immediate medical assistance, move the worker to a cool, shaded area, remove excess clothing and apply cool water to their body.

Heat Exhaustion

The body's response to an excessive loss of water and salt, usually through sweating.

Symptoms: Rapid heartbeat, heavy sweating, extreme weakness or fatigue, dizziness, nausea, vomiting, irritability, fast, shallow breathing, slightly elevated body temperature.

First Aid: Rest in a cool area, drink plenty of water or other cool beverages, take a cool shower or sponge bath.

Heat Cramps

Affects workers who sweat a lot during strenuous activity. This depletes the body's salt and moisture levels.

Symptoms: Muscle cramps, pain, or spasms in the abdomen, arms or legs.

First Aid: Stop all activity, and sit in a cool place, drink clear juice or a sports beverage, or drink water with food, avoid salt tablets, do not return to strenuous work for a few hours after the cramps subside.

Seek medical attention if you have the following: heart problems, are on a low- sodium diet, or if the cramps do not subside within one hour

Protect Yourself

Avoid heavy exertion, extreme heat, sun exposure, and high humidity when possible. When these cannot be avoided, take the following preventative steps:

- Monitor your physical condition and that of your co-workers for signs or symptoms of heat illnesses.
- Wear light-coloured, loose-fitting, breathable clothing such as cotton.
- Avoid non-breathable synthetic clothing.
- Gradually build up to heavy work.
- Schedule heavy work during the coolest parts of day.
- Take more breaks when doing heavier work, and in high heat and humidity.
- Take breaks in the shade or a cool area.
- Drink water frequently. Drink enough water that you never become thirsty.

Be aware that protective clothing or personal protective equipment may increase the risk of heat-related illnesses so when resting remove it to help you cool down.

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

Over tensioned handbrake



Scan this QR code to see the handbrake being operated



What Happened?

During a Senior Leadership Tour at Boston Manor Viaduct the workforce raised a concern regarding an on-site compressor's handbrake. They demonstrated that the handbrake would release quite abruptly and with relative ease. The compressor was hired in by Octavius' subcontractor who were carrying out painting and remedial works on the site.

Impacts

- Potential to cause harm or serious injury.

Immediate action

- Liaised with subcontractor to investigate the issue and replace the plant immediately.
- Speedy Hire Desk investigated whether the fault was with the model or the specific compressor.
- No issue was found with the model, however, the particular piece of plant had an over tensioned handbrake which meant it released very abruptly.

OIL Staff and our Suppliers must confirm:

- If something is causing you concern with any piece of plant or equipment, say something. Do not work around the hazard if it can be eliminated.
- Supply chain to ensure that plant is in a suitable condition to hire.
- Subcontractors and OIL staff taking delivery of plant to ensure thorough prestart checks are undertaken before plant is used.
- OIL staff to ensure the necessary paperwork has been completed correctly before plant is used.
- Once item of plant has the "all clear" to use, the plant details should be logged in the site plant register.
- OIL staff to ensure that weekly plant check sheets are completed and that no issues have developed with the plant whilst on site.
- OIL staff and subcontractors to ensure that any faulty plant is isolated, tagged and not used until swapped or repaired.

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

Biodiversity - thinking for the future

The World Economic Forum's (WEF) 2020 Global Risks report states that biodiversity loss has "critical implications for humanity, from the collapse of food and health systems to the disruption of entire supply chains. Biodiversity loss has also come to threaten the foundations of our economy."

Biodiversity and nature in general is vital for our mental and physical wellbeing and is crucial for a resilient society.



What is biodiversity and why is it so important?

Biodiversity refers to the variety of life on Earth and includes every plant, animal, insect and microbes that makes up our planetary ecosystem. Studies by the Intergovernmental Science-Policy Platform on Biodiversity and Ecosystem Services (IPBES) show that nature is declining globally at rates unprecedented in human history. [In a report](#) they state as a direct result of continuous unsustainable activity, the global population sizes of wildlife fell by 60% between 1970 and 2014.

Why care?

Human activity and nature are inextricably linked. There is an obvious link for agricultural, food and drink industries where the extinction of pollinators, over farming, deforestation and soil erosion has significant effects on food supplies and that in turn causes a lack of production, increased food prices therefore impacts communities and the economy.

What can we do ?

As businesses we have a choice and an opportunity to contribute to preserving and enhancing biodiversity in all our projects. We must work with our clients, stakeholders and partners to design biodiversity into our engineered solutions with an integrated approach. Then we can successfully integrate nature with the built environment, restoring and enhancing biodiversity and deliver healthy ecosystem services through Biodiversity Net Gain (BNG).

But what is BNG?

It is an approach used to improve a sites biodiversity value. On completion of the site there will be a positive ecological impact, through habitat creation or enhancement.

Legally, the requirement for BNG is within the Environment Act that mandates that all development schemes in England must deliver 10% biodiversity net gain to be maintained for a period of at least 30 years. The concept seeks measurable improvements for biodiversity. Development proposals must "leave biodiversity in a better state than before".

What does BNG mean for developers and landowners ?

In England they must ensure their projects deliver biodiversity improvements to meet the required 10% increase. They must determine and evidence a project's final BNG value using the specified Defra biodiversity metric if they want their plans to move through the planning process swiftly.

How to achieve BNG

To achieve biodiversity net gain, proposals must follow the 'mitigation hierarchy' which compels planning applicants to avoid harm in the first instance, then mitigate or finally compensate for losses on-site, off-site or through a combination of the two solutions.

We must continue to raise the agenda for biodiversity and contribute to BNG. It will take a change in thinking but it is achievable.

Climate change – how we can reduce the impact of transportation on the environment

Limiting global warming to 1.5°C above pre-industrial levels requires reaching **net zero** emissions by the middle of this century. This means that, in less than three decades, we need to reverse more than a century of rising emissions and bring annual emissions down to near zero, while balancing out all remaining **unavoidable emissions** by actively removing carbon from the atmosphere.

What to avoid



By far the most effective things to avoid involves transport of some kind. Living without a car reduces greenhouse gas emissions by an average of 2 tonnes of CO₂ emissions per person per year and avoiding a single long distance return flight cuts emissions by an average of 1.9 tonnes.



What to shift



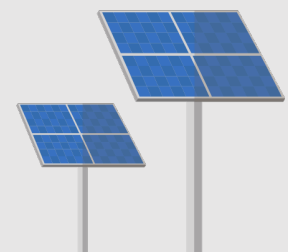
Living sustainably is not just about giving things up, large reductions in emissions can be achieved by shifting to a different way of doing things. As driving causes so much pollution, shifting to public transport; walking or cycling can make an enormous change, with added benefits to your health and wellbeing and local air pollution levels.



What to improve



The things we do already could be made more efficient by improving carbon efficiency at home, for example using insulation and heat pumps, or producing your own renewable energy by installing solar panels.



Switching from a combustion car to an electric one – ideally a battery EV, which generates much larger reductions in emissions than hybrid or fuel, electric vehicles make your journeys more efficient. Plus, its effect on emissions will increase as time goes by and the amount of electricity generated by renewables grows.



Shout out to the Bincombe Woods team for implementing solar panels on site, helping to reduce fuel costs and our carbon emissions.



Invasive plants

With the onset of spring and summer terrestrial habitats on construction sites rapidly start to grow and vegetation thickens. Whilst completing de-vegetation removal works it is important we carry these out as safely as possible without coming into direct contact with invasive plants.

Ecologists are routinely brought in to assess habitats and vegetation for a whole range of species from mammals such as bats, hazel dormice and badgers through to reptiles and nesting birds.

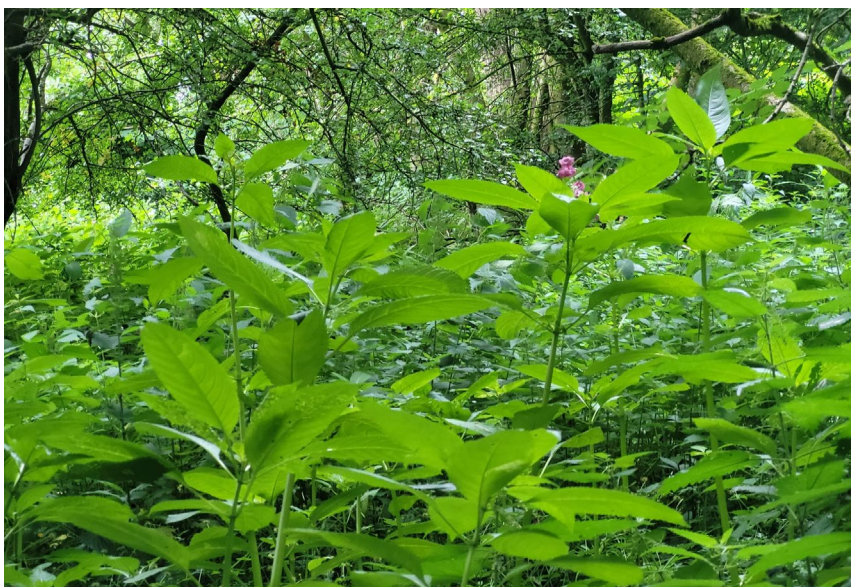
Ecological teams are also likely to undertake a detailed examination of sites to determine the general and wider value of all habitats.

