



octavius

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this document unless you have to.



STOP.
Think!

December 2022

Make better
decisions.

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

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Introduction

John Dowsett



Hello and welcome to our December STOPThink! Cascade Briefing. With the festive season upon us once more, it seems that 2022 has gone by in a flash. It has certainly been a busy year for Octavius!

Since the start of the year, we have successfully launched our Octavius brand, we have cut over and stabilised all our systems from Osborne and opened our new head office in Reigate. We have focussed on helping all our people to learn, grow and thrive, attracting new, diverse and talented people to build our new dedicated support functions, as well as increasing our commitment to graduates and apprentices. In addition, so far this year we have delivered social value initiatives that have an equivalent social value of more than £45m, and through becoming carbon neutral we have created cleaner, greener environment solutions that help to ensure that we are leaving a sustainable legacy.

On site, we have delivered an even greater range of works this year from £500 reactive responses through to the successful completion of our biggest ever project, the £55m grade separated junction improvement works at Binley, Coventry. Across our rail and highways teams, we have also broadened our geographical footprint, mobilising new works in the North, East and West of England.

Particularly given the difficult external factors we have all faced this year, I look back with considerable pride on these achievements.

Most importantly, the hard work and commitment of the people who have delivered them. As we recognised when re-positioning our purpose as “Bringing People Together”, everything we do has an impact on people, communities and the environment. It is the quality of the people from Octavius and our supply chain who continue to collaborate with our valued customers to deliver such exceptional value for the travelling public.

Due to the excellent work from our bid teams this year, the future of our business looks very bright, with a record pipeline of secured sales. We certainly have an exciting year ahead in 2023. We will continue to focus on growing our market share in both the rail and highways arenas, further supporting our existing customers whilst developing some new ones and providing greater opportunities for our people and our supply chain.

STOPThink! Fundamentals - focus on assured and safe delivery

Whilst this is all very exciting, we must ensure that we do not take our eye off our day-to-day operations and continue to provide a safe and assured delivery. We have recently experienced an increase in the number of high potential events that could easily have had very different outcomes. This is a trend that we urgently want to reverse.

Please support us by keeping a focus on the risks associated with our projects and following all the controls necessary to deliver our works safely. Please ensure that our STOPThink! Fundamentals are in place for all work that we undertake and if they are not, **PLEASE DO NOT START WORK**. These fundamentals assure us that we have robust and effective processes to underpin the expected leadership, culture and behaviours, ensuring that we are collectively doing everything that we can to help our people go home safely every day. Feel confident to challenge any unsafe behaviours or procedures. You will be supported.

Introduction

John Dowsett



Good luck and thank you

Finally, I would like to thank every one of our people who will be working over the Christmas period, delivering some important pieces of work and providing critical maintenance response for our customers. Our Rail Services Teams will be working at Beckenham to undertake essential canopy refurbishment works and replacing a life-expired footbridge at Horley. One Team Wessex will also be making the most of the quiet railway to continue works at Honiton, and templating repair areas for adjacent bridges at Carlisle Lane and Lambeth Road, Waterloo in preparation for precision manufacturing and installation later in the year. And last but not least, our highways team will be carrying out brickwork repairs to the M25 bridge over the railway at Iver.

Thank you for your commitment; I really appreciate you sacrificing your valuable time.

I hope that you still manage to find some time to relax and recuperate and to enjoy the festivities with your families and friends.

For those of you who are managing to take a full break this Christmas, please enjoy your holiday, and take a well-earned rest!

I would just like to thank everyone for their support in 2022. I wish you all a Merry Christmas and a Happy New Year! I am really excited about the challenges and the level of opportunity that lies ahead for us to deliver together in 2023!

A handwritten signature in black ink that reads "John Dowsett".

John Dowsett CEO – Octavius Infrastructure Ltd



**Season's Greetings from
everyone at Octavius.**

Overwintering birds

Every year, millions of birds migrate during the winter months to Britain for the milder climate and the greater availability of food, some travelling from Northern Europe, Scandinavia, North West Russia and Canada. They begin to arrive in September and stay right through until April, before heading back to their breeding grounds.

The most common winter visitors are Redwings and Fieldfares. These members of the thrush family are a common sight in our hedgerows during the cold winter months and feed upon the plentiful berries or fruit for food. Berries are an important food source for many birds during the winter and can mean the difference between life and death for many species. Some birds such as Black Grant Geese feed on vegetation such as moss, algae, grasses and seaweed.



Redwing



Black brant goose

Where overwintering birds can be found

Construction sites that are close to coastal or estuarine areas provide a favourable habitat for water fowl, waders and Black Brant Goose. Many of these areas will already have a statutory designated level of protection such as Special Area of Conservation, or Site of Special Scientific Interest and with that may require a specific Habitat Regulation Assessment (HRA) or Assent from Natural England or a Marine Management License.

Protecting wintering birds on our construction sites

Works that we undertake often involve trimming hedgerows and vegetation that are rich in berries. Therefore, it is important that only the necessary vegetation is removed so that the food supply for our wintering birds is not affected by clearance works.

If you notice over wintering birds on your site, do not disturb them and avoid loud noise, dust and vibration in the area. Contacting your environmental team early in the gateway process is critical. If you have a project near (within 500m) of coastline or an estuary, contact the Octavius Environment Team as soon as possible.

For guidance and support managing wintering birds on your site contact your site manager, Safety or Environmental team or local ecologist.

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



Telecommunications cable damaged by a mobile concrete pump



Damaged telecommunications cable



Concrete pump

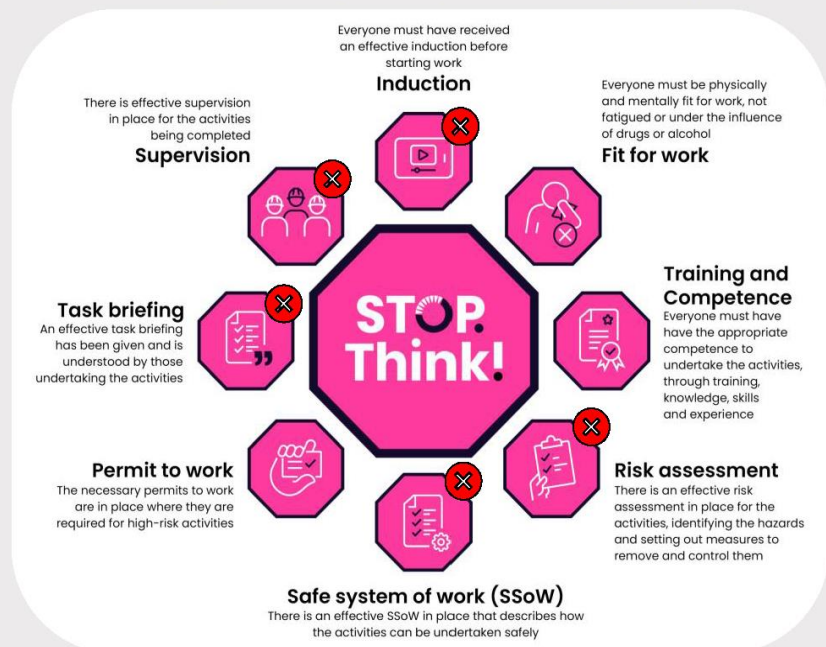


Damage repairs

What happened?

During delivery of a recent project an overhead telecommunications cable was damaged by a mobile concrete pump, while preparing for the installation of temporary works foundations.

While initial findings suggest that a host of compounding factors contributed towards the incident (such as; time related pressures, poor planning and miscommunication), crucially it emerged that many of our STOPThink Fundamentals had not been followed at the time of the incident occurring which might have prevented it happening.



Impacts

- Disruption - Temporary loss of telecommunications service.
- Safety, health, and wellbeing - Risk of injury.
- Time and cost – Repairs and project delays.
- Customer satisfaction – not delighting our customer.

Immediate actions

1. Repairs have been carried out and investigations are ongoing.
2. A project review has been carried out to 'take-stock', re-schedule, improve planning, and better manage customer expectations to reduce time related pressures.
3. A stand-up briefing on the STOPThink Fundamentals ([link here](#)) was conducted, reminding everyone that 'Delivered effectively, our Fundamentals enable everyone to return home safely each day'.
4. Teams have been reminded that if they are proceeding with any item of work without all of our STOPThink! fundamentals in place then please stop work immediately and raise it before proceeding.



Lapse in safety critical communication whilst setting up line blockage



What happened?

Survey works were planned during a midweek night time line blockage on the Up and Down Trowbridge Lines near to Bradford-On-Avon Station in Western Region. A compliant and detailed Safe Work Pack was in place, with two line blockages to be implemented by the same Controller of Site Safety (COSS). The first, the Down line was set up with the Signaller at Westbury Panel A without any issues. The COSS then contacted the Signaller at Bath to make arrangements for the blockage on the Up line. During the conversation safety critical communications were misunderstood, which then led to detonator protection potentially being placed on an open line.

Initial indications are that the incident was caused by misinterpretation of a message given to the COSS by the Signaller over a poor quality phone line, and differences in pronunciation through regional accents. Lack of adherence to safety critical communications protocols between the Signaller and the COSS also contributed to the incident.

The incident was not reported in accordance with the Octavius out of hours reporting procedure.



Impacts

- No one was injured.
- A member of the safety critical team was potentially exposed to risk of trains (yet to be determined by our investigation)
- No train delays or hand back issues were attributed to the incident.



Immediate actions

1. Incident reported as an Operational Close Call and investigation launched.
2. Red Reviews held with Octavius and Network Rail senior management team to understand the details surrounding the incident.
3. Level 1 investigation report being drafted
4. Stop Think! moment Alert produced
5. Stop Think! toolbox talk for safety critical staff produced.
6. Safety Critical Communications training and SQP assessment being provided for the COSS prior to undertaking any future line blockages.
7. COSS to share experience of the incident at safety critical staff workshop.
8. Safety critical communications training offered to Network Rail Operations Team and Project Team.
9. Golden Hour and SHEA Hotline (01737 944720) arrangements for reporting being reiterated.



