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this document unless you have to.



STOP.
Think!

November 2022

**Make better
decisions.**

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

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Introduction

John Dowsett



With recent headlines reporting inflation reaching a 40 year high, food and energy prices escalating and interest rates hitting levels not seen in over 30 years, the ongoing financial crisis and recession are having increasingly detrimental effects on businesses, communities, and households alike. They are already negatively affecting mental and physical health and driving up demand for health and social care services.

There has never been a more important time to recognise the different challenges that our people, our customers and suppliers are all facing from reduced real term income and escalating costs. Hence, I ask, do we spend enough time talking to each other about these challenges and understanding what worries and fears our colleagues might be facing?

If you are struggling with financial worries or any other issues, then please do share your concerns with your colleagues and line managers and we will do all we can to help. We have many tools such as our Employee Assistance Programme and Mental Health First Aiders. Further support can also be provided by the [Lighthouse Construction Industry Charity](#) that we gladly supported at this year's Highways UK. They do amazing work to provide help to those most in need in our industry, delivering incredible free services across the country.

Valuing our best asset, our people

Along with the importance of understanding and supporting our people, the need to show our recognition and appreciation of their amazing efforts is also critical to morale and wellbeing.

This month, I was delighted to host our first Long Service Awards as Octavius.

Keeping the Osborne tradition of celebrating the hard work, loyalty, and commitment of our teams. It was brilliant to spend an evening with our people and their partners, who are often the reason that our people show up so well at work.

The dinner was a fantastic reminder of the dedication of our people. They really are our best asset; they are at the heart of all we do and are key to the success of all our businesses. We have also recently launched our Employee Awards, helping to ensure that we take time out to recognise the quality of people's contributions as well as their loyalty and commitment.

Lean thinking

With increased pressure on our people and increased challenge to project budgets, delivering efficiently and providing value are key to our continued success. Through working closely with our customers and suppliers, we must increase productivity through smart thinking and deployment of our resources. I passionately believe that embedding a "Lean" mindset into everything that we do can really help address the strains on both our budgets and our people.

This month we undertook our Highways Excellence in Lean Maturity Assessment for National Highways, and I was delighted that we have increased our score to 2.95 out of 4.0. This is a great reflection of the amazing work that our Performance Team do across our business, and I am keen that we really embed "Lean" thinking further into our DNA, to help eliminate all forms of waste. Through "Lean" reviews and refinement of our end-to-end processes, we can deploy our valuable resources in the most effective way; adding value to remove both pressure and cost from the delivery of our projects.

Finally, through these challenging times, let's ensure that we are doing everything that we can to support our people, ensure that we show our appreciation in everything that they do and think differently to deploy them in the most efficient and effective way.

Thank you for your continued support.

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

John Dowsett CEO – Octavius Infrastructure Ltd

Deer on the road

Did you know that...

More than 42,000 deer are killed in collisions on the roads every year and more than 400 car occupants are injured or killed on British roads in accidents involving deer.



There is an estimated population of over two million deer in Britain, with six species in the UK and only two; the red deer and roe deer considered native to Britain. The red deer is most commonly seen in the Scottish Highlands and south western regions and Roe deer are often seen on the edge of roads or railway tracks and grazing in agricultural fields and foraging in hedgerows.

With an increasing amount of countryside areas being developed, deer are being pushed further into suburban areas where they are inhabiting on small areas of land, often running alongside busy roads.

The dangers of deer

There is a substantial increase in deer vehicle collisions from October to December. Poorer driving conditions and fewer hours of daylight, along with the annual breeding season (the rut) for red, sika and fallow deer make this a high-risk time of year.

Top tips for avoiding deer collisions on the road:

- Collisions occur commonly during the night or in the early hours
- Look out for deer warning signs
- Reduce your speed and be cautious of deer emerging from the road edge.
- If you see a deer, dip your headlights and once it has passed, proceed with caution
- Be mindful that where there is one deer there is often another
- Do not touch or attempt to help an injured deer
- During rutting season deer maybe aggressive and territorial – never approach or disturb a deer
- If you hit a deer, pull over in a safe place and report to the police
- Brake and don't swerve if you see a deer, to avoid colliding with upcoming vehicles or hitting trees or lamp posts.