Within the ecological assessments there is a section which details those species which are generally invasive or non-native and are often referred to as invasive non-native species (INNS). The team need to be aware of the cost and programme implications of dealing with any invasive species.

Himalayan Balsam

Himalayan Balsam is rapidly becoming problematic across the UK and is often associated with rivers, water meadow and wetter areas. It is a dense weed with tall stems and purple/pink flowers. The flowers start to become very apparent at this time of year, these flowers are followed by seedpods that will open and ‘explode’ when ripe and scatter the seeds up to 7 metres (23 feet) in all directions. It is important to exert caution, as even the slightest contact with the plant can result in the dispersal of the seeds for the following year.

Himalayan Balsam can be easier to deal with than other invasive non-native species as the method of controlling them is to pull them from the ground before they set seed. This must be done in a legally correct manner, ensuring their seeds don’t disperse whilst removing the weed.



Looking after our planet

Japanese Hogweed

Japanese Hogweed perhaps has the most notable impact, and is similar to Himalayan Balsam as the plant is also dense with tall stems. It can be found almost anywhere in the UK, often seen at the side of roads, on rail land and near rivers. It can cause structural problems to homes, roads and rail, costing thousands of pounds to deal with and can seriously delay projects



Giant Hogweed

Giant Hogweed can spread and regrow from the tiniest section of root and when removed, it needs to be dealt with by a licensed waste facility.

Giant Hogweed is harmful to humans, as the sap within the weed contains a chemical called furocoumarin, which causes painful chemical burns and makes the skin sensitive to strong sunlight. This is known as a phototoxic reaction, resulting in painful blisters, rashes and inflamed skin between 15 minutes and 48 hours after contact. Some people may suffer long-lasting and recurring symptoms including phytophotodermatitis.

If you do come into contact with the sap wash the area thoroughly, keep out of direct sunlight and seek medical attention.



If you are working on site and have any concerns of unknown plants or species inform your site manager immediately. Do not assume it has been dealt with.

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



Driving safely to and from work



Driving for work is one of the most dangerous things workers will do, it is estimated that up to a third of all road traffic accidents involve someone who is at work at the time. This may account for over 20 fatalities and 250 serious injuries every week.

An example of one incident that could have been fatal

A 21-year-old engineer working for UKES rail was involved in a road accident on the M25 whilst he was on the way home from a shift. A vehicle pulled in front of him causing him to lose control and the van to flip over several times. Fortunately, he didn't suffer any injuries however, he was left in a state of shock and the car was written off.

An investigation of the incident found that the driver's Fatigue Index was well within parameters.

Neil Bridgeman, Managing Director at UKES Rail said "The driver's version of event was completely plausible however, the question still remained that at the age of 21 and someone who had never driven a van before, was he competent to drive a van, at night, after a nightshift, in terrible weather? How many times have we as employers put inexperienced drivers into vans and just accepted that it is part of working life and that they should just take to it? Did we set him up to fail here?"

What is UKES Rail doing to prevent road accidents?

As a result of the incident the team have introduced a new advanced training course for all new drivers, under the age of 25, aimed at providing more support for young people at the wheel of a large vehicle.

Neil explained "On this course they are given training on the various nuances of driving a van and how it handles and drives. The driver is then given an assessment to determine if they are suitable to drive. It is now something we do for every new driver in our vehicles to hopefully ensure that we are putting people in our vans who are trained and competent to carry out the task. I would challenge all those that are reading this and have young drivers driving vans that may be outside of their skill set and comfort area. Are you sure they are ok? If not, get them trained like we would do any other work activity. Jack was lucky and walked away, it could have easily been a different outcome.

Employers have legal duties and responsibility to manage the risk to employees who drive for work purposes. For more information, please visit the HSE website.

[HSE - driving for work employers' responsibilities](#)

Thank you Neil Bridgeman, MD UKES RAIL For providing this information to help us ensure that EVERYONE that drives for work returns home safely each day.



How to drive wise

When are accidents most likely to happen?

- On long journeys on monotonous roads – like motorways
- Between 2am and 6am or 2pm and 4pm (especially after eating or taking even one alcoholic drink)
- After having less sleep than normal
- After drinking alcohol
- If taking medicines that cause drowsiness
- After long working hours or on journeys home after long shifts (especially night shifts).

Other factors to consider when driving that can cause harm to the driver or rider, passengers, other road users and/or pedestrians when driving for work include:

- Roadworks, traffic and congestion
- Vehicle condition
- Distraction
- Time pressures
- Weather
- Behaviour of other road users
- Speed.

Fatigue

Driver fatigue is a serious issue among those who drive to and from work. Around 300 people are killed as a result of drivers falling asleep at the wheel every year and around 40% of sleep related accidents involve commercial vehicles.

Remember to:

- Plan your journey to include a 15-minute break every two hours
- Don't start a long trip if you are already tired
- Share the driving if possible. If you start to feel sleepy, find a safe place to stop – NOT the hard shoulder of a motorway
- If you start to feel sleepy, stop and rest for 10 to 15 minutes.
- The only real cure for sleepiness is proper sleep.



Please do take a look at the [Rospa Safer driving for work handbook](#) and the [THINK!Gov website](#) where you can find more guidance and support about keeping safe on the road.

Wellbeing Wednesdays

July's session focused on "Caring for Carers" where Molly Booth and Lucy Tucknott from Coastal wellbeing discussed ways carers can look after their own mental and physical health.



In this session Molly and Lucy chatted about who is considered a carer, the importance of looking after our own wellbeing when caring for others, and ways we can prioritise taking care of our mental and physical health

If you missed the session you can [watch it on demand](#).



August's session will focus on food to boost your mood. [Register your attendance for the August session on the Rail Wellbeing Live website](#).

Don't forget to visit the Rail Wellbeing Live website each month for new and FREE bespoke informative materials that focus on improving the physical and mental wellbeing of everyone who works in our industries www.railwellbeinglive.co.uk

The Shield - June 2022

Network Rail, Southern region Capital Delivery recently published their June 2022 Edition of "The Shield", aimed at increasing our safety engagement and communication direct with our workforce.

This publication has been produced as a Southern Shield initiative and is just one part of the leadership commitment being shown by the Directors of Network Rail and the Directors of key framework suppliers such as Octavius.

Whilst we appreciate that this is a rail based publication, the content is varied and much of it is appropriate to all our projects. So please do encourage your workforce to read it, and to discuss the content.



[Download a copy on the Southern Shield website](#)

Delivering exceptional value - Lean sessions

Due to high demand our Business Performance team have arranged additional virtual Lean Awareness training sessions.

The Lean Awareness training will help you to understand what Lean is and how to use some of the basic tools and techniques.

You can book your place on the LMS system via SharePoint or contact the [Business Performance Team](#).



Want to be a Lean Champion?

If you're ready for the next part of your Lean journey, become a Lean Champion by attending the next full day training session

Who is this training for?

- The training is for anyone who has a passion for Lean thinking and wants to make a difference to the way we operate
- You should have already completed the Introduction to Lean eLearning module and the Half day Lean Awareness Course. The course uses a blend of classroom learning, on the job learning and eLearning.

The classroom training is a full day session, with a commitment to attend a drop-in session every month. The next session will be held on Monday 22 August at our Rugby office.

To book your place contact [Kim Wild](#).

Our Lean sessions and Lean Champion training are open to all our supply chain partners.

Safe working with National Highways

Please visit the June/July 2022 edition of Highways Safety Hub Newsletter.

This edition covers the launch of a Roadworker Abuse app, a focus on preventing incursions, spoken safety critical communications and much more great information.

[Highways Safety Hub newsletter – June/July 2022](#)

The Highways Safety Hub has lots of useful information for working safely on the road network along with all the National Highways Safety Alerts, please do have a look at their safety hub.

[Highways Safety Hub](#).

Is it too hot to work?

There's no law for maximum working temperature, or when it's too hot to work but employers have the responsibility to keep the temperature at a comfortable level and provide clean and fresh air.



Find out more information about control measures and legal obligations on [the HSE website](#).

Chartered Civil Engineer success

Many Congratulations to Jack Cottrell, Technical Manager, and alumni of the engineering Graduate Scheme for successfully passing his Professional Review with the Institution of Civil Engineering (ICE). He is now officially a Chartered Engineer!

Jack has worked hard to complete his membership whilst working full time in a high-pressure role and completing his PhD. His talents and hard work is apparent as he also won the ICE South East England Award for “One to Watch” in 2020. Below is a picture of Jack with his certificate at their recent award ceremony which was delayed due to the Covid-19 pandemic.

Greg Wall, Senior Technical Manager commented:

“It is great to see Jack’s recent success in achieving Chartered Engineer status and being awarded ‘One to Watch’ by the ICE South East. He is a credit to the company and the profession. His achievement is also another endorsement of the very successful Octavius engineering graduate scheme which continues to develop staff to meet the needs of the future.”



Congratulations Jack for your hard work and dedication to achieve this great result!

Congestion relief scheme at Surbiton

Our team at Surbiton station continue to achieve key programme milestones, this time installing the first set of precast units; using a 500-tonne crane to lift the units into position that will form the new staircases and podium at the station.



Two-line blocks and one abnormal blockade were used to install 19 units.