As we are now approaching the colder winter months, our SHEA team have prepared a few safety tips for staying safe during this time:

Driving safely in winter



Allow extra time to demist your windscreen and clear all your vehicle.



Observe speed limits and allow braking distances which are appropriate to the weather conditions.



Allow extra distance between you and other road users.



Wear sunglasses in bright sunlight.



- Check tyre pressure (refer to the vehicle manual).
- Check tread depth (1.6mm is the legal minimum).
- Make sure wipers effectively clear the screen.
- Check windscreen washers are working and fluids are topped up with 50% water and 50% anti-freeze screen wash.
- Check all lights are working and clean.
- Check engine coolant/ anti-freeze.
- Keep a de-icer, ice scraper and warm hi-vis clothing in your vehicle.

Are you fit for work?

If you are unwell or fatigued you could put yourself and others in harms way:

- Finish and leave work when planned, don't exceed the door to door working hours policy.
- Fatigue is a major risk not only at work but also on your way to/from work and at home.
- Fatigue and low mental wellbeing can affect your concentration at work, putting yourself and others at danger.

To help maintain mental health and wellbeing in the workplace:

- If you notice a change in the mood or behaviour of the people you work with, ask them how they are and if they would like to talk about it.
- If you are feeling low or depressed, speak to someone or contact the Employee Assistance Programme (EAP).



Over 20 people are killed and over 250 people are seriously injured every week in road crashes involving someone who was driving, riding or using the road for work purposes.

All permanent Octavius employees have free access to the Employee Assistance Programme by AXA Health. For login details please visit [Atlas SharePoint site](#).

Preventing slip, trips and falls

Slips, trips and falls are some of the most common causes of injuries on construction sites. To help reduce the risk of a slip, trip or fall:

- Take extra time
- Be extra aware of your surroundings and hidden hazards
- Always wear appropriate footwear and the correct PPE for the task
- Always make sure walking routes are well lit
- Use extra lighting when working on scaffolding
- Report poor lighting on site, in offices and walkways
- Keep your site tidy before you start work, during and after completion.
- Always use handrails when using stairs or steps and make sure they are clear of obstacles or trip hazards.

Visit the [Network Rail Southern Shield Library](#) to download the poster.

DON'T SLIP UP

Slips, trips and falls are some of the biggest dangers on any site. Here's how to minimise risk:

<p>PPE</p> <p>Are you wearing the right PPE?</p> <ol style="list-style-type: none"> Carry out a risk assessment to determine what PPE is needed for every task Always wear the required PPE for the task at hand Check that your PPE is in good condition before beginning work 	<p>LIGHTING</p> <p>Can you see what you're doing and where you're walking?</p> <ol style="list-style-type: none"> Always make sure areas walked through or worked in are properly lit Check that any lighting used doesn't create shadows or dark spots When working on scaffolding, always use additional lighting 	<p>ACCESS ROUTES</p> <p>Do you always use designated access routes and make sure they are kept clear?</p> <ol style="list-style-type: none"> Always use designated walking routes where possible Be aware of your surroundings when entering or exiting site Telephone calls should only be taken in a designated mobile phone area 	<p>WORKING AT HEIGHT</p> <p>Do you follow the Southern Shield Working at Height Hierarchy and Lifesaving Rule?</p> <ol style="list-style-type: none"> Risk assess the task to ensure you have the correct protection Ensure you have the required competencies for the task A safety harness should always be used unless other protection is in place 
<p>TIDY SITES</p> <p>Is your site tidy before you start work, during work and after completion?</p> <ol style="list-style-type: none"> Survey your site before starting work to identify any slip or trip issues Keep working areas tidy throughout your shift Regularly dispose of site waste and keep designated walkways clear 	<p>UNDERFOOT CONDITIONS</p> <p>Do you take extra care when underfoot conditions are poor and avoid these areas if possible?</p> <ol style="list-style-type: none"> Take care when walking on stairs and uneven or sloped surfaces Be aware of your surroundings and any changes to underfoot conditions When working on tracks, always walk on ballast and never on sleepers 	<p>MANUAL HANDLING</p> <p>Do you eliminate manual handling where possible?</p> <ol style="list-style-type: none"> Eliminate or minimise manual handling hazards through risk assessment Consider whether manual handling is necessary to the task Use the correct technique and minimise twisting, stooping and reaching 	<p>STAIRS</p> <p>Are stairs well maintained and free from hazards?</p> <ol style="list-style-type: none"> Areas with stairs must always be well lit Always use handrails when using stairs or steps Stairs must always be completely free of tripping hazards and obstacles 

If you have any questions, please contact the [SHEA team](#).

Wellbeing Wednesdays

December's session focused on working through Christmas and showing appreciation for the frontline workers who give up their precious time over the Christmas period to ensure the network continues to run smoothly and safely.

Huw Jones, discussed with panellists Abby Davis, Brian Paynter, and Joe Smales about challenges, sacrifices and sense of purpose whilst working in rail through Christmas and weekends, and away from families



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

Wellbeing Wednesdays will continue in 2023, you can sign up now for next years sessions which will focus on new year fitness goals, heart health and train your brain for happiness. Register your attendance on the [Rail Wellbeing Live website](#).

Managing your fatigue

Rail Wellbeing have also produced a short video where Brian Paynter discusses the importance of fatigue management and questions you should ask yourself when faced with fatigue. Please take the time to watch the powerful video to help keep yourself and teammates safe especially during the festive period and winter months.

[5 minute wellbeing – fatigue management](#)

Safer working with National Highways



The December edition of the Highways Safety Hub newsletter is now available. To access the document click the link below or scan the QR code.

[Highways safety newsletter – December 2022](#)



This edition features the journey to net zero – trialling low carbon concrete, winter driving, lessons learnt from a HSE prosecution, sepsis awareness and managing gambling addiction.

Remember... 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](#)

Lean learning sessions

To help you enhance and embed your lean awareness Kimberley Wild has arranged sessions for the next year focusing on different lean tools. All sessions will be held virtually, the sessions are open to everyone including Octavius employees, our suppliers and customers.

If you would like anymore information, get in touch with [Kimberley Wild](#).

Date	Time	Tool	Teams Link
10/01/2023	12:00-12:30	A3 Thinking	A3 Thinking
14/02/2023	12:00-12:30	Waste Goggles	Waste Goggles
14/03/2023	12:00-12:30	Voice of Customer	Voice of Customer
11/04/2023	12:00-12:30	Production Control	Production Control
09/05/2023	12:00-12:30	Sort it out with 5S	5S
13/06/2023	12:00-12:30	Root Cause Analysis	Root Cause
11/07/2023	12:00-12:30	Critical to Quality (CTQ)	CTQ
08/08/2023	12:00-12:30	SIPOC	SIPOC

Prevent defects waste on your project

Our Lean Waste Identification Dashboard has been updated on the [Lean Launch Pad](#).

This month **Defects** waste was leading ahead. Having defects is often due to not explicitly understanding the customer requirements, that could be an internal or external customer.

By using "Customer needs Management" (Kano) we can better understand our customers needs and ensure that our suppliers know what we want, how we want it and where we want the product. This is a great tool for enhancing the conversation between parties and provides visual management for all.



Want to know more about how to prevent defects waste on your project?

Book your place on one of the next Lean sessions: Wednesday 11th January 2023 at 1pm or Wednesday 25th January 2023 at 9 am. You can book your place on the LMS system via SharePoint or contact [Kimberley Wild](#). The sessions are open to everyone across our supply chain.

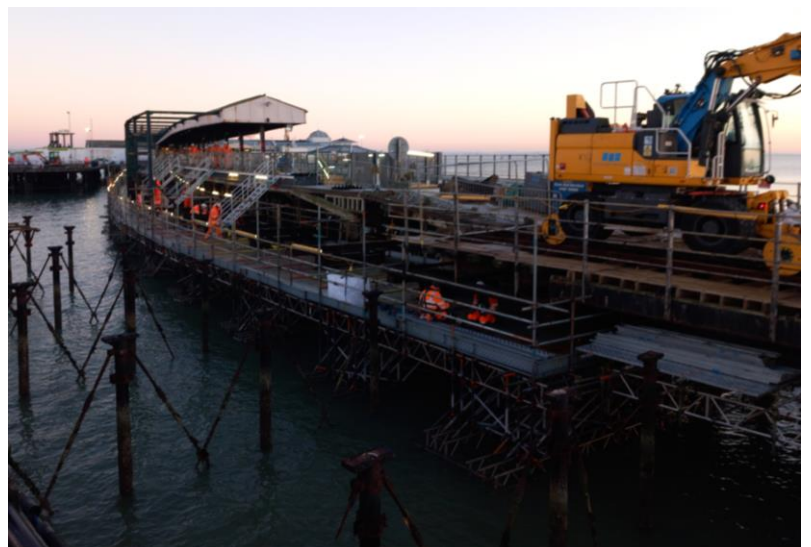
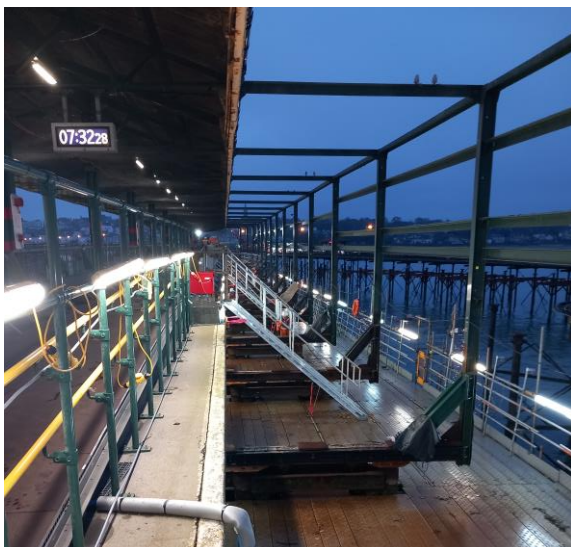
Ryde Pier team complete significant milestone



The Ryde Pier team reached a momentous milestone this month completing installing and connecting up all the scaffolding sections in zone 4 of the pier.