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



What is climate change?

CLIMATE CHANGE



The Cause

Burning fossil fuels generate greenhouse gases that trap the sun's rays and warm the Earth.



The Effect

Climate change is harming our oceans and threatening our health and infrastructure resilience.



The Solution

Conserve energy, save water, and reduce waste



The Deadline

We need to take action now, because climate change is already happening, whether we like it or not.

Looking after our planet

By [Catriona Cliffe](#), People and Sustainability Director

Climate change refers to long-term shifts in temperatures and weather patterns, which can occur naturally, such as through variations in the solar cycle. However, since the 1800's, human activities have been the main driver of climate change, primarily due to burning fossil fuels like coal, oil and gas.

We all need to do our bit to deliver assured, sustainable and efficient transport infrastructure solutions. Together, we must encourage our leaders and clients to set ambitious targets for carbon reduction and push for trials of low carbon equipment, plant and materials.

It is important we continue to improve awareness of the actions that we can take and apply our STOPThink! principles to challenge the status quo,; to think differently and make better decisions.

Want to be part of the change, to a cleaner and greener environment? Join our carbon steering group by contacting [Catriona Cliffe](#). Together we can take small steps to make a big difference! Everyone from our supply chain is welcome to join.

The carbon net zero initiative of the year

New Civil Engineering awarded Bowner and Kirkland the carbon initiative of the year.

They adapted the Punch Flybrid Technology, originally developed as an energy recovery system for Formula 1 racing cars, to generators. The system uses flywheel energy storage technology to power up generators quickly but limits fuel consumption. PUNCH Flybrid has demonstrated more than 50% fuel savings in tower crane applications and 92% NOx emission reductions in oil and gas applications.

PUNCH Flybrid products are ideally suited to equipment such as cranes, hoists, lifts, pumps, rock sixers and many more. Another new opportunity in the challenge of carbon reduction!



Seaweed might be the food of the future



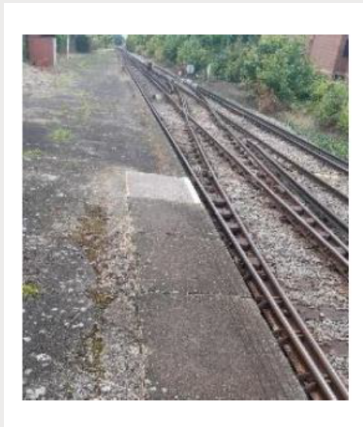
Seaweed farming is becoming more and more popular. It is a versatile and nutritious crop which grows quickly compared to land crops.

It is a great sustainable future food as it doesn't need soil, fresh water or fertiliser. Scientists suggest seaweed could help fight climate change and offset carbon emissions

Operatives entered track in live conductor rail area



3rd rail in cess adjacent to the platform riser wall



The view of track bed from platform which team had before works started. Note, works were at night



What happened?

Work was planned for reactive platform coper and riser wall brickwork repairs at the disused Folkestone East Halt station Up Main platform. The site survey details and works scoping document provided at the planning stage identified that a line blockage with additional protection would be appropriate for this work. This was because the conductor rail was believed to be located in the 6ft between the two tracks, a safe distance away from the planned works at the platform edge.

Once the line blockage was in place, the works commenced and two operatives entered the track from the platform to work on the coper replacement. When lifting the first coper the operatives discovered a length of conductor rail directly beneath their area of work, running alongside the platform riser wall. This had not previously been visible to them due to poor lighting and the coper edge obstructing the view from the platform surface to the track bed. The planned work was stopped at the first coper and the operatives made good the platform before the line blockage was handed back safely.