The team had to overcome the significant challenge of co-ordinating their works within reduced time due to rail strikes. Four-line blocks and one 27-hour abnormal possession were originally planned however, this was reduced to two four-hour line blocks and an 18-hour abnormal possession. Additionally, during the abnormal possession the team tackled high winds which prevented the crane operating safely, losing another five hours of time.

The team persevered and successfully installed 19 out of 22 planned units within the limited time and plan to complete the final three at a later date.

Congratulations to all involved in the safe, professional, and efficient delivery of the works! With particular thanks to supply partner Oliver Connells and Ainscough cranes.

Delivering for our customer at Fareham



Congratulations to our One Team Wessex for completing a nine day blockade to stabilise the railway cutting between Fareham and Botley, to provide a more reliable railway for passengers.

The line, built in the 1840's, had a history of slope failures due to the underlying geology. In early 2016, in the aftermath of Storm Frank, a washout failure occurred on the Upside slope affecting the Downside too and has been deteriorating since.

During the blockade, a team of 120 people worked 9000 hours around the clock to stabilise both slopes. Two, 40m Mid-Slope King Post walls were installed using nine metre sections and concrete planks. Behind the walls 8500 tonnes of stone backfill was benched to improve the stability of the cutting and the drainage upgraded.



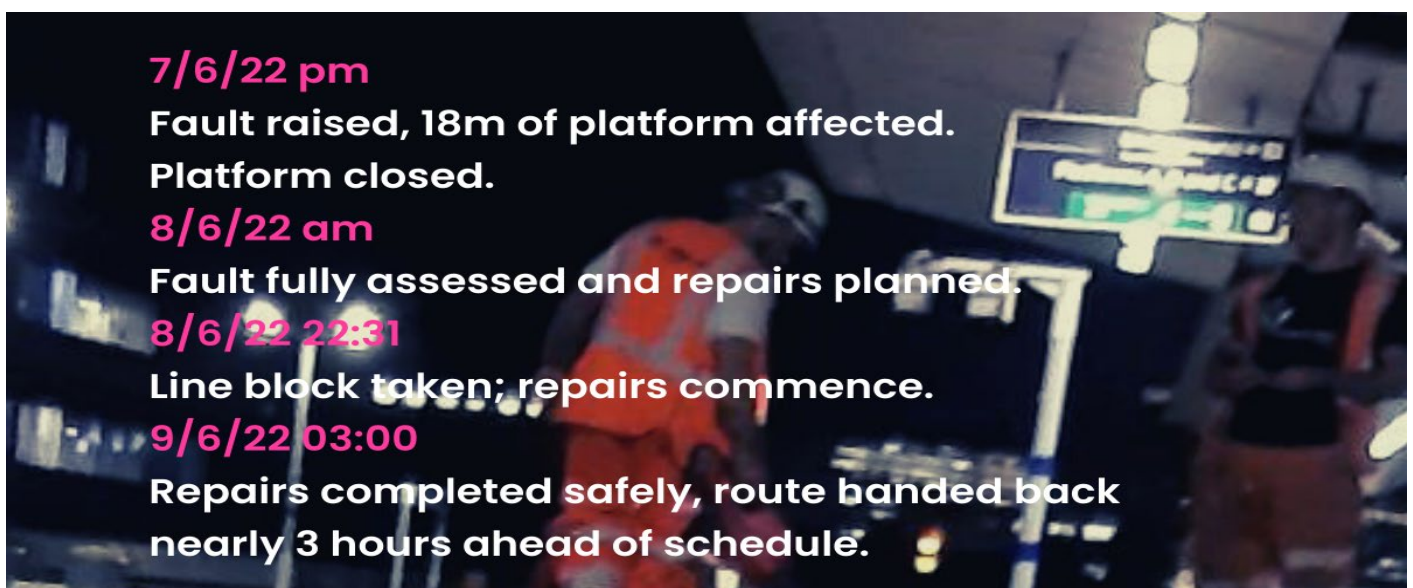
Watch the short video of the works, by clicking the play button on the picture on the right.

Thank you to everyone involved. The line was handed back on time for commuters on the Monday morning with great collaboration from our key suppliers; Arcadis, NW Rail, Deploy, SCA (Vegetation Clearance), LEI (Electrical) and Richter (Temporary Works) to help deliver the vital works for our customer, Network Rail. Special thanks goes to Mike Smith the Site Manager for his dedication and proactiveness throughout.

Rail Services react quickly at Waterloo East

A huge thank you to the Rail Services team for quickly delivering reactive repairs, safely and on time when an urgent fault was raised at Waterloo East station.

Part of the platform on the station was deemed unsafe as it was flexing. On inspection it was found that the magma boards that form part of the top timber copers were poorly supported as it was rotten, extremely wet and in places growing mushrooms. The team stepped up to the challenge as they quickly had the platform closed and arranged line blocks to complete the urgent works. The picture below shows how the works were planned and delivered within a short time, ready for the morning rush.



Well done to everyone involved for reacting quickly to the situation, your actions and collaborative efforts with Network Rail potentially prevented a member of the public or station staff being injured.

Success at Supply Chain School Summit

We're delighted to share that at the [Supply Chain School summit](#); to celebrate their 10-year anniversary, the National Highways Regional Delivery Partnership (RDP) received the Supply Chain Collaboration award. Niko Sapounas, our Supply Chain Manager collected the award alongside Simon Diggle, Lead Strategic Supplier Development for National Highways on behalf of the Delivery Integration Partners and our customer retrospectively.



The Delivery Integration Partners is a group of 13 supply chain partners, including Octavius who work together to achieve sustainable solutions on the National Highways RDP framework.

The team received the award for creating a programme of supplier workshops and webinars on sustainability and rolling out a Social Value Tool, and last year held the first National Collaborative Meet the Buyer event, to attend the next event visit the [Supply Chain School website](#).

Fantastic achievement by everyone involved – Well done!

Safety critical communications – highways style

Communication errors across infrastructure projects is a significant contributor to accidents, incidents and near misses. At Octavius we are committed to making sure everyone goes home safely. With no formal or nationally recognised programmes available to provide our workforce with the skills and techniques to specifically address project and site communication; we have recently launched face to face training sessions for our highways teams.



Our safety critical rail teams, have benefitted from similar informal half-day training sessions for some time now. So far, we have trained around 250 directly employed and supply chain colleagues with strong representation from our traffic management supply chain.

Key principles in safety critical communications:

- Identify what needs to be communicated, who needs to communicate it, and how it can best be communicated. Consider when to communicate e.g. drawing attention to hazards before tasks need to be carried out.
- Use language that is appropriate to the workforce (consider literacy, first language etc.) and use the correct terminology.
- To reinforce critical messages, consider using two or more ways of communication e.g. written material supporting a verbal communication.
- Simply putting up signs and notices is not a substitute for communicating, although it may be part of it.

“ It was very informative. I thought it was going to be lots of testing but it was more about the human psychology around how we listen, learn and how we can use this knowledge to make our safety related communications more effective; making sure the information is retained and used. I feel much more confident now and know I can use the techniques we practiced. ”

Nicola Weymouth, Assistant Site Manager, Highways.

“ I was a little apprehensive at first as it was a different take on the type of safety communications I’m used to using, even in rail. Whilst I have good experience in giving briefings on sites, this session has helped my confidence in trying new techniques to make sure what I say in briefings is understood as I intend. It also helps raise awareness of the effectiveness of others communication on sites and how important information can be lost or misinterpreted – providing an opportunity to StopThink! and check. ”

Billy Knightwood, Site Manager, Highways.

Thank you to everyone that has so far attended sessions at our Hatfield, Dartford, HS2 Aylesbury and Binley offices.

Windrush Day at Waterloo station



We're delighted to have been part of a momentous occasion on Windrush Day, Wednesday 22 June which saw the unveiling of the new National Windrush Monument at Network Rail's Waterloo station by HRH the Duke and Duchess of Cambridge.

Our Rail Services Managed Stations team fully supported the successful preparation, facilitation and delivery of such a significant event safely and delivered the works earlier than planned.

Work started three months prior to the event, and we coordinated with Network Rail, the artist and event team to provide the correct backdrop for the new statue. The scope included the design and installation of an adapted balustrade by Brylane Construction Ltd and sourcing the black terrazzo flooring which was installed by B-Line Ltd.

Our team also redecorated and cleaned the station including entrances, gates, handrails, internal columns and parts of the façade. Both the glazing and terrazzo works were completed ahead of schedule to ensure any adjustments could be made if required.





What does the statue signify?

The monument has been created as a permanent place of reflection, to foster greater understanding of the generation's talent, hard work and continuing contribution to British society. It was designed by renowned Jamaican artist Basil Watson, and symbolises the courage, commitment and resilience of the thousands of men, women and children who travelled to the UK to start new lives from 1948 to 1971.

The three figures – a man, woman, and child – dressed in their “Sunday best” are climbing a mountain of suitcases together, demonstrating the inseparable bond of the Windrush pioneers and their descendants, and the hopes and aspirations of their generation as they arrive to start new lives in the UK.

What is Windrush Day?

Introduced in 2018, Windrush Day commemorates the moment nearly 74 years ago when the Empire Windrush passenger ship first arrived at Tilbury Docks in Essex. The ships carried the first Caribbean migrations, according to records the ship was carrying over 1000 people, 800 of those on board were from the Caribbean. In the journeys that followed, the Empire Windrush docked at Southampton, with passengers taking the train to Waterloo.