The team have worked hard over the last two months in challenging environmental conditions and constantly adapting working methods to manage tides, high winds and high swells. Ensuring works can be completed safely, whilst reducing the number of stand down periods to deliver on time for our customer.

The successful completion of the scaffolding in zone 4 allows the track and superstructure removal works to progress without obstruction.



Congratulations to everyone involved for persevering in a challenging environment and continuing to deliver safely and professionally.

Sharing our successes

Super success on the Scheme Delivery Framework

Our Scheme Delivery Framework (SDF) Team are continuing to achieve key milestones, this time completing a drainage and resurfacing scheme on the A64, in Knapton nine hours early for our customer.

Within two months the team utilised two weekend closures and night time traffic light closures to prepare the surface and replace drainage frames. In total over 111 drainages frames were replaced and over 2.4 kilometres of the road was relined and resurfaced. The vastly improved drainage facility and new road surfacing along with the new lining, studding and anti-skid area on a hazardous bend have made the road much safer for all travellers.



The team went above and beyond to look after and consider the local community and people trying to access businesses over the two-weekend closures, as they arranged for escort vehicles and traffic management operators to control flow of traffic. Despite delays to pass through the works safely, the team engaged with the travelling public and made every effort to minimise inconvenience, as a result received excellent positive feedback about how courteous and well-co-ordinated the team were.

Well done to the team for caring about the local community and putting the travelling public first!

“

Great news after two successful weekends of work. I really appreciate the prompt action on the H&S close out too. It's great to see and shows Octavius pro-actively managing the project from start to finish. Many thanks.

”

Chris Dunn
Project Manager Operations, National Highways

Double success

On another scheme of the framework, we successfully completed phase 1 of refurbishing a bridge on the M6 Brunthwaite, near Kendal. Over two months the team have worked hard to complete concrete repairs, install new surfacing, EMR joints and new footpaths to enhance the lifespan of the bridge.

The team will return in February 2023 to complete the second phase to replace the parapet wall.



Congratulations to the team to for making great progress on this important project. Also, thank you to Ellis Barton, Ben Lamb and supply chain PHG for making sure the site is always tidy and works are completed safely.

Pane-staking work at Waterloo International

Our Rail Services Managed Stations team are making great progress to bring Waterloo's former International Terminal back to life following a successful 27-hour possession lifting and securing fifteen glazing panes onto the east roof. Using a monster crane with a vacuum lift to assure we could deliver as efficiently as possible.

The team's expertise, 8 months of collaborative and meticulous planning with our customer, Network Rail Works Delivery Wessex meant the works could be delivered safely all in one tight window, with minimal disruption to the travelling public and without needing the additional possession which was planned for the following weekend; saving significant costs and time for our customer.



The former Waterloo international terminal (platforms 20-24) opened in 1993 and was renowned for its contemporary architecture comprising of an arched glass clad roof. However, over the years it has been subject to many glazing failures and several repair attempts of been made including; removing the faulty panes and installing temporary boarding until the replacements were made and subsequently installed.

The installation of new panes is part of an ongoing complex project to replace all broken glazing on the West Wall and both glazing and catchment sheets on the East Roof, under a series of pre-planned possessions which will continue through 2023 into 2024.

Well done to the team and supply chain Proteq Ltd for the excellent planning and execution of this work, which has delighted our customer.

A46 Binley open for traffic

Enormous congratulation to the A46 Binley team for re-opening the new £61m flyover in Binley, Coventry to motorists; removing all speed restrictions that were previously in place.

The new 14,000-tonne flyover separates long distance and local traffic, which means drivers staying on the A46 will no longer need to slow down to use the roundabout, reducing congestion and making journeys safer.

The team are continuing to complete final stages of the work during overnight closures until final completion early next year.

[BBC NEWS media coverage - Slip roads on the Binley flyover open to motorists](#)



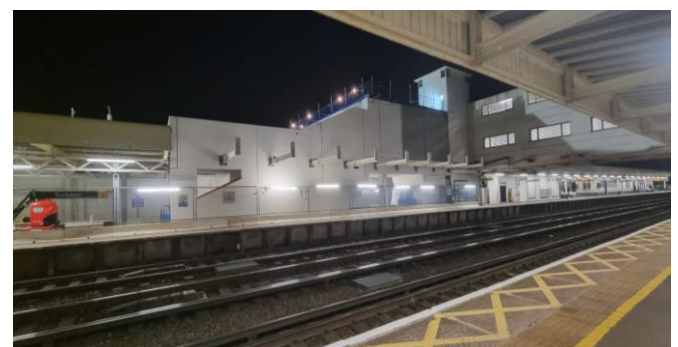
The final stages at Surbiton...

On 17 November 2022 the Surbiton team achieved the critical National Milestone for substantial completion and welcomed Network Rail Route Delivery Director, Nicholas Higgins and the Network Rail senior sponsor, who praised the team for achieving high standards across the project.

The team are continuing to complete final elements of the project including mechanical and engineering works, installing station information and security systems, gate line installation, canopy works and platform resurfacing to complete the next practical completion milestone ahead of the final completion in early 2023.

The £7 million congestion relief scheme will reduce overcrowding and improve passenger safety.

A huge well done to the team and supply chain for overcoming many challenges, working around the clock and utilising track access during industrial action to achieve the milestones.



Connecting communities in Cambridgeshire



Congratulations to our Eastern Highways Alliance framework (EHA) team for successfully reopening Mile End road in Cambridgeshire after two months of reconstructing 2.4 kilometres of road, which is built on the Fenland peat; delivering safely, to programme and sustainably.

The existing road has deteriorated and became unstable overtime as it is built on Fenland peat, which is constantly moving because of heavy agricultural use. This has been made worse due to the deep ditches that run alongside the Fen roads, which have encroached onto the carriageway.

Since October 2022 the team have been working to enhance the road installing strata webbing, compacting the existing planings, levelling the road surface and new roads markings and signage. The new road surface will provide a safer and more reliable road for road users, reduce the risks of car tyres becoming worn; which was historically caused by severe rutting on the roads and likely to reduce the number of accidents on the roads.

Committed to creating a greener environment and achieving net carbon zero the team used many sustainable methods including warm mix asphalt and trialled digitally capturing compaction information.

The team were also delighted to welcome representatives from the designers of the scheme and our customer!

“ It rained from the start to the end of my visit to site, but the team continued their work with no real issue. That said, it was really pleasing to see a professional and thorough site induction, daily assessments of risks which are recorded and signed by individuals, clean and tidy welfare, organised and tidy site, well marked hazards including ditches, overhead lines etc, proactive utility searches underway, welcoming and professional site operatives, well organised TM and gatemen, consideration of noise and impact on local residents and clear site rules to name a few. I just wanted to congratulate you and the team for your high standards.

**Michael Williams, Assistant Director Project Delivery, Place and Sustainability
Cambridgeshire County Council**

One Team Wessex collaborate with Fleet Pond Wildlife Reserve



Members of One Team Wessex Electrification and Plant (E&P) team recently joined forces with Sunville Rail Limited to spend the day supporting Fleet Pond Wildlife Reserve. The team volunteered their time to assist with vegetation clearance around the walkways to improve the area for visitors.

Fleet Pond is the largest freshwater lake in Hampshire and is surrounded by over 14 acres of land, offering vast habitat for a variety of wildlife; from birds to butterflies. The pond itself is a designated site of scientific interest and the help of volunteers to support the upkeep of the pond and the surrounding area is essential.



As the team have developed great collaborative relationships with Fleet Pond Wildlife, the reserve have allowed our team to set up a compound on their land for the upcoming works on the railway line. This provides immediate and safe access to the work area, with minimal track interference. Not only will this help to keep our teams safe it is also cost effective for our customer as the access reduces the amount of safety staff required on site at one time.

The team look forward to continue working in collaboration with Fleet Pond Nature Reserve.

Thank you to Liam Green, Paul Welch, Jamie Hedgcock, Rian Pearson, Amoy Rigby, Will Allen, Chris Bates, John Bailey, Alastair Howell, John Morton, Nigel Clifford for all your hard work and efforts collaborating with the local community and developing excellent relationships which will allow us to complete works safely and efficiently.

Also, special thank you to Sunville Rail Limited for providing a de-vegetation gang for the day.