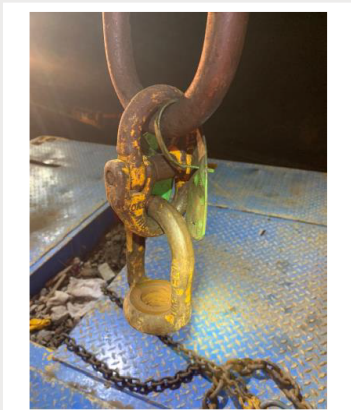
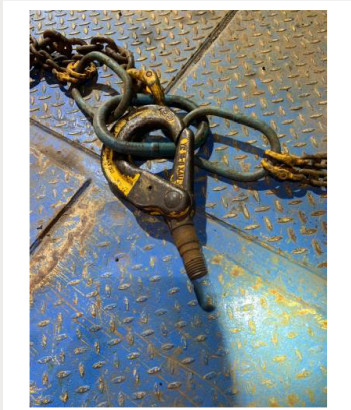
Impacts

- No one was injured, however the two Operatives were exposed for a period of around 5 minutes to the risk of electrocution
- No train delays or hand back issues arose from the incident
- The planned works were cancelled and are being replanned within a possession with traction current isolation to manage tasks both on the platform and in the track bed

This incident is currently under investigation, however please remember the following points:

1. ALWAYS treat conductor rails as live and dangerous, especially when working in line blockages. If in doubt please invoke the work safe procedure.
2. Prior to giving authority for staff to enter the track bed during line blockages, the COSS/PC MUST ALWAYS check the location of any live conductor rails present (whether in the 6ft, in the Cess or at the platform riser wall) and include this detail in their workforce briefings.
3. ALWAYS ensure you have sufficient task lighting planned and in place during hours of darkness, especially at platform edges where good visibility is needed for works both on the platform and in the track bed.
4. ALWAYS use the ramp ends (or Network Rail approved wooden/insulated steps) when accessing the track bed at station platforms. Never climb or jump down from the platform.
5. ALWAYS undertake a visual point of work check on site to confirm that the controls associated with managing live conductor rail risks is correct.
6. Incidents MUST ALWAYS be reported internally via the Octavius SHEA Hotline (01737 944720). Night staff should consult the PDMs if they have any concerns or doubts so that any issues and support needs can be escalated appropriately

Swivel hook failure (page 1 of 2)



Both images above show the swivel hook after it failed



What happened?

Octavius are undertaking a project for the renewal of the HV switchgear and associated signal and auxiliary transformers located at Ashurst sub-station on behalf of Network Rail. On the morning of 15/10/2022 at around 05:25 our supplier TXM Plant were lifting the trailer for a road rail vehicle (RRV) to place it on track. The trailer was attached to the RRV by a swivel hook and 4 leg chains. During the lift, the swivel hook failed and the trailer dropped around 4 feet onto the railway track below. All personnel including the Machine Controller were at a safe distance outside the exclusion zone. Immediately after the incident the trailer and all elements of the lifting equipment were quarantined. All other similar equipment being used by other RRVs was fully inspected.

Impacts

- No one was injured when the RRV trailer fell.
- The trailer did come in contact with the conductor rail knocking it free of its insulation pots and causing gouge marks on the head of the rail. The damage was inspected and repaired by Network Rail maintenance later in the shift.
- The incident caused a short programme delay to the Octavius team and others waiting to get on track after them, but this was recovered later in the shift

This incident is currently under investigation, however, please remember the following points:

1. Prior to an RRV being used on any of our sites, the following information should be made available and checked:
 - a. Certificate of conformity,
 - b. Thorough examination certificate for the RRV
 - c. Thorough examination certificate for the lifting accessories
 - d. Machine Operators and Controller's pre-start inspections
 - e. Engineering acceptance certificate
 - f. Approved lift plan
 - g. Competence of all personnel involved in the lift
 - h. Full visual inspection of the lifting equipment and accessories.
2. A sufficient exclusion zone must be set up and maintained around plant while in operation and especially when lifting operations are being undertaken.

Please see the following page for the alert issued by TXM Plant following the incident which provides detail on pre-use visual inspections.

Swivel hook failure (page 2 of 2)

TXMPlant

SAFETY ALERT!

SWIVEL HOOK FAILURE SMS/A/044


There was a swivel hook failure last night resulting in a trailer being dropped. A full investigation into this will take place.

Initial investigations point to failure is of the roll pin in the top bearing cap of the Swivel hook.


Below is a brief outline of how to check the swivel hooks and photos. Ideally this is to be checked by an engineer, but for sites without an on-site engineer, operators are required to check.