Those that arrived on the Empire Windrush, their descendants and those who followed made – and continue to make – an enormous contribution to rebuilding the country and public services following World War 2. As well as enriching Britain's shared social, economic, cultural and religious life.

Thank you everyone including key suppliers for working hard to deliver the works to mark the historic occasion. With particular thanks to Network Rail, B-Line Ltd and Alb Eagles.

Providing a helping hand

Our Bincombe Woods team provided assistance when a Army recruitment trailer struck the underside of a railway bridge, just 200m from our Bincombe Wood compound.

Fortunately no-one was hurt and under the guidance of emergency services, we provided plant and equipment, helping to clear the debris and reopen the road to traffic.



Well done to Will McCarthy, Site Manager and the team for reacting quickly, remaining professional, and making sure the road could be reopened as quickly as possible for the public.

International Women in Engineering Day

International Women in Engineering Day takes place annually on 23 June to raise the profile and achievements of women engineers across the world and to focus attention on the amazing career opportunities available to girls and young women in this exciting industry.

This year's theme was "Inventers and Inventors", celebrating past and current women in engineering who help create the solutions which build towards a brighter future.

According to figures from June 2021, just 16.5% of engineers are women.

To mark the occasion and recognise the fantastic contributions our female colleagues play in driving the industry forward, some of our wonderful women at Octavius explain what the day means to them.

 <p>INTERNATIONAL WOMEN In ENGINEERING DAY 23 June 2022</p>  <p>An Engineer is a problem solver. Not only can engineering be used to solve problem, but engineers can make the world a better place and improve lives.</p> <p>Our efforts improve the lives of people we will never meet.</p> <p>I'm raising the profile of women engineers for #INWED22!</p> <p>@INWED1919 #INWED22</p>	 <p>INTERNATIONAL WOMEN In ENGINEERING DAY 23 June 2022</p>  <p>#ImagineTheFuture</p> <p>@INWED1919 #INWED22</p>	 <p>INTERNATIONAL WOMEN In ENGINEERING DAY 23 June 2022</p>  <p>Engineers have the passion and imagination to make the impossible, possible. Creating change in the world we live.</p> <p>Having a diverse workforce creates change within each of us because different perspectives, skills and experience increases the value we have for each other.</p> <p>I'm raising the profile of women engineers for #INWED22!</p> <p>@INWED1919 #INWED22</p>
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Safia Whitwham, Technical Manager is a Chartered Engineer with 8 years experience in the industry.

“ I believe that I can make the greatest contribution to people’s lives by working in Civil Engineering. ”

Why engineering?

My decision to pursue a career in Civil Engineering is based on my passion to help others and my belief that infrastructure has a positive impact on people; changing and improving their lives. When I was 14 years old, I attended an open day at the Evelina Children’s Hospital, and it was there that I first appreciated how well-designed infrastructure could entirely change a person’s experience. I marvelled at the large glass atrium, that gave the feeling of being outside, and was impressed that functionality had been maintained whilst providing a more engaging and inviting space than other hospitals.

I have been fortunate to work on projects that have a positive impact and I believe that I can make the greatest contribution to people’s lives by working in Civil Engineering.

Why is International Women in Engineering Day so important?

It’s a great way to showcase all the brilliant women in engineering that you can look to as role models. There are still a lot of misconceptions about who you should or shouldn’t be in engineering and I hope we can continue to break these down, as engineering presents a diverse set of problems that need a diverse set of people to solve. Plus, the world we are building should reflect the people within it.

I love travelling and baking, playing sport, listening to music and getting dressed up to go

to events. I might not be the first person that springs to mind when you hear ‘engineer’ but I am proud to be one and I would encourage others to pursue this as a career, as I think the industry has so much to offer.

What inspires you about engineering?

I am constantly inspired by the world around me, the Taj Mahal and Panama Canal have been major highlights. I am always intrigued by the more everyday structures and how techniques differ to the UK – I can often be found taking multiple photos and trying to figure out how something works much to the amusement of friends and family!

What inventions and innovations have you been a part of?

One innovation I have been particularly proud to be involved in was new welding techniques on the Gade Valley Viaduct project. I led the onsite trials and prepared a report on the techniques, including observations such as: time taken, feedback from the welders, photos and lab results. Following the trials, the welding techniques were successfully used on the project. This work subsequently initiated higher-level investigations of the management and resolution of a critical fatigue life shortfall by the designer and client.

Outside of work I have attended events such as the Global Engineering Congress. These events are always so inspiring, with the opportunity to both hear about recent innovations in the industry and share new ideas.



Charlie White, Graduate Engineer, joined our Graduate Scheme in September 2021.

Why engineering?

I was first exposed to engineering at my secondary school when STEM ambassadors visited who were looking to encourage women into STEM. I had never considered it as a career before, but it combined my favourite subjects of maths, physics and problem solving. I was also interested in geography, especially when we studied the interaction of human patterns, geological features and man-made structures – for example building in Flood Zones, and Earthquake-proof buildings. This is what made me choose Civil Engineering.

Why is International Women in Engineering Day so important?

Women in history, including women in STEM, have often been forgotten or not recognised for their achievements during their life. This created a society where young girls did not have role models in STEM that they could aspire to be like.

It recognises the current achievements of women in STEM, educates young people about the opportunities for women in STEM, and

creates role models.

What inspires you about engineering?

The teamwork and problem-solving abilities of the site team are what I enjoy most about the industry.

What inventions and innovations have you been a part of?

I have been part of the site team for M27 Romsey Road Bridge replacement, where we replaced a bridge over a live motorway while maintaining access over the bridge at all times, and only shutting the motorway for three weekend closures. I am now involved with the A46 Binley Flyover where we are building a flyover in the middle of a live carriageway. Outside of work, I am an active member of CECA NextGen, who aim to inspire the next generation” and we host presentations and group activities to secondary schools and Universities to encourage people into engineering and introduce engineering students to the construction side of engineering.

The White Hart Junc Project Thrive report

June 2022



£189,518.89 total social value added*



Local value

£122,205.00 Local spend

£56,888.00 Value contributed to the local economy by creating 2 jobs



Employment, education & skills

7 People hours of learning interventions delivered



Sustainability

151 People hours spent protecting and improving the environment

2 Tonnes reduction in construction waste



Social, wellbeing & community

£3,468.00 Community donations

£1,880.00 Community fundraising

168 People hours spent supporting community initiatives

3 Mental health first aiders



Octavius Infrastructure Working in Partnership with Swindon Borough Council

*including local economic value

The Flitwick Transport Interchange Thrive report

To end June 2022



£774,050.61 total social value added*



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

260 People hours of learning interventions delivered

1 Work placement

174 People hours spent on education activities with local schools



Sustainability

9 People supported with sustainable travel

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

3715 Tonnes waste recycled instead of landfill



Social, wellbeing & community

£5,926.00 Community donations

57 People hours spent supporting community initiatives



Octavius Infrastructure Working in Partnership with Central Bedfordshire Council

*including local economic value

The Gade Valley Thrive report to end of June 2022



£14,336,473.67 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



2000 People hours learning interventions delivered

11 Work placements & 32 Apprenticeship weeks completed

198 People hours spent on education engagement activities



Sustainability



253 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



381 People hours supporting the community

£79,430.00 Community donations
£29,640.00 Community fundraising

3 Mental Health First Aiders and
£14,828.00 Value contributed to improve the workforce physical wellbeing



Octavius Infrastructure Working in Partnership with Connect Plus

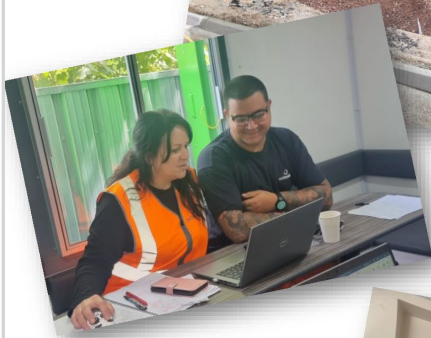
*including local economic value

The Hertfordshire Framework Thrive report

Jan 2022 to end June 2022



£260,046.83 total social value added*



STEP 2 SKILLS
PREPARE FOR SUCCESS IN HERTS



Local value

6 Local hires

£122,433.00 Local spend

£108,574.00 Value contributed to the local economy by local hires & job creation



Employment, education & skills

153 People hours of learning interventions delivered

1 Person employed from underrepresented groups

50 People hours spent on education activities with local schools



Sustainability

823 People hours spent protecting and improving the environment

3 Tonnes reduction in construction waste

140 Tonnes waste recycled instead of landfill



Social, wellbeing & community

£1,474.00 Community donations

140 People hours spent supporting community initiatives

Celebrating Success - A BBO member securing employment!



Octavius Infrastructure Working in Partnership
with Hertfordshire County Council

*including local economic value

Looking after yourself and each other

July's Health and Wellbeing topic is caring for your skin.



85%
of Britons admit to getting burnt three or more times in their lifetime



Every 28 days
skin renews itself



60%
of British people currently suffer or have suffered from skin disease



70%
of British people have visible skin conditions or scars that affect their confidence

Work-related skin diseases, for example dermatitis, are very common and can affect people in a wide range of occupations.