The Flitwick Transport Interchange Thrive report

To end November 2022



£4,092,809.79 total social value added*



Local value

6 Local hires

£293k Local spend
£417k Spend with SMEs

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



Employment, education & skills

381 People hours of learning interventions delivered

1 Work placement

177 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

3722.3 Tonnes waste recycled instead of landfill

9.136 MTCDE reduction in emissions of greenhouse gases



Social, wellbeing & community

£6k Community donations

57 People hours spent supporting community initiatives



Octavius Infrastructure Working in Partnership with Central Bedfordshire Council

*including local economic value, measured using the IES Framework

The Gade Valley Thrive report to end of November 2022



£16,856,531.26 total social value added*

Local value

67 Job creations (of which 63 local hires)

£12,782,913.00 Local spend
£156,969.00 Spend with SMEs

£2,568,998.00 Value contributed to local hires & job creation



Employment, education & skills

2143 People hours learning interventions delivered

11 Work placements & 32 Apprenticeship weeks completed

198 People hours spent on education engagement activities



Sustainability

255 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

417 People hours supporting the community

£81,330.00 Community donations
£29,640.00 Community fundraising

3 Mental Health First Aiders and
£14,919.00 Value contributed to improve the workforce physical wellbeing



Octavius Infrastructure Working in Partnership with Connect Plus

*including local economic value, measured using IES framework

The Hertfordshire Framework Thrive report

January 2022 to end November 2022



£1,365,962.71 total social value added*



Local value

6 Local hires

£671k Local spend

£7k Spend with SMEs

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



Employment, education & skills

240 People hours of learning interventions delivered

1 Person employed from underrepresented groups

62 People hours spent on education activities with local schools



Sustainability

866 People hours spent protecting and improving the environment

7.7 MTCDE Reduction in emissions of greenhouse gases

140 Tonnes reduction in waste to landfill



Social, wellbeing & community

£1,793.00 Community donations

223 People hours spent supporting community initiatives



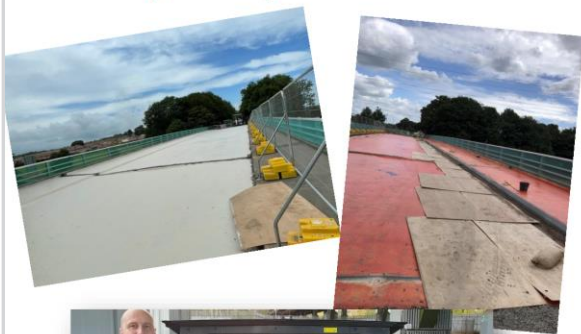
Octavius Infrastructure Working in Partnership with Hertfordshire County Council

*including local economic value, measured using the IES framework

The NE & NW Service Delivery Framework Thrive report to end of November 2022



£1,335,016.95 total social value added*



Local value

5 Contracts awarded to local business

£236k Local spend

£420k Regional spend

£169k Spend with SMEs



Employment, education & skills

353 People hours of learning interventions delivered

We are actively exploring opportunities to support local schools



Sustainability

8 Total reduction in emissions of greenhouse gases in MTCDE

Eco cabins on site

240 People hours spent protecting and improving the environment



Social, wellbeing & community

94 People hours supporting the community

£500 Community donations

£1030 Community fundraising



Octavius Infrastructure Working in Partnership with National Highways

*including local economic value, measured using the IES framework

The Chelmsford Northeast Bypass – Advanced works Thrive report

To end November 2022



£195,758.18 total social value added*



Enable Inclusive Economic Growth



£15,202.00 Local spend

£170k Value contributed to the local economy by hiring local people

12 Local hires

52% Local people employed

Help people get the best start and age well



10.5 People hours of learning interventions delivered

We are actively exploring opportunities to support local schools and college

Help create great places to live and work



HVO fuel used instead of diesel reducing carbon emissions

6.4 MTCDE reduction in emissions of greenhouse gases

10800 Miles driven by low or no emission staff vehicles

2 Mental Health First Aiders



Transform Essex County Council to achieve more for less

Creation of a quarterly project newsletter



Octavius Infrastructure Working in Partnership with Essex County Council

*including local economic value, measured using the Essex County Council TOMs Framework

One Team Wessex Thrive report

April 2022 - November 2022



£43,572,048 total social value added*



Local value



£14.1m Local spend

£18.8m Spend with MSMEs

£170,185 Value contributed to the local economy by local job creation

Employment, education & skills



61 People hours of learning interventions delivered

49 People weeks of work experience provided

26 People hours spent on education activities with local schools

Sustainability



152 People hours spent volunteering on protecting and improving the environment

Training session delivered on 'Ground Risk' – 24 attendees from OTW

Social, wellbeing & community



42 People hours spent volunteering

Bake sale held for Cancer Research UK - £384 raised



Octavius Infrastructure Working in Partnership with Network Rail

*including local economic value

The A46 Binley Thrive report

to end of November 2022



£33,202,985.34 total social value added*



Local value

- 10 Job creations
- £1m Spend with SMEs
- £18.5m Local spend
- £315k Value contributed to job creations



Sustainability

- 940 People hours spent protecting & improving the environment
- 3840 Tonnes reduction in construction waste produced
- 99 MTCDE reduction in emissions of greenhouse gases



Employment, education & skills

- 11 People employed from under-represented groups
- 21 Work placements completed
- 196 People hours spent on education engagement activities



Social, wellbeing & community

- 453 People hours supporting the community
- £3k Community donations
- £1k Community fundraising
- 9 Mental Health First Aiders



Octavius Infrastructure Working in Partnership with National Highways

*including local economic value, measured using the IES framework

Employability workshops at local school

Helping the next generation to learn and thrive

Members of our Hertfordshire Framework team spent a day supporting Elsa Charity at an employability day at The Lonsdale School in Stevenage, which is a school for students who are physically and neurologically impaired.

The team spent the day providing invaluable support to a group of children with complex learning difficulties including sensory loss, to help improve their employability skills and overcome all barriers to achieve their future career goals. The students were given the opportunity to carry out mock interviews with facilitators, helping to build their confidence and ensure they thrive in all their future career opportunities.

“

Thank you so much for your support at Lonsdale school, you were incredible!

It was clear the team had a real impact on the students. Hopefully we see you all again at our future ELSA events.

”

Scarlett Tilley

Events and Development Manager, ELSA Next Generation CIC



Five ways to wellbeing - Connect

A little kindness, a big boost

The Five Ways to Wellbeing are 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.

December's way to wellbeing is "to connect".





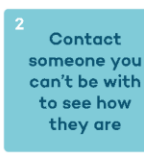
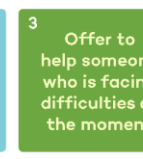

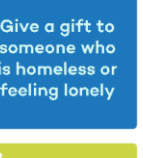
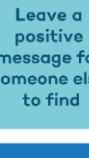
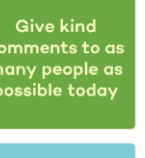

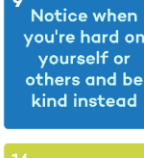


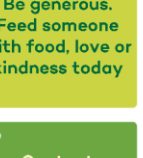
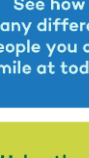
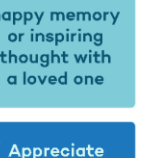

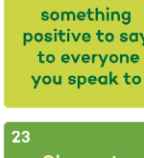
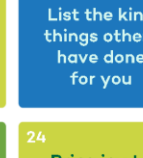
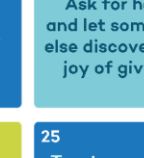
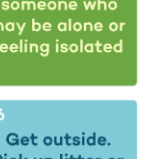
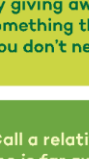
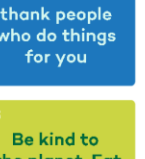





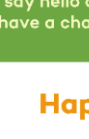
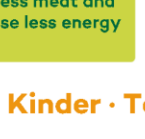
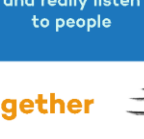



There is strong evidence that feeling close to other people is a fundamental need that contributes to overall wellbeing. So why not:

- 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.

- Every day spend time with your family or friends
- Have lunch with a colleague, offer to give them a lift or share the journey to work
- Make the most of technology – video chat apps like Skype and FaceTime are a great way of staying in touch with friends and family, particularly if you live far apart
- Arrange to meet a friend, or family member that you haven't seen for a long time.

Investing time in developing relationships will support and enrich you every day. For other ways to bring happiness, laughter and smiles during the month take a look at the December Kindness Calendar.

December Kindness 2022

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
 5 Give a gift to someone who is homeless or feeling lonely	 6 Leave a positive message for someone else to find	 7 Give kind comments to as many people as possible today	 1 Spread kindness and share the December calendar with others	 2 Contact someone you can't be with to see how they are	 3 Offer to help someone who is facing difficulties at the moment	 4 Support a charity, cause or campaign you really care about
 12 Be generous. Feed someone with food, love or kindness today	 13 See how many different people you can smile at today	 14 Share a happy memory or inspiring thought with a loved one	 8 Do something helpful for a friend or family member	 9 Notice when you're hard on yourself or others and be kind instead	 10 Listen wholeheartedly to others without judging them	 11 Buy an extra item and donate it to a local food bank
 19 Contact someone who may be alone or feeling isolated	 20 Help others by giving away something that you don't need	 21 Appreciate kindness and thank people who do things for you	 15 Contact an elderly neighbour and brighten up their day	 16 Look for something positive to say to everyone you speak to	 17 Give thanks. List the kind things others have done for you	 18 Ask for help and let someone else discover the joy of giving
 26 Get outside. Pick up litter or do something kind for nature	 27 Call a relative who is far away to say hello and have a chat	 28 Be kind to the planet. Eat less meat and use less energy	 22 Congratulate someone for an achievement that may go unnoticed	 23 Choose to give or receive the gift of forgiveness	 24 Bring joy to others. Share something which made you laugh	 25 Treat everyone with kindness today, including yourself!
 29 Turn off digital devices and really listen to people	 30 Let someone know how much you appreciate them and why	 31 Plan some new acts of kindness to do in 2023				

ACTION FOR HAPPINESS

Happier · Kinder · Together

Connecting over the festive period

Did you know that... 36% of people are too embarrassed to admit they are lonely during the holiday season?

The holiday season is renowned for being a time for festive cheer, celebration and grand expectations - however, in reality it can be a taxing time mentally, emotionally, physically and financially for many people.

If you are feeling stressed, anxious or lonely – reach out to the Lighthouse Construction Charity who are available for free 24 hours, 7 days a week to support and your family with any personal issues, listen to how you are feeling and provide you with help and guidance.