SEE BELOW WHAT MUST BE CHECKED AT THE BEGINNING OF YOUR SHIFT PRIOR TO USE:

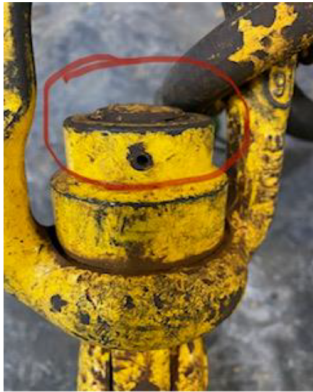
The roll pin in the top screw cap bearing housing must be checked, please ensure roll pin is fitted as per photo to right. ➔



Checking only the ends of the roll pin for presence will not mean this has not sheared internally. You should be able to see all the way through the internal of the roll pin to the other side photo to right ➔



The top cap is threaded and held in place with the roll pin if you hold the hook, you should not be able to unscrew the top cap. The top cap should not protrude above the shaft photo to right. When using the hook the top cap should swivel in unison with the hook, if it does not, the roll pin has failed. ➔



If you have an on-site engineer allow them to check the hook. If you are unsure on any of the checks and need an engineer's advice please call your on call engineer. Please ask your crane controller to keep checking the hook at each point of attaching and removal of items to be lifted.

If you are not 100 percent satisfied with all of the above, DO NOT USE and escalate immediately to the on-call manager and call centre.

REMEMBER IF IT IS NOT SAFE "DON'T DO IT"

Prepared By:	Warren Sellers. Head of Maintenance and Engineering		
Approved By:	Richard Romaszko. Assurance Director		
Issue No:	01	Date of Issue:	15/10/22
Page 1 of 1			

Cut to arm



Folding blade knife used to cut ducting



Flexible 50mm duct that was to be split along its length.



What happened?

During recent E&P works at Wimbledon depot an operative from an Octavius sub-contractor cut his arm whilst using a folding blade knife. The knife was being used to split some flexible 50mm ducting along its 2-metre length. The ducting was handheld during the task.

During previous termination work of the 11kV cable, both ends had been terminated and so it was now not possible to pass this cable through the complete duct, so the decision was made to cut the duct. The electrical isolation could not be handed back without the protection in place.

Impacts

- The operative received initial first aid and was then taken to hospital where they received 4 stitches.