Work-related skin problems are caused or made worse by exposure to, or from coming into contact with substances such as chemicals, and also through having wet hands for long periods. Exposure to the sun can also cause problems.

Although dermatitis is by far the most common skin disease, urticaria and skin cancer can also be work-related.

How to prevent work related skin problems:

- **Avoid** direct contact between unprotected hands and substances, products and wet work.
- **Check** hands regularly for the first signs of itchy, dry or red skin. Regular skin checks will help spot the early signs of dermatitis or other skin problems caused by skin exposure.

- **Protect** the skin. Always wear suitable PPE equipment such as gloves and regularly wash your hands especially before eating and drinking.

Skin contact
Distance your skin from chemicals and wet work
Use a Safe Working Distance (SWD)



X



✓

Save Your Skin



X



✓

Safe Working Distance

Chemicals & wet work

- Avoid skin contact
- Do not immerse hands
- Use a tool
- Use suitable gloves

For more details and advice on how to keep your skin healthy visit the HSE and NHS websites:

[HSE Skin at Work](#)

[NHS Look after Your Skin](#)

If you think you may have dermatitis or another skin condition please speak to your site manager or contact your GP.


Health and Safety Executive

Skin checks for dermatitis

Regularly check your skin for early signs of dermatitis



Look for...

**Dryness
Itching
Redness**

...which can develop into flaking, scaling, cracks, swelling and blisters

Did you know that sunscreen goes out of date?



Sun creams generally need to be used within 12 months of when it was first opened.

The expiry date will normally be on the bottle or packaging with the number of months it can be used for shown as, for example “12m”.

Top Tips

- Always apply sunscreen 15 to 30 minutes before going out in the sun and reapply regularly, particularly after swimming or towel drying.
- At least six teaspoons of cream is needed to cover an average adult.



Five Ways to Wellbeing - Connect



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.

July's way to wellbeing is “to connect”.

There is strong evidence that feeling close to other people is a fundamental need that contributes to overall wellbeing. **So why not;**

- Talk to someone instead of sending an email or texting.
- Put five minutes aside to find out how someone really is.
- Ask how someone's weekend was and really listen when they tell you.

Investing time in developing relationships will support and enrich you every day.



Samaritans Awareness Day

You can talk
to us about
anything that's
troubling you

▶ We're here to listen 24/7

Talk to us campaign

Each year, Samaritans Awareness Day is celebrated on the 24 July to raise awareness that the Samaritans are there to listen to anyone who's struggling to cope, at any time of the day or night 24/7.

The Samaritans is a free to call number and they offer a safe place for you to talk in your own way – about whatever is getting to you, without judgement or pressure.



When life feels tough, the Samaritans
are there to listen.



Need support? Call 116 123 to speak to a Samaritan

Supporting You

All permanent Octavius employees, have free use of the Employee Assistance Programme by AXA Health with access to the “BeSupported” website. This will provide you and your immediate family, with information, resources and options to address a wide range of issues both at home and at work. For login details please visit Atlas SharePoint site.


AXA “Thrive” Mental Wellbeing App

You also have access to the secure and confidential Thrive App that is designed to help you manage your everyday life, to help boost mental wellbeing, manage mood and build resilience

Mental Health First Aiders

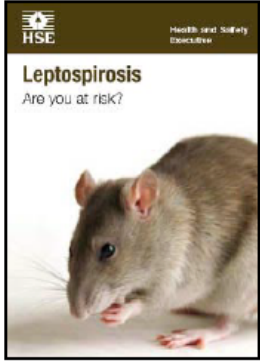
We also have many fully trained Mental Health First Aiders you can talk to across the business. These dedicated colleagues form a caring community; they're here to listen and help get you support if you need it. If you would like details of our Mental Health First Aiders, please visit the Mental Health First Aiders page on Atlas SharePoint site.

Leptospirosis (page 1 of 2)


Health and Safety Executive

Leptospirosis

Are you at risk?



This is a web-friendly version of leaflet INDG84(rev1), reprinted 02/12

What is leptospirosis?

Two types of leptospirosis infection can affect workers in the UK.

- **Weil's disease**
This is a serious and sometimes fatal infection that is transmitted to humans by contact with urine from infected rats.
- **The Hardjo form of leptospirosis**
This is transmitted from cattle to humans.

What are the symptoms?

Both diseases start with a flu-like illness with a persistent and severe headache, which can lead to vomiting and muscle pains and ultimately to jaundice, meningitis and kidney failure. In rare cases the diseases can be fatal.

Who is at risk?

Anyone who is exposed to rats, rat or cattle urine or to fetal fluids from cattle is at risk.

Farmers are now the main group at risk for both Weil's disease and cattle leptospirosis: the cattle form is a special risk for dairy farmers.

Other people who have contracted leptospirosis in recent years include vets, meat inspectors, butchers, abattoir and sewer workers.

Workers in contact with canal and river water are also at risk.

How might I catch it?

The bacteria can get into your body through cuts and scratches and through the lining of the mouth, throat and eyes after contact with infected urine or contaminated water, such as in sewers, ditches, ponds and slow-flowing rivers. People working in dairy parlours are often in contact with cattle urine. Rat urine may also contaminate animal feed stuffs on farms.

Leptospirosis (page 2 of 2)

Health and Safety
Executive

How can I prevent it?

- Get rid of rats. Don't touch them with unprotected hands. Consult your vet about the cattle infection.
- Wash cuts and grazes immediately with soap and running water and cover all cuts and broken skin with waterproof plasters before and during work.
- Wear protective clothing.
- Wash your hands after handling any animal, or any contaminated clothing or other materials and always before eating, drinking or smoking.

What else should I do?

Report any illness to your doctor. Tell the doctor about your work and show this card. Leptospirosis is much less severe if it is treated promptly. If your doctor decides you have leptospirosis tell your employer, who must then report it online at www.hse.gov.uk/riddor. If you are self-employed you must report it yourself.

To the doctor

The card holder's work may expose him/her to the danger of leptospirosis (either *L. icterohaemorrhagiae* or *L. hardjo*). Early diagnosis and treatment are vital in Weil's disease as jaundice is often absent in the early stages. The illness in *L. hardjo* may also be greatly shortened by appropriate antibiotic treatment. (Your local Public Health Laboratory Service or hospital consultant microbiologist should be able to offer advice and serological testing.)

Further information

For information about health and safety, or to report inconsistencies or inaccuracies in this guidance, visit www.hse.gov.uk/. You can view HSE guidance online and order priced publications from the website. HSE priced publications are also available from bookshops.

This leaflet contains notes on good practice which are not compulsory but which you may find helpful in considering what you need to do.

This leaflet is available in priced packs from HSE Books, ISBN 978 0 7176 6455 9. A web version can be found at: www.hse.gov.uk/pubns/indg84.pdf

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Wasps



Infrastructure Projects Southern Toolbox Talk

Wasps

23 June 2017

Did you know?



Last year there were seven incidents of wasp's stings. For example an operative suffered multiple wasp stings whilst carrying out devegetation works, when he stood on a wasps nest.

Wasps release a chemical alarm to each other if they are disturbed or feel in danger this causes the nest to swarm and react. Wasp nests can

carry up to 10,000 wasps which can be found in hidden locations underground, insides bricks, walls and hedges.

Why do they attack?

Wasps can attack unexpectedly at any time. They sting to protect themselves and their nests. If they feel angered, threatened or disturbed they will attack.

What are the symptoms of a sting?

The most common symptoms:

- Pain in the area of the sting
- Minor swelling and redness
- Itchiness.



Anaphylaxis

Some symptoms that develop may signal a severe allergic reaction, this can include the following:

- Difficulty breathing and swallowing
- Dizziness, fainting, nausea or vomiting
- Increased heart rate
- Rapid and severe swelling.

Seek urgent medical attention if you experience a severe reaction or if you are worried about a reaction

How do I treat nests?

Treating a wasp nest can be very dangerous and it is important to use a trained professional for safety. Contact a professional PEST control company.

Do not attempt to treat a nest yourself

Contact us: shield@networkrail.co.uk

Do

- ✓ Report any harm or injury by wasps or if you suspect a wasps nests in the area
- ✓ Keep calm and still to avoid being stung
- ✓ Stop any works that are being carried out in the vicinity of a wasps nest. Cordon off the area and treat the nest as soon as possible
- ✓ If you are allergic to wasp stings please let your line manager and team know.

Do not

- ✗ Make any sudden movements around wasps
- ✗ Scratch or rub the area that has been stung, to reduce the risk of infection
- ✗ Remove a sting with tweezers to avoid spreading venom. Scrape it out sideways using a sharp edge e.g. a credit card
- ✗ Approach or attempt to destroy a nest.

This and other toolbox talks can be downloaded from:

www.southernshield.co.uk

Oak Processionary Moth



Toolbox Talk - Environment

Ecology – Oak Processionary Moth

What?

- Caterpillars of the Oak Processionary Moth (OPM) are a pest which can be a hazard to the health of people.
- The greatest risk period is May to July, but nests should always be avoided.
- They have been recorded in the following IMDM areas;

◆ Clapham	◆ Reading
◆ Croydon	◆ Saltley
◆ Euston	◆ Tottenham
◆ London Bridge	◆ Wessex Inner
◆ Orpington	◆ Bedford



Why?