- Call 0345 605 1956 (UK)
- Text HARDHAT to 85258 (UK)
- Download the [free Construction Industry support app](#)

A graphic with a dark blue background featuring festive decorations like pine branches, red berries, and star-shaped ornaments. The Lighthouse Construction Charity Club logo is in the top left. The text "TIPS FOR THE festive PERIOD" is in a mix of orange and white. Below it is a list of ten tips in white text.

The logo for Lighthouse Construction Charity Club, featuring a stylized lighthouse icon above the text "Lighthouse The Construction Industry Charity CLUB".

TIPS FOR THE *festive* PERIOD

- * Focus on things you enjoy
- * Connect with others virtually
- * Plan a day for yourself
- * Limit your expectations
- * Set boundaries
- * Drink responsibly
- * Get outdoors for a winter walk
- * Lend a hand to someone in need
- * Remember you are not alone

Diet and lifestyle

With shorter days, gloomy weather and the festive season upon us, finding the motivation to be healthier can be hard and the very thought of eating well and exercising can be overwhelming.

To help you make the best choices about your health and wellbeing, [the NHS](#) has some great advice, tips and tools on living well including:

- Healthy weight
- Exercise
- Sleep and tiredness
- Sexual health
- Alcohol Support
- Quit smoking.



Visit [December's Health and Wellbeing calendar](#) to help you to kickstart a healthier lifestyle.

Did you know that... All Octavius employees get 20% discount on membership fees. For more information visit the [AXA website](#).

The facts

In 2019 there were **876,000 hospital admissions** where obesity was recorded as a primary or secondary diagnosis.

High blood pressure accounts for **12% of all GP appointments** in the UK.

31% of men and 26% of women have high blood pressure.

Only **28-34% of adults** aged between 65 and 74 are physically active.

Top tips for a healthier Christmas



Pack in more veg

Include a wide and colourful variety of vegetables. Try steamed or boiled vegetables and avoid cheese sauces and excess butter.

Take it slowly

Take a twenty minute break between portions to see if you're still hungry and to avoid a food coma!

Enjoy a Christmas walk

Go for a walk around the park, it will also help your lunch digest.

Go easy on the booze

Keep to the recommended guidelines, add more mixers and avoid drinking early in the day.

Upgrade your snacks

Try healthier snack options like protein balls or fruit.

It's party season!

Drink responsibly and consider the morning after

If you are considering attending a festive celebration, please party responsibly. Alcohol related accidents and incidents increase markedly during this time of the year.

- Plan a safe way home before you head out for the night.
- Don't let anyone drive under the influence of either drink or drugs, take their keys and help them get home safely.

There is a real risk that people who would not normally drive after drinking but may still be over the drink drive limit the morning after. This includes people going about everyday activities such as driving to work, doing the school run, popping to the shops or going to see friends.



Are you fit for work?
Take a look at the [morning after website - alcohol calculator](#)

This includes a simple calculator on if you are safe to drive and fit for work based on the length of time it takes for the alcohol to pass through your body. It allows one hour for each unit of alcohol, plus an additional hour for the first drink to allow for the alcohol to enter the bloodstream.

Examples of units in common drinks



REMEMBER!

On average it takes around one hour to process one unit of alcohol. NEVER put yourself or others at risk by driving impaired. The wrong decision can change lives forever.

Ian's personal story

His relationship with managing alcohol

“ Following the passing of my father it became apparent that he was dependant. I had grown up thinking it was normal to have a whisky at 11am in the morning. Going to the pub for a pint at 12:00 every day was what everyone did, right? I'm sure this along with smoking contributed to his early death (62). Whilst I have never myself been dependent, I do have a love hate relationship. I can go months without touching a drop. Dry January often becomes mostly dry February and March, however when I let what is left of my hair down, I can quite often be last man standing.

Having a drink is ok, in moderation It can be a good social experience. I have however noticed it can have a negative impact on mood, what I have noticed the most is that after a pint or two I can go to sleep before the light is out, but the sleep can be really disturbed with periods of restlessness, and this is backed up by research which confirms poor sleep quality and duration.

Ian Holden
Senior Project Manager

”

Will a Small Amount of **ALCOHOL** Affect My Sleep?



LOW amounts of alcohol decreased sleep quality by **9.3%**

Less than 2 drinks for men and less than 1 drink for women



MODERATE amounts of alcohol decreased sleep quality by **24%**

Approximately 2 drinks for men and 1 drink for women



HIGH amounts of alcohol decreased sleep quality by **39.2%**

More than 2 drinks for men and more than 1 drink for women

For more information and support about the impact of alcohol and the quality of sleep [visit Sleep Foundation](#).

Driver fatigue (page 1 of 2)



Infrastructure Projects Southern Toolbox Talk

Driver Fatigue

29 February 2016

Our most dangerous activity

Driving is the most dangerous work activity that most people do. It is estimated that around 150 people are killed or seriously injured every week in crashes involving someone who was driving, riding or otherwise using the road for work purposes. The majority of these tragedies can be prevented.

When are accidents most likely?

- On long journeys on monotonous roads, such as motorways
- Between 2am and 6am
- Between 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

Planning your journey



Make sure that your journey plan allows sufficient time for you to take account of weather and traffic conditions and to comply with speed limits.

You should seek to reduce night driving and avoid those times of day mentioned above when falling asleep at the wheel is more likely.

You can find a copy of this poster on the Southern Shield website at www.southernshield.co.uk



Case Study

Three rail workers died in a motorway crash in the early hours of 9 June. Their van, which had five people on board, collided with the back of a lorry on the hard shoulder near Chippenham, according to Supt Gavin Williams from Wiltshire Police.

Their shift had finished on Monday morning, at 3.50am. Although the men did use the hotel they had been booked into, it was suggested that sometimes, workers were known to drive home after a shift instead of using hotels booked for them.

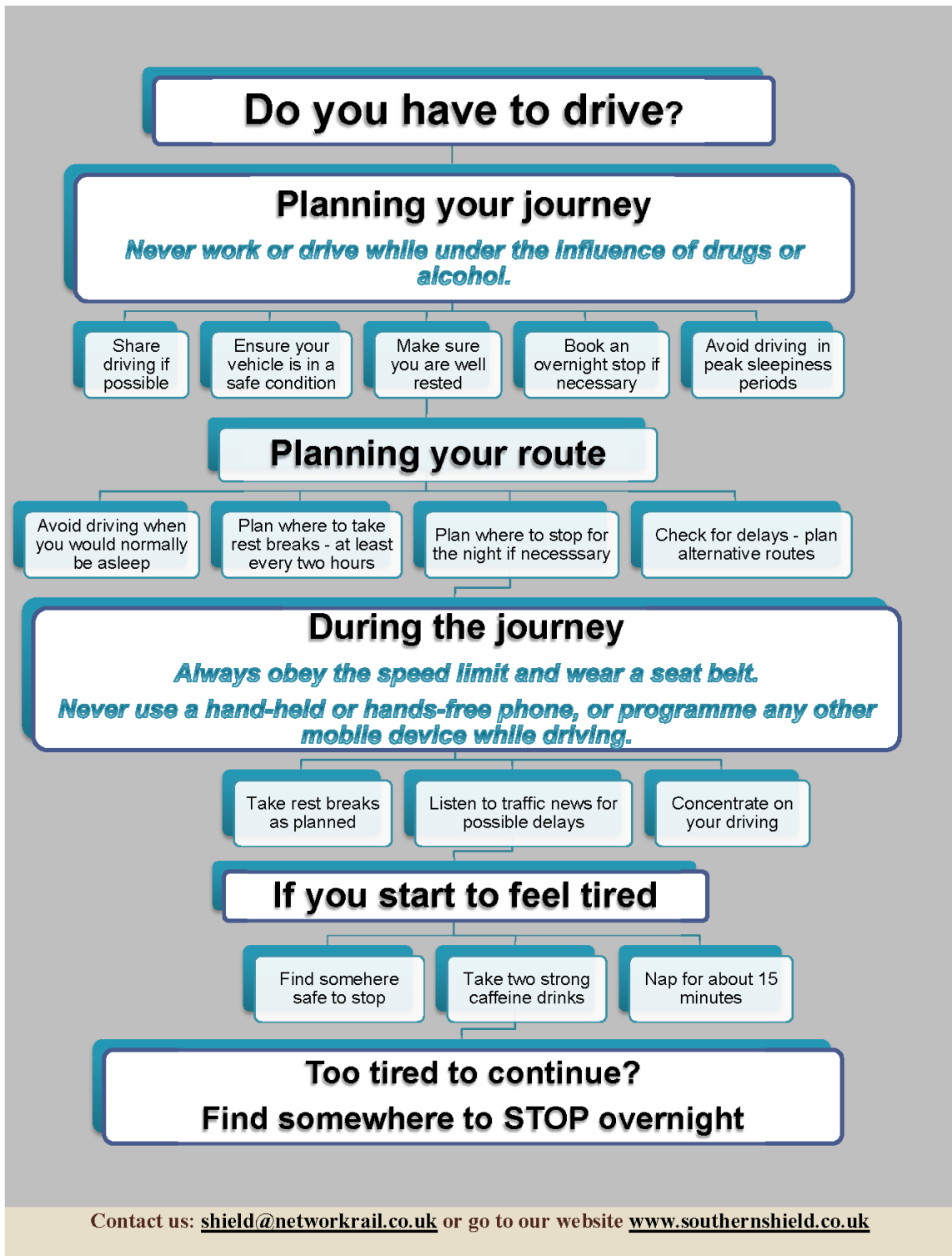


A Safer Journey Planner can be downloaded free from the Royal Society for the Prevention of Accidents website.