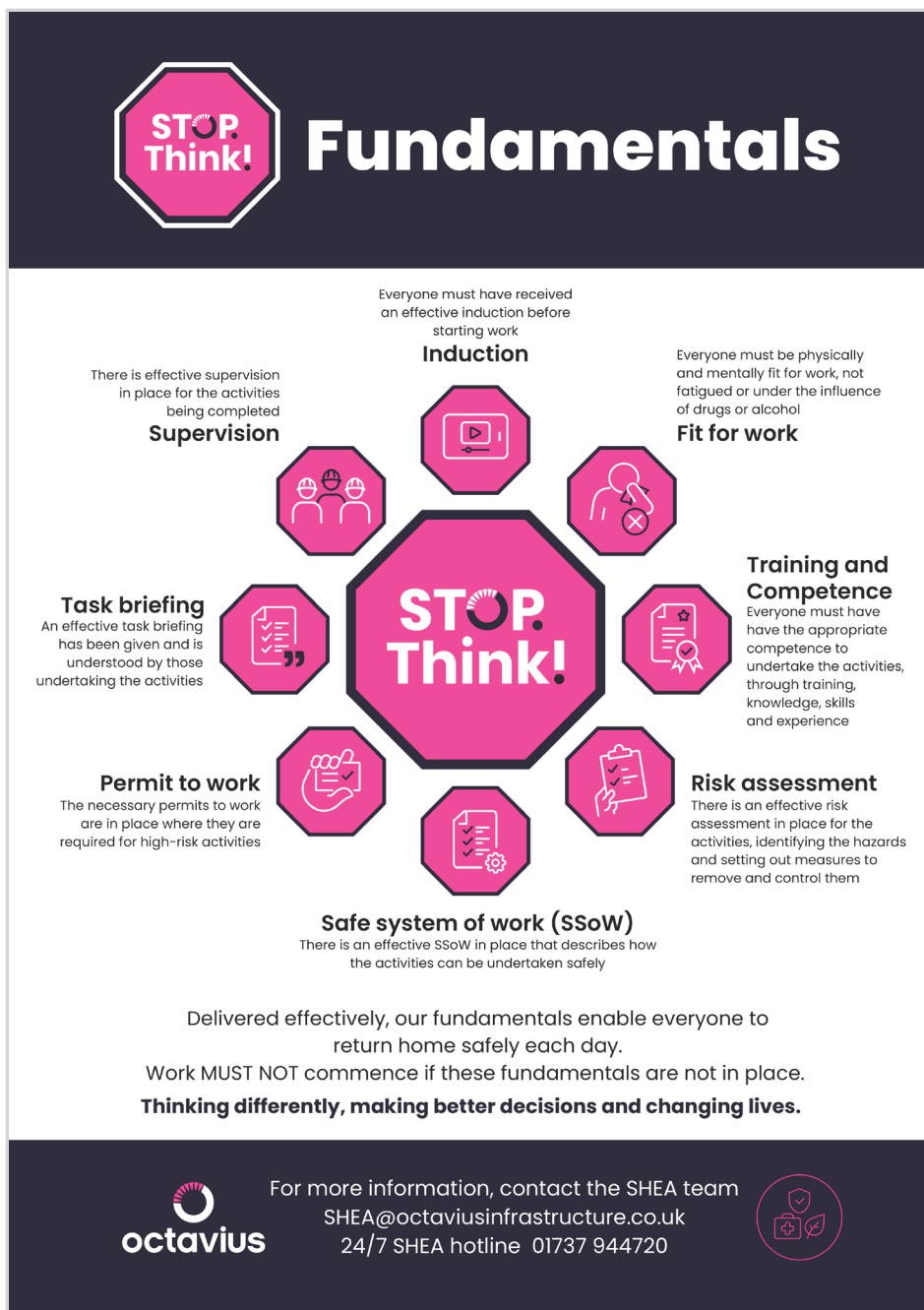
Immediate action

1. Wherever possible, seek to eliminate the risk by removing the use of hand knives from all or part of the task.
2. If the requirement for using a knife cannot be eliminated for a particular task then a more proactive control must be taken to make sure that the safest type of tool for the task is used.
3. Identify the safest tool for the task. See the [Southern Shield Safe Use of Knives Protocol](#) for more good practice.
4. Carry out a full risk assessment for any proposed use of a manually operated blade, whether it is a fixed or folding blade, auto retraction knives and/or a Stanley knife.
5. Ensure that where a cutting task is planned that the material is suitably secured.
6. Make sure that the inspection and test plan (ITP) contains all elements of the work, especially those which have a knock-on for others' works.
7. If in any doubt, stop work and discuss with your manager or SHE Advisor.

STOPThink fundamentals

To further enhance our SHEA performance, we're proud to have launched our STOPThink! Fundamentals. These are the 8 key ingredients that we believe are essential for assured and safe delivery across our business.

Our STOPThink! fundamentals do not replace the existing Network Rail Lifesaving Rules, or our own. When used together, we will have robust and effective processes underpinning our expected leadership, culture and behaviours; ensuring that, collectively, we are doing everything that we can to make sure our people go home safely every day.



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

Safer working with National Highways

The November 2022 edition of Highways Safety Hub Newsletter is now available. You can access the newsletter by clicking the link below.

[Highways safety newsletter – November 2022](#)

This edition features training and guidance to prevent slips, trips and falls, musculoskeletal disorders at work, fitness to drive and support for people that drive for work, going above and beyond for a commuter stuck on the M1 and protecting equipment and plant on site.

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](#)



Highways Passport Scheme

The Passport scheme is continuously helping to improve standards for the highways network, increasing safety, reducing costs and improving efficiency.

[Visit the Highways Passport Portal](#) for everything you need to know on implementing Passport across your project.

Free learning resources - tackling climate change

Our partner, Supply Chain Sustainability School have released a free carbon calculator and a COP27 training guide packed with e-learning, training sessions and resources to help tackle climate and the carbon crisis.

Remember... the School have more learning resources available and run regular workshops on social value, improving supply chain performance and much more!