- Their tiny hairs can be blown about by the wind and cause itchy skin rashes, eye and throat irritations and, occasionally, breathing difficulties.

DO

- ✓ Keep away from caterpillars
- ✓ Report any suspected sightings
- ✓ Use EcoReporter app and send to opm@forestry.gsi.gov.uk
- ✓ Call NHS111 or seek medical advice for serious allergic reactions

DON'T

- ✗ Start work on a suspected tree until you have written authorisation from the Forestry Commission
- ✗ Process or remove arisings from site without written authorisation from the Forestry Commission

V2 2019

For further information please contact a member of the Environment Team

Giant Hogweed



Infrastructure Projects Southern Toolbox Talk

Giant Hogweed

03 May 2016

Did you know?

Giant hogweed sap contains toxic chemicals which react with light when in contact with human skin, causing blistering within 48hrs



How is it identified?

- The stem starts growing in March/April and is green, but develops dark red/purple spots or blotches during summer. It is hollow, furrowed or ribbed and has sparse spiky hairs
- Leaves are dark green, have deeply cut lobes with ragged edges, can be one metre across and form in a rosette
- Flowers are white, umbrella like and up to 500 millimetres across and appear from June in the fourth year

Why does it matter?

- **Environmental harm:** the plant endangers the survival of native plants and this may lead to excessive erosion of soil as the giant hogweed dies back in winter. It can also cause significant harm to grazing animals
- **Prosecution:** it is illegal to plant or otherwise encourage the growth of giant hogweed. This includes moving surrounding soil that may contain either seeds or plant material unless as part of an eradication process
- **Health Hazard:** the plant contains large amounts of poisonous sap that, on contact with the skin and in the presence of sunlight, causes severe irritation, swelling and painful water blisters. This reaction can occur up to 24 hours after exposure to sunlight. Contact with eyes can cause temporary blindness

Do

- ✓ Immediately stop all work near to any plant you suspect may be giant hogweed
- ✓ If you come into contact with the sap, cover the affected area to prevent a reaction with sunlight. Wash with soap and water and seek medical advice

Do not

- ✗ Enter an identified area of giant hogweed during treatment
- ✗ Excavate or move soil that may contain seeds or other plant material
- ✗ Stockpile material suspected to containing giant hogweed within 10 metres of watercourses, gullies or drains.
- ✗ Move plant through Giant Hogweed

This and other toolbox talks can be downloaded from:

www.southernshield.co.uk

For further information please contact a member of your Environment Team



Improvement Opportunities (IO)

June statistics

During the month of June it's great to see the increased level of engagement with our new IO system. Our suppliers contributed to over 7% 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.

How to raise an IO

You can raise your IO's using our new system through the Octavius website.

[Submit an IO on the Octavius website](#)

Top IO Originators in June

Jonathan Blackman	51
Brian Cooper	23
Henry Barkas	22
Danny Jeans	19
Darren Bradford	19

Top categories in June

Site housekeeping	65
Access/egress/site security	61
Site welfare	32
Road space/traffic management	20
Process and documentation	19

Top projects in June

OTW GEO Fareham cutting	137
HV Switchgear renewals	26
A46 Binley construction	25
NSCD Phase 4 & 5	24
Gade Valley Transverse Stiffeners	22

Infrastructure Improvement Opportunities

Month	Total No. IOs	Total No. People Raising IOs
June 2022	425	80
May 2022	360	72
April 2022	251	61
How many did your site submit last month?	?	?



SHEA performance summary

June 2022

Accident Frequency Rate (AFR) Days since the Last RIDDOR Accident: **110**
 The Current Rolling AFR is: **0.08** against a threshold of **0.01**

Service Strike (SSFR) Days since the last Service Strike: **68**
 The Current Rolling SSFR is: **0.30**

June Total Number IOs
425

June No. Safety, Health & Environmental IOs
378

June No. Business IOs
47

Reference Number	Date	Project	Description
Injury			
10452022-16-06	16/06/22	EKFB	Dust blew into operative’s eye. He was wearing standard safety glasses
10462022-21-06	21/06/22	Gade Valley	Grout splashed into operative’s eye during mixing
Ill Health			
10442022-16-06	16/06/22	NR Bimcombe Woods Cutting	Operative suffered heat exhaustion
Property Damage			
10532022-29-06	29/06/22	Flitwick	Operative became frustrated with stuck bolt and threw adjustable hammer
TM incursion			
10432022-15-06	14/06/22	CP joint renewals	Vehicle entered the closure by driving down an unmanned off-slip
10472022-22-06	22/06/22	CP joint renewals	Other contractor works vehicles was allowed to enter our closure without authorisation
Theft			
10362022-13-06	12/06/22	A46 Binley	Antennas for GPS equipment stolen from an excavator parked in the compound.
Near Miss / Close Call			
10492022-24-06	23/06/22	EKFB	Slinger was observed using their phone during lifting operations
Environment – Noise and Vibration			
10502022-27-06	26/06/22	A46 Binley	Works were undertaken at a time not agreed with the EHO
Drugs and Alcohol			
10512022-27-06	27/06/22	A46 Binley	D&A non-negative result at induction

SHE ALERT

SHE H207 A 2022)
 Issued by: Kier Highways SHE Department
 Date: 15/06/2022



Working on verges

What Happened?

The IP was working ahead of a surface dressing train in rural Norfolk. He stepped into the verge to allow mobile plant to pass and fell 1.2m into the headwall of a drainage system. He suffered 2 fractured vertebrae and heavy bruising to his spine and muscles.

The verge was overgrown, and the drainage ditch is only visible due to a change in height of the vegetation. The headwall was overgrown with thick vegetation making it hard to see. The headwall was located only 700mm off the edge of the road with no fall protection.

We cannot always control where we must work but we can reduce the risk of injury due to slips, trips and falls.

What can you do to avoid a similar incident?

Managers/Team leaders/Supervisors:

- Plan works to avoid the need to access the verge on foot where possible.
- Consider robotic or remote-control methods to complete verge tasks.
- Provide known asset information to gangs prior to works commencing – look for possible hidden permanent hazards such as manholes, gullies, cables, etc.
- Check the verge, clearly mark hazards and record on the site-specific RA – ensure the gang are briefed on all hazards.
- Arrange for vegetation to be cut back and debris collected before any works on the verge commence.
- If working at night provide suitable task lighting.

Everyone:

- Visually check the verge before entering it to identify hidden dips, holes, debris and general conditions not already briefed to you.
- Record any additional hazards on your POWRA and ensure everyone working on site are aware of them.
- If grass/vegetation obscures vision then take extra care; test the ground with a pole or long handled tool to identify soft spots, holes etc, place each step softly at first to test if support is where you expect it to be.
- Avoid stepping on covers and lids – they may not take your weight. If you must step on them, check they can take your weight and are stable before stepping onto them.
- Clear the working area of slip/trip hazards before starting work and keep it clear during work activities.
- If the verge is soft, wet, or muddy, use matting or granular material to provide a stable work area.
- Try to avoid having to step or walk backwards on the verge.
- Check the condition of your footwear each day and get it replaced if worn or damaged. Regularly clear the soles of mud or things that may cause you to slip
- Ensure your boots are properly laced up so that they provide your ankle with support.
- Remain alert to changing conditions, take your time and stop work if conditions become unsafe.



Remember – Nothing is so urgent or important that we cannot take the time to do it safely!

Additional training resources:

<https://vimeo.com/656189277/d3abb2799e>
[SHEMS-TBT-HIG-049](#)



Safety Critical Processes
with Core Safety Behaviours

SE GP T SAFETY ALERT

SS16 FO 001 rev2

"Catastrophic Failure of a Mobile Elevated Working Platform"

To be Communicated to all Construction Site Managers and Contractors

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.



Unrestricted

If you need any further advice, please consult with members of the Health & Safety Team.

SS16 FO 002 Issue 02 | Siemens Energy Transmission EHS Alerts and Bulletins SS16j

SAFETY INFORMATION

SI 22/03

HPC BYLOR FALL FROM HEIGHT INCIDENT

INTRODUCTION

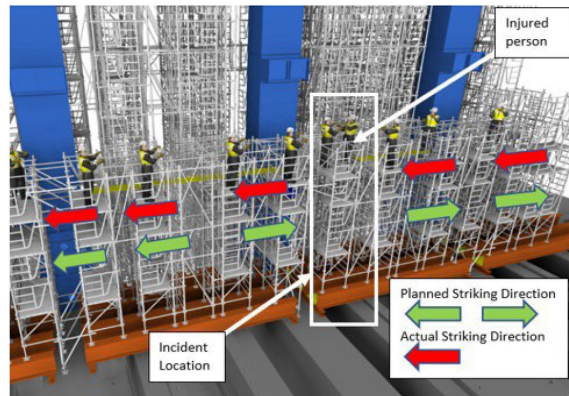
On the 4th March 2022 (nightshift), whilst striking falsework under the newly constructed Generator Table [in the Conventional Island Area of Hinkley Point C (Unit 1)] a worker fell 5.2m onto the raft level below. The person involved experienced minor injuries.

The incident happened when the IP stood, in a location not believed to require clipping on, on a floor pan that was unstable due to incorrect installation. The pan rotated creating a trap door void that the IP fell through.