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

Driver fatigue (page 2 of 2)

Toolbox Talk – driver fatigue



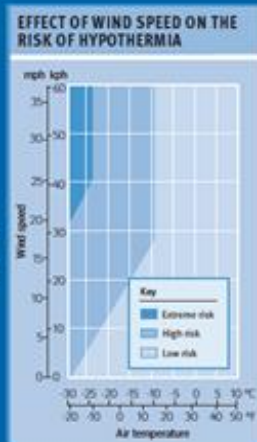
Winter working cold stress

Workers who are exposed to extreme cold may be at risk of cold stress

HOW COLD IS TOO COLD?

Wind chill numbers are lower than air temperature; the air 'feels' colder than it is because of the chilling effect of the wind on the skin

- Wind chill is the temperature your body feels when air temperature and wind speed are combined
- A cold environment forces the body to work harder to maintain its temperature.
- When temperatures drop below normal and wind speed increases, heat can leave your body more rapidly



Cold stress occurs by driving down the skin temperature and eventually the internal body temperature (core temperature).

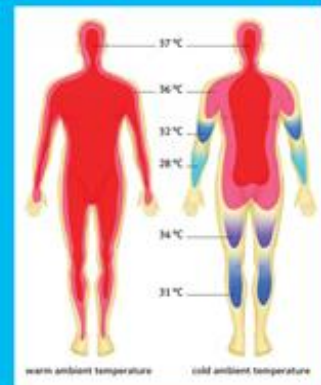
HOW DOES THE BODY REACT TO COLD CONDITIONS?

In a cold environment, most of the body's energy is used to keep the internal core temperature warm.

Over time the body will begin to shift blood flow from the hands, feet, arms and legs and outer skin to the core (chest and abdomen).

This shift allows exposed skin and extremities to cool rapidly, increasing the risk of **frostbite and hypothermia**. Symptoms of frostbite include:

- Reduced blood flow to hands and feet (fingers or toes can freeze)
- Numbness
- Tingling or stinging
- Aching
- Bluish or pale, waxy skin



SYMPTOMS OF HYPOTHERMIA

When the balance between the body's heat production and heat loss tips toward heat loss for a prolonged period, hypothermia can occur.

Symptoms can vary depending on:

- How long you have been exposed to the cold temperatures;
- Cold temperature exposure without enough warm, dry clothing for protection, resulting in accidental hypothermia;
- Other factors include: a person's age, body mass, body fat, overall health, and length of time exposed to cold temperatures.



CONTRIBUTING RISK FACTORS

- Wetness / dampness
- Exhaustion
- Improper clothing
- Health problems :
 - Heart disease;
 - Thyroid conditions;
 - Diabetes;
 - Peripheral circulatory disorders;
 - Pregnancy.

OTHER HEALTH PROBLEMS

- **Chilblains**, ulcers formed by damaged small blood vessels in the skin, they affect extremities such as toes, fingers, heels and nose
- **Frostbite** caused by freezing, which most often affects the nose, ears, cheeks, chin, fingers, or toes.
- **Trench foot** prolonged exposure to wet and cold conditions
- **Colds & flu**, consider the flu jab, the vaccine is free on the NHS for people with existing health problems, ask your GP



It is important to be aware of workers who may need adjustment or support.

SIGNS OF HYPOTHERMIA

Hypothermia can be classified as mild, moderate or severe:

- **Mild:** lethargy, confusion, shivering, loss of fine motor co-ordination.
- **Moderate:** delirium, slowed reflexes.
- **Severe:** very cold skin, difficulty breathing, unresponsive, coma, abnormal heart rhythms.



Mild hypothermia core temperature **32°C - 35°C**

Moderate Hypothermia core temperature **28°C - 32°C**

Severe hypothermia core temperature **Less than 28°C**

People with a temperature of 32°C or lower will usually stop shivering completely and may pass out.
Administer first aid, emergency medical help is required, call 999

Improvement Opportunities (IO)

November statistics

During the month of October it's great to see an improving number IO's being raised. There were many good improvement business IO's raised and reporting of preventative measures by site teams.

Our suppliers contributed to over 12% of the 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 November

Adam Miller	25
David Stevenson	25
Jonathan Blackman	25
Emilia Dawson	17
Matt Broxholme	13

Top categories in November

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

Top projects in November

A46 Binley Construction	30
Gade Valley Viaduct	28
OTW NSCD works	26
OTW GEO Witley embankment	44
OTW – HV Switchgear	32

Infrastructure Improvement Opportunities

Month	Total no. IOs	Total no. people raising IOs
November	369	75
October	382	80
September	241	59
August	299	81
July	344	71
June 2022	425	80
May 2022	360	72
April 2022	251	61

SHEA performance summary (page 1 of 2)

November 2022

Accident Frequency Rate (AFR) Days since the last RIDDOR accident: 263

The Current Rolling AFR is: **0.04**

Service Strike (SSFR) Days since the last service strike: 6

The current rolling SSFR is: **0.41**

**November
Total Number IOs
369**

**November
No. Safety, Health &
Environmental IOs
327**

**November
No. Business IOs
42**

Reference Number	Date	Project	Description
Injury			
11252022-21-11	18/11/2022	Chelmsford NE Bypass	Tooth from an auger broke off and struck piling operative. This caused a cut to his eyebrow from his glasses.
11262022-22-11	18/11/2022	A46 Binley	Operative slipped into small excavation grazing knee
11302022-25-11	24/11/2022	Chelmsford NE Bypass	Operative injured ankle leaving welfare cabin to go home
11352022-29-11	24/11/2022	OTW GEO Mortimer	Operative got foot caught in mud causing them to drop an equipment causing lower leg injury
Operational Close Call			
11342022-29-11	21/11/22	OTW GEO Honiton LE	Material from a haul road was scoured by heavy rain fall and washed onto the open line
11372022-29-11	29/11/22	Trowbridge	COSS allowed protection to be placed due to miscommunication
Service strike			
11272022-23-11	15/11/2022	RS Clapham Kiosk works	Electrical cable was damaged during investigation works ahead of core drilling
11312022-27-11	27/11/2022	Trowbridge	Overhead BT cable struck by boom of concrete pump
11322022-28-11	28/11/2022	Flitwick	Pressurised tube connected to gas main damaged during excavation works
Near Miss/Close Call			
11162022-07-11	07/11/2022	NH SDF M6 Calthwaite to Southwaite	Cone strike on taper
11182022-10-11	10/11/2022	OTW E&P Ashurst	Breaker plugged into power supply in sub-station causing overload of circuits
11202022-12-11	12/11/2022	Wessex Planned and Reactive	Fumes from roofing works entered BTP station at Waterloo causing evacuation
11232022-16-11	16/11/2022	Gade Valley Viaduct	TM was lifted whilst works were on-going to jack the bridge section
TM incursion			

SHEA performance summary (page 2 of 2)

November 2022

11142022-07-11	06/11/2022	NH SDF M6 Calthwaite to Southwaite	Vehicle collided with central reservation and entered closure – no injuries
11152022-07-11	07/11/2022	NH SDF M6 Calthwaite to Southwaite	Broken down vehicle with puncture pulled into lane closure
11172022-10-11	10/11/2022	NH SDF M6 Calthwaite to Southwaite	Oversize vehicle wider than running lane 3 tried to drive past closure, TM adjusted to allow it to pass works
11212022-14-11	13/11/2022	NH SDF M6 Calthwaite to Southwaite	Public vehicle followed a works vehicle into closure
11222022-16-11	16/11/2022	NH SDF M6 Calthwaite to Southwaite	Same oversize vehicle from 10/11/22, wider than running lane 3 tried to drive past closure, TM adjusted to allow it to pass works. Highlighted to NH as permission for movement had been granted
11292022-24-11	23/11/2022	NH SDF M6 Hackthorpe Bridge to Tinklers Lane	Broken down vehicle with puncture pulled into lane closure
11362022-29-11	29/11/2022	NH SDF M6 Calthwaite to Southwaite	Unwitnessed cone strike and vehicle incursion
Theft			
11122022-02-11	01/11/2022	A46 Binley	Theft from project compound
11332022-29-11	29/11/2022	OTW GEO Leatherhead	Site storage container broken into. Small plant stolen
Other classification			
11132022-03-11	03/11/22	EKFB A418	Hiab was used by supplier on site without lift plan being in place



HSQE Alert

MEWP Catastrophic Failure UPDATED

A catastrophic failure of a **JLG450A Cherry Picker** occurred on a Knights Brown site for which an alert was issued at the time. Investigations by Knights Brown and the hirer of the MEWP are complete. This alert is now updated and supersedes the previous alert.

The subcontract steel erection company had hired the MEWP from a national hire company and had followed all procedures including the pre use checks. The operator was trained and competent.

The platform dropped catastrophically from a height of over 6 metres violently throwing the harnessed operator against the shrouded controls sustaining bruising to the operator’s rib cage.

A **LIFT CYLINDER HYDRAULIC VALVE BLOCK** had become detached stressing the hoses leading to sudden loss of hydraulic fluid which sprayed out as the boom failed.

The hirer of the MEWP have summarised their findings as follows:

“We believe the damage has been caused by an M20 bolt, (The erector confirmed this type were being used) It appears to have lodged between the boom section and lift cylinder. As the machine is being raised, the bolt is being forced into the valve block, causing it to twist off the cylinder in a right to left direction. As the valve block twists, the lower transfer pipe has begun to split, and as the machine continues to lift, the valve block detaches, causing top transfer pipe to split completely. At this point the machine descends uncontrolled as the oil leaves the cylinder.”

The hirer have recommended consideration for basket netting to prevent dropped bolts etc. falling into this recess (however not all MEWP manufacturers advocate this for use on their machines).

There does not appear to be any suggestion that a latent defect exists in this make and model of MEWP (JLG 450A)) and therefore it has been deemed suitable for use.