[Supply Chain Sustainability School website – carbon calculator and training guide.](#)

Rail Wellbeing LIVE



Rail Wellbeing Live has again blown us all away with fun and insightful sessions. Over the two day event thousands from across the rail industry took part in over 60 sessions hosted by expert speakers and celebrity guests who discussed and shared advice on how to manage many health and wellbeing topics from diet and exercising to work-life balance and coping with stress.

Professor Green, TV personality Gail Porter, and hypnotist Paul McKenna were amongst the star line ups.

Thank you to all who took part, and hopefully you took away some hints and tips to help you feel just a little bit healthier and happier!

Wellbeing Wednesdays

Wellbeing Wednesdays will be continuing on a monthly basis. December's theme is "behind the scenes" discussing how the railway tackle some of the most extensive and challenging projects over the Christmas and New Year period. [Register now on the Rail Wellbeing website.](#)

Words of wisdom

“ Remember that when everything and everybody is constantly trying to change you and make you something you are not, to be yourself is a great accomplishment to be proud of. ”

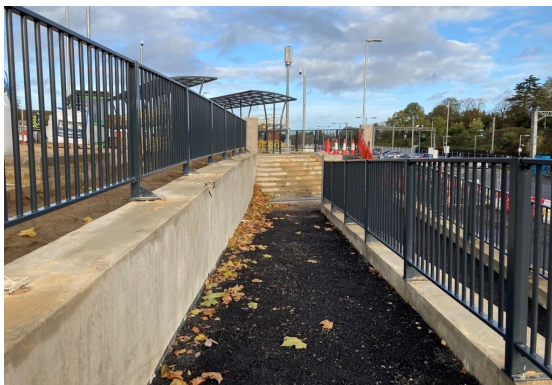
Jarrold Parkin, Senior Project Manager, from the A46 Binley site weekly wellbeing moment.

World Quality Week 2022

World Quality Week (WQW) is an annual campaign celebrated by the CQI, which raises awareness of the quality management profession globally. This year, during 7-11 November, we celebrated our quality achievements, focusing on quality conscience: doing the right thing and recognised those that use their quality conscience during decision making, at every level.



During the week people across the business joined series of bitesize learning sessions on quality related topics. Our Senior Leadership Team, Performance & Quality Managers visited projects across the country to carry out a quality focussed Leadership Tour and Framework Quality Managers hosted workshops and briefings with all our project and site teams.



Gavin Tidey, Head of Business Performance visited our Flitwick site in Bedfordshire; where we are developing a new transport interchange was impressed with the high standards of quality management systems. “ One thing that stood out to me during my tour is how the team have gone above and beyond in planning, process, to achieve the quality delivered on site. The team have comprehensive quality plans that are well considered, detailed inspection and test plans and comprehensive records available using BIM360”.

Today's compliance is tomorrow's evidence

Learning about accident investigations in court

Charlie White, Graduate Engineer at A46 Binley spent one day in a different role; as a health and safety officer during a CECA mock investigation trial, learning about the importance of complying with the correct safety processes that help to get everyone home safe.

Many of us may have never been involved in a health and safety court hearing or know how it feels to give evidence or be a defendant at court, so Charlie was very interested to see what happens in a real life investigation trial. Charlie commented “The day involved focusing on a working at height incident resulting in an operative being injured and the court had to determine who is at fault; the individual, the manager, or the company. The court relied on the evidence provided – training records, previous safety statistics, signing out sheets and discussed key themes from management, to training, health and safety and clear briefings on tasks. It really focussed on the evidence/checks which we collect on a day-to-day basis, and helps provide a real-world scenario as to why we do this. I had a great time playing the part of the Health and Safety officer. “

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
13/12/2022	12:00-12:30	Step up!	Step Up!
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

New Lean Toolkit helps us delight our customer

We've launched a new Project Lean Toolkit which provides comprehensive guidance on lean and quality concepts and tools that you can implement at every stage of a project lifecycle.

The toolkit ensures we can continuously improve our project delivery, enhance customer value and delight our customer the first time and every time.



Check out the toolkit on [SharePoint – Business Management System page](#).
 Please note that this toolkit will
 *The toolkit will be continuously improved and updated as people use this, and as our systems develop.

Contact [Kimberley Wild](#) if you are unable to access the page.