LOCATION AND DIGITAL IMAGES



View of the CI Unit 1 Falsework



Digital image of the activity before the incident

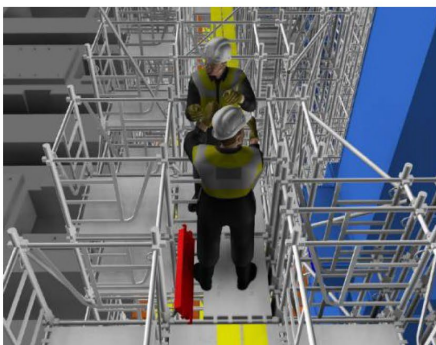


Image indicating the 'Pan' that rotated



Images showing the fall from height



THE POWER OF EXPERIENCE



Rethinking safety through  INCLUSION + WELLBEING

This was a serious incident which Bylor are treating with the utmost importance. There has been a thorough investigation carried out by senior members of BYLOR and HPC NNB Leadership teams, and actions have been agreed to ensure there is no repeat.

The final investigation report has been shared openly with the Office of Nuclear Regulation ((ONR) i.e., the HSE for the HPC Nuclear Licenced Site). As a result of initial findings from the incident the ONR issued an Improvement Notice to both BYLOR JV parent companies to ensure that effective measures are taken to prevent a reoccurrence. The key lessons learnt are summarised in the below table:

<p>System Training for Falsework and Formwork</p>	<p>Not all construction personnel involved in the erection and dismantling of falsework systems [inc scaffolders] had received familiarisation training in the specific falsework system.</p> <p>BYLOR have refreshed training and competence systems and the training centre has increased falsework systems courses. A falsework academy is also being established.</p>
<p>Setting People to Work</p>	<p>Visual task sheets communicating the safe system of work were too generic and didn't include sufficient system specific risk information.</p> <p>Setting to work procedures have been updated, the quality of visual task sheets and POWRA documents have been improved and supervisor training on effective delivery, confirmation and monitoring has been increased.</p>
<p>Effective Reporting and Escalation</p>	<p>Observation reporting processes weren't effective in escalating the earlier issues experienced with the system to the right people/level.</p> <p>Everyone has been re-engaged in the importance of escalating H&S issues on site, via any appropriate means but including workforce engagement sessions and via the new insight [app] reporting tool.</p>
<p>Supplier Information and design quality</p>	<p>Information supplied from the manufacturer did not sufficiently highlight the risks associated with the falsework system and the importance of the anti-tilt device and pan securing pins.</p> <p>The falsework supplier has updated their familiarisation training, the system manual and also the SHE risk boxes in their standard design drawings.</p>

Laing O'Rourke Health & Safety Team

26th May 2022



THE POWER OF EXPERIENCE

SI 22/03 SAFETY INFORMATION 2

Safe at heart

I care. You count. We matter.

Lessons Learned

Sheet Pile Lifting Operation High Potential Occurrence

Date of incident:	20/05/2022	Incident type:	HiPo
Incident ref:	INC12469	Contractor:	SCS
Location:	Area Central, Adelaide Road Vent Shaft		
Keyword Search:	Lifting, sheet piling		

Summary of Incident

- An incident occurred on site where a euro ground quick release shackle separated from the pile when being lifted during the first lift of the shift – this event is a high potential occurrence as no one was injured
- The sheet pile detached from the Shackle when being pitched at an estimated angle of 45 degrees and one end of the pile shackle was approx. 8m from the ground, allowing one end of the pile to fall to the ground. Usually, the quick release shackle was being used to lift and turn piles on site by attaching it to the pile head and the pile in the throat of the shackle with the plunger over the pile lifting hole, ensuring the plunger goes through the pile hole and into the shackle body on the underside.
- This lifting operation took place within controlled area with restricted access for only the slinger and crane operator with no potential danger to other workers, or the public

Findings

- The independent assessment reports of the quick release Shackle used at the time of this event was found to be functioning as expected and serviceable conditions without any defects identified.
- This method of work on site required the quick release Shackle to be rotated 180 degrees to inverted every second sheet to prevent a clash between the shackle and the mast of the rig hence reason the Slinger within the lifting zone. This method had been used successfully countless times without any issue.

Photographs

Fig. 1: Showing how the quick release Shackle was installed incorrectly (invertedly) before to the event.



Fig. 2: Showing how the Shackle should have been installed correctly, as prescribed by manufacturer's guidance



Safety Alert

S19 Fire Hydrants – Immediate stop of use

SA 0288
(June 2022)



Introduction

Immediate Stop on use of S19 Fire Hydrants

The Fire and Rescue Services (FRS) have issued their brigades with a National Fire Rescue Service bulletin relating to safety issues identified with certain fire hydrant types within the UK. F&RS staff have been instructed that these hydrants are not to be used, even in an emergency.

Between 1996 and 2004, these hydrants were installed throughout the Thames Water distribution network. Over 10,000 of these units were supplied to Thames Water and now present a safety risk to our employees and any external parties that might operate the hydrant.

Although the frequency and likelihood are low, the decision has been taken to stop the use of these hydrants.

What is the Issue?

The mouthpiece where the standpipe is attached, is held onto the main body by a pin and is not bolted down. Over time, these can work loose and if under pressure at the time, can shoot up with great force.

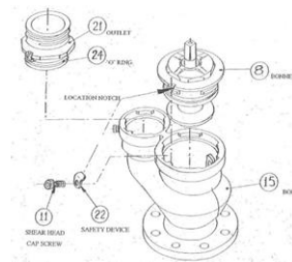
There have been several such incidents which have resulted in harm resulting from units installed on other companies' networks.

Thames Water, along with other water companies have undertaken inspection and testing of these valves and part of its conclusion was to STOP the use of these valves and instigate a program of repair / replace or add additional safety controls.



How to Identify a S19 Hydrant

- If a hydrant has several hexagonal bolt heads visible from above it is NOT affected by this Safety Alert.
- The outlet and the valve bonnet of a Series 19 hydrant both have a bayonet connection (similar to a camera lens) instead of large vertical screws.
- The outer lip of the outlet and bonnet of a Series 19 hydrant have a locating notch for a small safety clip. The safety clip is held in place by the small horizontal screw that passes through the hydrant body and stops the bayonet from unlocking



Safety Alert 0288
Issue date 15/06/2022

Page 1 of 2

Approved by: Stephen Evans-Howe, Director of Health Safety & Wellbeing
Distribution: All Thames Water Managers

Zero incidents
Zero harm
Zero compromise
Keeping you healthy and safe, every day at work.



Safety Alert

S19 Fire Hydrants – Immediate stop of use

SA 0288
(June 2022)



Action required

Managers: Immediately brief Safety Alert to all employees who could be impacted.

All Employees:

- **STOP** – Think about your 3 & 10 situational awareness, check fire hydrant being used is not of the S19 type.
- If you identify a S19 hydrant **DO NOT** use it.
- Highlight it is an S19 hydrant to warn others by use of the **Dangerous Fire Hydrant** tags.
- Raise a safety observation on Spheracloud
- Complete a Redline activity on mobile device – add in the comments that the “Fire Hydrant is an S19”



Briefing to all employees

We the undersigned have been made aware of the contents of this briefing. If we are unable to carry out the work safely, we agree that we must immediately stop work and inform our manager/supervisor.

Date	Name	Signature

Please continue on another copy for additional employees





Environmental Alert



July 2022

The Environment Agency (EA) recently visited some EFKB sites and identified that intermediate bulk containers (IBCs) of AdBlue were stored on bare ground near a pond serving outlet. This had the potential to leak/spill to ground and the pond.

What we know

Adblue is an aqueous solution of urea that poses minimal risk to operators and a limited risk to the environment. However, urea solution is very polluting to groundwater and watercourses and has caused pollution incidents from spillages during storage and handling. The EA has powers under the Anti-Pollution Works Regulations 1999 to issue a works notice forcing the necessary improvements to be made.

Actions taken

All sites are to be informed that where they have the need for IBCs containing AdBlue there should also be secondary containment units deployed along with them

What you must do

- It is important that AdBlue and ancillary equipment such as valves, dispensing nozzles and pipework are specifically designed and manufactured from materials that are suitable for use with urea as this can corrode metal
- All containers of AdBlue must be stored in areas with secondary containment to avoid leakages and spills to surface and groundwater – some examples below
- AdBlue should be stored at the right temperature, between 0-30 °C
- Do not store AdBlue in direct sunlight
- Ensure that the dispensing area drainage is isolated from surface water drains
- Ensure that chemical (yellow) or general (grey) spill kits are on site and that site staff have received spill training. If site staff need spill training contact your environment team





Consents Alert

July 2022

Our Utilities subcontractor applied for a Schedule 4 Part 2 for works in the verge of Bacombe Lane, NCA. The drawings related to this application did not show any incursion into the carriageway. The actual works resulted in the subcontractors own traffic management restricting the carriageway of Bacombe Lane. This was never agreed with Buckinghamshire County Council, and a new road alignment that needed a Schedule 4 Part 3. Working in the highway without the correct consent contravenes the HS2 Act and Route Wide Traffic Management Plan and is a prosecutable offence.