ACTION REQUIRED – ALL SITES WITH MEWPS – Cherry Picker & Scissor Lifts

- Ensure that the operator manual or guide for pre-use checks is available
- Ensure all pre-use checks are completed paying attention to foreign bodies lodged in places liable to affect hydraulics and welds
- Consider in conjunction with the hirer and subcontractor the addition of basket netting to prevent bolts or other foreign objects falling into critical areas
- Call out the hirer engineer/fitter if any doubt regards the safety of operation of any MEWP
- Brief this Safety Alert to all MEWP operators

Issued by HSQE Dept Ringwood - November 2022

Safety Alert

SEVERE ACCIDENT DURING LIFTING OPERATION



WHAT HAPPENED?

On Wednesday 22nd November 2022, a severe accident occurred in the VINCI Energies Belgium Business Unit, Cegelec Multi Technical Solutions.

The team were erecting a telecommunications pylon on the client's site. The pylon was being lifted by a crane and was in a position for the team to guide the pylon legs onto the ground anchor fixing, when the accident occurred.

The lifting chains were choked around the pylon legs. During the initial lift the team noted that the pylon was not in the fully vertical position. The team questioned the contract crane operator if it was safe to proceed, after receiving conformation from the crane operator that it was safe, the lift continued. The pylon was then lowered into position above the anchor fixings, at this point the pylon slipped in the lifting chains causing a pendulum motion.

The team attempted to move away from the moving pylon, however the victim became stuck between the concrete pads for the pylon and cabinet base. At this point he was struck by the moving pylon, causing the amputation of his lower leg.

His colleagues applied lifesaving first aid to the injured leg. Due to their prompt action, they prevented an even greater tragic fatal accident. The victim was taken to hospital and underwent emergency surgery, unfortunately the surgeons could not save the leg.

INSIGHTS & INITIAL LESSONS :

A full investigation has commenced. Further information will follow when this is complete.

The initial investigation indicates that the lifting chains were not correctly fitted or positioned and even though it was noticed that the lift wasn't perfect the operation continued. This resulted in the pylon slipping during a critical part of the lifting operation.

When carrying out lifting operations, teams should ensure it is clear who is controlling the lift, and that **roles and responsibilities** are clearly defined, especially: Rigger, Signalman & Crane Operator.

When lifting a large vertical structure make sure that it is correctly slung and in the expected position. **Never lift or approach an unstable load.**

During any hazardous operation it is important that if an unexpected situation arises, or circumstances change, **STOP**, and reassess the task before continuing

The actions of the team in providing first aid, were critical in saving our colleagues life.

All Business Units should examine the first aid training provided to their teams, to ensure that it would produce the same result in the event of a similar accident



Accountable Person: Steven Van den Bergh
 Contact Email: steven.vandenbergh@vinci-energies.com

Company: VINCI Energies Belgium
 BU Cegelec Multi Technical Solutions
 Issue Date: 23/11/22



Safe at heart
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Alert

Burns Injury

	Date of incident	15 November 2022	Incident type	Lost time injury
	Incident ref number	INC14057	Contractor	Danny Sullivan
	Sublot	2b	Location	Crackley Compound
	Keyword search	Generator, burns	Reported by	Jamie Nicholls

Summary of Incident

Following the breakdown of the 100kVa Generator providing Crackley Compound with power a Ganger (IP) together with a General Foreman attended to try and rectify the fault. A low coolant indicator was discovered to be the problem and after giving a 15-minute cooling off period the IP opened the radiator cap to top up the system.

The system was still pressurised causing the radiator cap to project uncontrolled, with coolant splashing the face and hand of the IP. The IP received first aid on site before being transferred to hospital for further treatment.

The IP was wearing full PPE at the time of the incident. **The wearing of eye protection was the key contributor in preventing significant and permanent damage to their eyesight.** Their gloves provided sufficient protection to their hand, limiting injuries to their face and head, and the section of wrist between their jacket and glove.

Initial Findings

1. Burns injuries were received to the IP's forehead, nose and wrist.
2. The IP was wearing full PPE at the time.
3. The generator was not serviced in accordance with the schedules as defined by the supplier.
4. A full investigation is underway, and the incident has been reported on HORACE.

Immediate Actions

Pending completion of a full investigation the following actions should be implemented around failures and faults of generators.

- Where generator breakdowns occur, staff shall only attempt to reset. If this does not rectify the issue the supplier, must be requested to attend and correct. If the reset does restart the generator the supplier should still be made aware to investigate why the fault occurred.
- Checks to be made on the service frequency of generators against the service schedules. If not maintained the supplier should be requested to attend and carry out the service.
- Consider the issue of Specific Burns Kits alongside first aid kits at all compounds. These provide access to cooling gels and burns specific bandages and plasters.

Photographs

Warning notice on generator



IP burns to forehead



View of engine bay from outside



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Alert

HiPo - Exploding Gas Canister

Insert w3t logo here as appropriate	Date of incident	05/12/2022	Incident type	High Potential (HiPo)
	Incident ref number	INC14234	Contractor	SB3
	Sublot	2b	Location	16 Acre Wood
	Keyword search	Exploding gas canister	Reported by	David Russell

Summary of Incident

A 14-tonne Hitachi excavator under the control of SB3 was being used to level 6F5 granular material in a car park area. The stone had been brought in from a stockpile at the A452 compound in three loads using a dumper and deposited at the car park.

As the excavator bucket was being used to level the stone, there was a small explosion (discharge of compressed gas), with the operator reporting the release of a white gas that immediately spread through the locality. The lower windscreen of the excavator was shattered by shrapnel, probably a stone flicked up by the release of the compressed gas. An operative on the ground around 20 metres away was also hit on the leg but not injured. An unlabelled and damaged gas cylinder (300mm in length and 80mm diameter) was then found on the ground close to the excavator.

From initial findings it is believed the gas cylinder (similar to those used in Mig welding) had been discarded in the area where the 6F5 Material had been stockpiled and was subsequently buried within the stockpile. The residual contents (carbon dioxide) were under pressure causing it to explode when it was crushed by the excavator. It is not currently known why or when the cylinder was discarded.

Initial Lessons Learned

Areas used for stockpiling material should be free from debris. Areas used for stockpiling aggregates should not be used for carrying out the maintenance of plant.

Welding operations should be strictly controlled, proper waste facilities must be provided for used canisters and the areas used for welding operations checked over before being handed back for use by other activities.

Immediate Actions Taken

Works stopped at Rigid Inclusions worksite and an investigation commenced.

Stockpile has been checked for further evidence of any discarded gas canisters.

Plant operators to be reminded to keep a watch out for foreign objects when handling aggregates.

All staff reminded to properly dispose of items on site and not just discard them.

Photographs



Approximate size of gas canister consistent with those used for Mig welding

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Alert

Minibus driving incident

	Date of incident	06/12/2022	Incident type	Property damage
	Incident ref number	INC14251	Contractor	SB3
	Sublot	2b	Location	Burton Green Tunnel
	Keyword search	Minibus, driving	Reported by	R Whitehouse

Summary of Incident

A minibus driver was driving a passenger from an SB3 site compound to the BBV main car park along the plant haul road. The haul road is a fully tarmacked road with no pedestrian walkways. The weather was clear with no rain falling at the time. The driver had approached a pinch point on the haul road where vehicles passing each other can be quite tight. A vehicle was driving down in the opposite direction and flashed the minibus driver to come through. As the minibus driver has driven past the vehicle, the driver has lost concentration and closed their eyes resulting in the minibus veering off the road to the left-hand side driving through the Jersey Water Barriers and into the V-ditch.

Initial Findings

- There were no vehicles or pedestrians in the vicinity.
- The water barriers were filled with water as per procedure.
- The speed limit (10mph) was being adhered to.
- The driver and passenger (witness) have both stated that the driver was not distracted and was not on their phone.

Immediate Actions

Please use this as a reminder to:

- Make sure minibus drivers are fit for work and are not fatigued through hours worked or activities undertaken outside work.
- The importance of compliance with the 10mph speed limit and that water filled barriers must be filled with water.
- That the driver and all passengers must wear their seat belts.
- The driver is not distracted by their phone (or any other communication device) or passengers.

Photographs



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Alert

Lost Time Injury – Slip on Soft Ground

	Date of incident	22 November 2022	Incident type	Lost time injury
	Incident ref number	INC14135	Contractor	Soil Engineering Geoservices Ltd
	Sublot	SWL	Location	Whittington Golf Club
	Keyword search	Slip	Reported by	Chloe Biddle

Summary of Incident

Whilst setting up the ground investigation cable percussive (CP) rig at Whittington Golf Course, the Injured Person (IP) was putting down matting to improve the work area around the rig. As the IP was pulling the matting off the back of the trailer next to the rig they slipped/tripped backwards on a piece of root or branch and fell to the ground, banging their back on the horizontal bar of the CP rig at ground level. The IP attended hospital and has sustained bruising to the lower back.

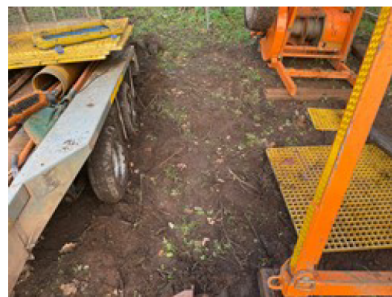
Initial Findings

The work area was located in an area where the sublot had recently completed site clearance. The ground was soft with some roots and wood present.

Immediate Actions

Work at this location stopped while investigation in progress and witnesses interviewed. BBV Supervision review of remaining Ground Investigation work locations before restarting works.

Photographs





Attention

All Construction and Legacy Projects:
Project Director, H&S Manager, Project AP, Logistics Manager.

Failure of Scissor Lift Jack Leg - DINGLI JCPT2223RTB

Date: 19 Nov 2022

Incident Category: SPI – No injuries.

Circumstances

On Saturday morning, a supervisor and operative were working from the platform of an elevated scissor lift to access the façade of the IHW building on University Way at the University of Glasgow.

The scissor lift, a DINGLI JCPT2223RTB rough terrain model, was extended to a height of approx. 20 metres on firm ground conditions. The platform was sited at a distance approx. 300mm from the face of the building prior to the incident.

At around 10.30am, the men working on the platform saw it moving away from the building and raised the alarm. The machine came to rest at 1.4m from the façade and was at significant risk of overturning.

Response

It was quickly identified that one of the support jacks had partially retracted, de-stabilising the machine with the weight coming to rest on the wheel. There was no sign of a hydraulic leak.

A dynamic risk assessment identified that the platform could not be lowered without a high likelihood of overturning. The supplier attended site and installed temporary jacks to stabilise the machine to enable a second MEWP to be brought alongside and effect a rescue of the stranded operatives.

Immediate Actions

The supplier has immediately taken their fleet of DINGLI scissor lifts of this type out of service pending a technical investigation into the failure. Multiplex are maintaining a dialogue with the supplier.

Multiplex have issued a temporary quarantine on the use of this type of scissor lift across the UK operation pending the findings of this investigation.

The incident has been reported to the UK Health and Safety Executive as a Dangerous Occurrence under RIDDOR.

We are a member of the International Powered Access Federation (IPAF) and have informed them of this incident.

The UK Tier 1 industry groups for lifting and health and safety will be notified of this incident.

We will keep all parties informed of the progress into this investigation. An SPI Learning Bulletin will be issued on conclusion of the investigation.

Martin Wilshire

Director – Health, Safety and Wellbeing
Multiplex Construction Europe Limited



Safety Alert

Photographic supplement



Jack leg shown has retracted causing the machine to rest on the wheel whilst extended to 20m height.



Machine angle after jack leg failure, having rotated 1.4m from the building.



Shared Learning



Depot Fire

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

Ref: NRL22-06

Date of issue: 13/12/2022

Location: Bridge Street Depot, Northampton



Overview

On the evening of Tuesday 28th June 2022 a fire broke out at the Northampton Maintenance Delivery Unit Stores building. It quickly grew and destroyed the building. The building was not occupied and there were no injuries. The fire destroyed the building which has now been demolished.

During the investigation the exact source of the fire could not be identified with certainty. However, it was likely that the cause was from either the charging station sockets, the building wiring or the charging cable.

It was initially reported that the cause of the fire was from the charging of Lithium Ion Batteries (LIBs) on unsuitable shelves. Following initial evidence gathered by the investigation team, the Ledlenser iFR8 lamp was temporarily quarantined.

Underlying causes

Network Rail commissioned an independent test of an iFR8 lamp, which to date has not been concluded. However local testing by Ledlenser and a review of the current processes in place at Ledlenser indicate that this product is safe to continue using. The iFR8 lamp holds all current UKCA and other statutory certification. All plug and play devices, many of which contain LIB's, should be used, charged and stored in line with the manufacturer's instructions.

The investigation found numerous gaps in statutory testing, not isolated to Northampton Depot. This could not be ruled out as a contributory factor to the fire starting.

The building maintenance Electrical instal condition report (EICR) could not be found and testing had not been completed for a number of years prior to the fire occurring.

Following the conclusions drawn from the investigation, the temporary restriction of the iFR8 lamp should be lifted with a cautionary note that all plug and play devices should only be used, stored and charged in accordance with the manufacturer's instructions. That charging facilities are fit for purpose. And that fire risk assessments are suitable and sufficient and the finding of which acted upon.

Key message

- Do you know which of your devices contain Lithium-ion batteries? Are all of your plug-in devices suitably checked and inspected?
- Is your building up to date with EICR and statutory testing requirements?
- Do you have a person responsible for fire safety (PRFS) appointed and a suitable and sufficient fire risk assessment in place?
- Do you have suitable charging areas?

Shared Learning

Key learning following a serious incident



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

Ref: NRL22-04

Date: 29/11/2022

Location: Eastleigh Depot, Wessex,

Region: Southern

Contact: [Peter Stone, Principal Engineer Plant](#)

[Team, Technical Authority](#)



Overview/Underlying causes

Overview

On the 01/08/2022 at 09:25 a thermal runaway of a Robattery 700 portable lithium-ion battery pack occurred at Eastleigh P-way store. The building was evacuated, and the fire brigade called to control the heat and smoke emitted from the battery. The battery was fitted to a Robel tamper unit that had indicated a control unit fault so had been placed in quarantine awaiting repair.

Following the incident, a national Safety Bulletin NRB22-08 was issued and the fleet of Robel battery powered vertical tamper units were stood down. An examination of the other Robel units and lithium-ion batteries was carried out along with a local investigation into the incident.

Underlying cause

An examination of the units carried out by the manufacturer concluded that the tamper unit fault had caused overheating and damage to the insulation on a cable in the battery causing a short circuit which led to the thermal event. The remaining Robel battery powered tamper units were examined and no further control unit faults were found, however, an examination of other batteries identified an internal cable routed close enough to other components that could cause a short circuit leading to a thermal runaway.

The Robel tamper was reported as faulty on the 26/07/2022 and placed in the quarantine area in the Eastleigh P-way store. The tamper was not labelled as "not to be used", and the quarantine sign for the quarantine area had fallen off the wall. The faulty tamper was subsequently removed from the quarantine area and a battery was fitted in preparation for use by Network Rail staff on the night shift of the 31/07/2022.

Only Robattery 700 units with the following serial numbers were affected by this non-optimal cable routing:

- 71.01-04120 – 71.01-04366
- 71.01-05000 – 71.01-05930.

On fitting the battery to the faulty tamper, the operative reported a strange humming sound, and then a slight orange light followed by a bang and some smoke. The tamper was then placed on the floor with the battery still attached. The following morning the battery was removed from the tamper and the thermal runaway event occurred

These have been quarantined and are being returned to the manufacturer for exchange. Once replacement batteries have been received the Robel battery powered tamper units may be returned to service.

Key message

- Defective equipment must be placed in a clearly defined and marked quarantine area and labelled "not to be used". Staff must be instructed in the arrangements for the reporting and labelling of quarantined equipment.
- Faulty equipment placed in a quarantine area must only be checked or repaired by the approved maintainer and never be removed by staff for operational use.
- The manufacturer has issued updated Service bulletins and operating manuals for the ROBEL 62.20L Tamper and 71.01 Battery. These publications must be made available to users and the instructions they contain followed.
- The equipment retains full Product Acceptance Ref: PA05/05265 & Catalogue number 094/022069. The specific conditions contained within the PA Certificate must always be complied with.

Shared Learning



everyone
home safe
every day

Use of trolleys on the line

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

Ref: NRL22-05

Date of issue: 30/11/2022

Location: Challow & Twickenham

Contact: Paul Ashton & Richard Weatherstone,
Operations, System Operator



Overview/Underlying causes

Overview

At 06:09 on 21 October 2021, a passenger train travelling at 123 mph struck a hand trolley on the track near Challow, Oxfordshire. The train was the first to pass through the area after completion of overnight maintenance work. This was the latest of several incidents involving trolleys being left on the line following engineering work.

A similar accident happened close to Twickenham station six weeks before Challow on 8 September 2021. On this occasion, an empty passenger train travelling from Staines to London Waterloo struck a hand trolley on the Up main line on the approach to Twickenham station.

Underlying causes

- The trolleys had red lights fitted but they were not illuminated.
The use of the lights (when illuminated) would have provided a visual indication that the trolley had been left on the line.
- The Line Clear Verification (LCV) process was not used.
Had this process been used correctly, it would have indicated to those responsible that a trolley had been left on the line by use of the relevant Vehicle Management Forms.
- Assurance activities around LCV and the inspection of working red lights were not robust.
Had assurance activities taken place, the incorrect use/lack of understanding of LCV and inoperable red lights on the trolleys would have been identified and corrected.

The Rail Accident Investigation Branch have concluded an investigation into the incident at Challow and have made some recommendations aimed at preventing a recurrence.

This Shared Learning is focused on three specific causal factors from the incidents that occurred.

Key message

- All trolleys used on the line should be fitted with working red lights, these lights shall be maintained and used whenever a trolley or other similar equipment is used on the line.
- GERT8000 Handbook 10 is in the process of being amended to remove the option of using a red flag on trolleys.
- The Line Clear Verification process shall be used in axle counter areas and should be considered for use in areas with different methods of train detection.



INFORMATION



Safety Alert

Christmas shutdown and New Year restart

12 December 2022

Background information

The purpose of this alert is to provide guidance for the temporary shutdown of work areas during the Christmas period and the subsequent restart in 2023. During this time of year we can experience an increase in incidents. STOP and THINK about whether suitable and sufficient controls are in place.

Shutdown

- Risk assess any activity where workers may require access during the shutdown period, especially any lone working
- Arrange for checks to be undertaken to ensure closed sites and any temporary structures remain in safe condition
- Check traffic management, barriers and warning signage are secure and gates/containers are closed and locked to deter trespassers
- Remove valuable items/equipment and flammable materials and lock away out of sight where possible.
- Make sure items that have the potential to move/blow over in poor weather are secured down
- Protect excavations and where possible temporary fill
- Prevent unauthorised access to scaffolding and platforms – ensure statutory inspections are carried out and plan for ad-hoc inspections following extreme weather.

Restart

Ask the following questions:

- Are you fit for work both mentally and physically?
- Have vehicle and equipment defect checks been undertaken before use?



- Did you receive a new briefing on return to work and has anything changed?
- Are you familiar with the requirements of the risk assessment and method statement?
- Is PPE in good clean working order and being worn correctly?
- Have you reported any safety concerns before work commences?

NHa313

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



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

December 2022