NCA

What you must do

- HW Martin is the single route wide Traffic Management supplier and should ALWAYS be used due to the extensive standards they have been asked to meet through the procurement process
- Always follow the process for consents through the Highway Register published on BMS OS-PRO-7480

What we know

- The utilities subcontractor was using their own traffic management, meaning the governance check by the traffic team after receiving a consent from our route wide Traffic Management supplier was missing
- The team was not aware of EKFB's strict protocols and governance around consented drawings with the Traffic Safety Control Officer. There were also concerns about forward visibility on the approaches to these works
- Although the consent line item was added to the register, there were no construction drawings for pre application meetings with Buckinghamshire Council. There was no indication that the works to realign the road were going ahead at the same time even though the intention was there
- There was lack of communication between the Utilities team and Traffic Consents team that resulted in works being undertaken without the correct consents in place
- The Utilities team did not follow the process for consents through the Highway Register published on BMS OS-PRO-7480
- The traffic management was not set up to the NRSWA 1991 Safety ACoP red book and Chapter 8 standards of the traffic Signs Manual

Actions taken

- As we were transparent in our dealings with Buckinghamshire Council, on this occasion they were willing for EKFB to update the Traffic Liaison Group as a Shared Learning and not progress with prosecution



<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>Speaking up</p> <p>Say something when we do well, or could do better</p>	<p>Looking out for each other</p> <p>Think about how people are affected by the choices we make</p>
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Safe at heart | I care. You count. We matter.



Environmental Alert

June 2022

The Wildlife and Countryside Act 1981 prohibits the unlawful release or re-release of certain species of plants and animals back into the wild. These species are classed as Schedule 9 species under the Act.

During ecology checks prior to vegetation clearance, two Muntjac deer fawns were found. They were handled and moved out of the way of the vegetation clearance. Muntjac deer is a Schedule 9 species so they should not have been handled and re-released.

What we know

Schedule 9 species may cause ecological, environmental, or socio-economic harm and section 14 prohibits the introduction into the wild of any animal of a kind which is not ordinarily resident in, and is not a regular visitor to Great Britain in a wild state.

Actions taken

The site team has been re-briefed to remind them not to move Schedule 9 species.

All of our projects contain schedule 9 species such as:

- Signal crayfish
- Muntjac deer
- Chinese water deer
- Fat dormouse
- Grey squirrel

NCA

What you must do

- If animals are discovered then the project ecology manager must be contacted to decide the appropriate course of action. No attempt must be made to handle or disturb the animals.
- The animals should be left to disperse if possible; they may have hunkered down if they have been disturbed or injured.
- The ecology manager will advise if other action can be taken to safely encourage dispersal, although it is an offence to cause disturbance in some circumstances and exclusion zones may be needed.
- A specifically licenced ecologist or organisation may need to be consulted for some circumstances and species, for example if it is a protected species, or if there are specific welfare requirements in the licence under which the works are being undertaken, or if the animal is a Schedule 9 species.
- If during works any of these Schedule 9 species are accidentally captured or intentionally captured they cannot be re-released into the wild. The ecology manager will make arrangements for the appropriate specialist advice and humane and licenced removal of the animals.



Making the Right Choice

<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>Speaking up</p> <p>Say something when we see work or could do better</p>	<p>Looking out for each other</p> <p>Think about how people are affected by the choices we make</p>
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Safe at heart | I care. You count. We matter.



Environmental Alert



July 2022

An area of land was handed over from Fusion to EKFB. The archaeological mitigation had been completed by Fusion except for a small area. EKFB was required to undertake vegetation clearance first then complete the archaeology mitigation. Soil strip was undertaken in this area, before the completion of the archaeological mitigation, causing the potential disturbance of archaeological remains.

What we know

- The handover of the outstanding archaeology mitigation works was communicated to EKFB by HS2 in January 2022 and confirmation of the details in March 2022.
- The topsoil strip planning had commenced in the meantime and the risk had not been communicated to the subcontractor. This has been reported as an incident.

Actions taken

An assessment of the impact was undertaken by the specialist archaeology team. Physical demarcation was installed. An investigation has been undertaken to understand why the information had not been communicated to the subcontractor through the EKFB permit process. The incident has been reported to the consent granting body.

What you must do

- Ensure that risk assessments have been undertaken for all work during the planning stages and that potential impacts have been properly communicated to the supply chain and EKFB delivery teams
- Ensure that EKFB permits and other permissions are in place and communicated prior to any work commencing
- Place physical barriers and signs around the area requiring further archaeological mitigation to prevent access
- Formally inform all sub-contractors breaking ground in an area requiring further archaeological mitigation of the restriction



<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>Speaking up</p>  <p>Say something when we do well, or could do better</p>	<p>Looking out for each other</p>  <p>Think about how people are affected by the choices we make</p>
<p> I care. You count. We matter.</p>			

Environment Bulletin



a railway fit for the future

Marine Management

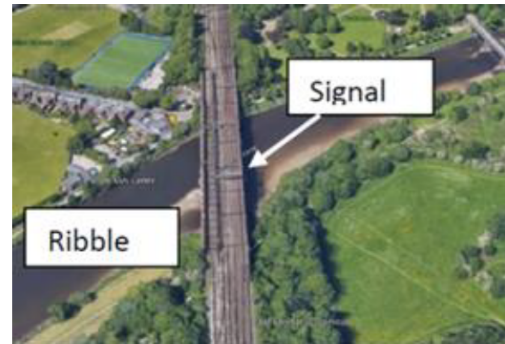
Issued to: **Environmental Distribution list and accredited suppliers**

Ref: ENV22-01

Date of issue: 21/06/2022

Location: River Ribble, Lancashire, England

Contact: Mike Bradburn, Environment Manager, NW&C



Overview

On 8 April 2022 the Marine Management Organisation (MMO) issued one of our Principal Contractors with a written advisory note to advise that they were in breach of Section 85(1)(a) of the Marine and Coastal Access Act (MaCAA) 2009 for exceeding the exemption parameters of a Self-Service Marine Licence.

The scope of the project was the replacement of the signals and signal gantry spanning the railway within the Ribble Railway Bridge at Preston (ELR: CGJ5 21m 559yds). The works were planned to be completed in three separate phases, with the initial phase being the casting of the foundation for one of the gantry legs. Due to access constraints this work was undertaken between 25-27 December 2021. The works were being undertaken over a tidal section of the River Ribble and, hence, fell under the regulatory jurisdiction of the MMO,

Upon application for a MMO Licence, the project team concluded that a self-service, fast track, MMO licence was considered appropriate. This licence is for minor maintenance, as this phase was only a small intervention and it would be 12 months before the main works were undertaken, it was considered to meet the requirements of the licence.

However, the MMO consider all works which fall outside of the three-dimensional boundary of an existing asset to be the construction of a new structure, therefore, considered the above works to be outside the permissible limits of the self-service licence, and that the project should have instead sought a full MMO licence. The MMO subsequently issued the advisory note, notifying the project of this decision. A full licence will be sought for the completion of these works later in the year.

Discussion points

- Do you appropriately consider the necessary consents on your projects when working over, in or close to watercourses, tidal and otherwise?
- When seeking MMO licences, have you liaised with MMO as early as possible to establish which licence your works are aligned with?
- Have you left enough time for your application to be processed by the MMO? The MMO state that they will make a decision on any application within 13 weeks, however we are aware of cases where applications are taking 6-9 months.
- For more detail on marine licences, the type of works affected and the application process, please refer to the following links
 - [England](#)
 - [Wales](#)
 - [Scotland](#)

Safety Bulletin

A serious incident has taken place



everyone
home safe
every day

Drugs & Alcohol - Increased Test Failures

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

Ref: NRB22-05

Date of issue: 05/07/2022

Location: National

Contact: [Health and Wellbeing Team](#)



Never work or drive while under the influence of drugs or alcohol.

Overview

Testing in the first three periods this year has found 16 people under the influence of drugs or alcohol who should not have been at work. The number is much worse than last year. Of the failures:

- 7 were due to alcohol,
- 4 due to cannabis, and
- 5 due to cocaine use.

Being under the influence of drugs or alcohol at work impairs judgement and creates safety risks to yourself, colleagues, passengers on the railway and members of the public.

Network Rail's life-saving rule states, "Never drive or work while under the influence of drugs or alcohol".

Attending work under the influence is not allowed. If you test positive, you can expect to lose your job. In addition, you will not be allowed to do any work on the railway that is safety critical or requires you to hold Personal Track Safety for at least five years.

Discussion Points

- Are you familiar with the requirements of Network Rail's drugs and alcohol policy NR/L1/OHS/051?
- Could you and your colleagues recognise the signs that a person may be under the influence of drugs and/or alcohol at work?
- Would you and your colleagues feel confident with how to raise concerns about your own or another person's drug and/or alcohol usage?
- Are you aware that there is support available to employees who voluntarily declare a drug and/or alcohol misuse concern?
- Would you know where to ask for this support?

Anyone with concerns about a colleague should report these to their line manager or confidentially using the Speak Out process to the National Operations Centre on 01908 723644 or 01908 723645)

- Employees should be encouraged to disclose any concerns with drug and/or alcohol misuse, and be informed that support is available via occupational health where voluntarily declared and not in anticipation of a drug and alcohol test.

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

Anjni.thakrar@octaviusinfrastructure.co.uk

**24 Hour infrastructure advice and reporting:
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**STOP.
Think!**

July 2022