Ryde Pier team think differently to minimise disruption to railway



Our One Team Wessex team working at Ryde Pier team successfully completed a 52-hour possession to separate the operational railway from Ryde Pier; allowing trains to run on the line whilst we complete vital enhancement works.

The programme initially planned to close the whole railway line from Ryde Pier Head to Ryde Esplanade station for several months to complete the works safely; but this would mean significantly inconveniencing passengers. Recognising the disruption to commuters and significant costs, the team thought differently to find a more efficient, safer and pragmatic way of managing the works using Network Rail's Standard "Creating a Site of Work Segregated from the Railway" NR/L2/OHS/00130, released in June 2022.

As the solution most suitable for the environment and which gives the most efficiencies including reducing the number of safety critical staff needed on site and the requirement of Personal Track Safety training; over the possession we installed temporary signalling equipment and a buffer stop at Ryde Esplanade station to allow trains to terminate before the pier. This made the whole pier what Network Rail call a Segregated Working Area and essentially become a secure construction site, meaning that we can work safely whilst trains are running to Esplanade station. The team completed the possession on time and safely handed back the line to South Western Railway, to allow train operations to continue. Once the works are completed, we will reverse the process to remove the temporary signalling.

Progress on site

Despite severe high winds, swell in the sea and storms, the team have made great progress working on the track and scaffold deck; removing the existing track and superstructure and have completed scaffold bracket installation works. Site personnel have also carried out regular trial rescue drills with the safety boat crew and scaffold team, ensuring the rescue operation plan is efficient as possible.

The team will be continuing with track and superstructure removal works until Christmas 2022. The railway will be opened in April 2023, once the new track and superstructure are re-installed.

Well done to the team for delivering better solutions to delight our customer and making sure everyone is kept safe in the challenging environment – fantastic good practice!

Super start for Scheme Delivery Framework

New emergency response area completed one week early



Congratulations to our Highways Civils Team on the completion of the first scheme within the new Scheme Delivery Framework (SDF).

The team constructed a new emergency rescue area (ERA) on the M1 just north of Woodhall Services, providing the travelling public a safe space in the event of a break down or other type of emergency. As a result of excellent collaborative working with all our suppliers and customer, we completed one week ahead of programme and without any incidents

Committed to setting the highest standards possible the team utilised collaborative planning and lean management; allowing everyone to work seamlessly together and look forward to implementing the invaluable knowledge and experience gained to deliver the best quality for our customer over the next six years of the framework.

We have recently been awarded the Civil Engineering areas in the Northern Super region within the Scheme Delivery Framework for National Highways. The programme covers areas from Cheshire / South Yorkshire in the south up to the Scottish borders in the North.

A huge well done to Barry Roberts, Site Manager, Mike Benn, Area Manager and James Usher, Works Project Manager as well as the site based supervisory team; Lee Brooks, Dean Lockley and Neil Goddard for your efforts in achieving this great result. Also, thanks to our customer, National Highways and sub-contractors CR Civil Engineering and MSF.

“ Octavius have worked safely and collaboratively with other Lot Providers to help deliver this key Smart Motorways Stocktake Scheme that will improve safety on the network by providing an additional safe place of refuge. The SDF project has been a learning curve for all parties and at times quite challenging, but any issues have been overcome by close working and open and honest discussion.

Sujad Hussain Project Sponsor for National Highways

”

Delighting our customer in Uxbridge

Providing more car parking spaces efficiently, using bespoke solutions



Congratulations to our specialist carpark team for successfully completing the fourth singular deck modular car park in Uxbridge, this time increasing capacity by 100 car park spaces in Uxbridge Business Park.

Committed to delighting our customer the team acted on feedback from the previous three carparks and worked with them to improve on the original design: this included sourcing and installing upgraded tactile paving, more robust electrical containment, improved white lining and installed new detailing to lampposts that reduced water ingress.



The team also went above and beyond for our customer to connect power through the carpark. After a GPR survey discovered congested services around the existing buildings, the team hand dug the trenches to reduce the risk of hitting any vital services.

Well done to the team for completing all four carparks on time and completing additional works outside the programme to meet our customer requirements.

Powering and protecting New Forest



Over an abnormal weekend possession our One Team Wessex E&P team successfully delivered a HV module, annex module, two auxiliary transformers and two signalling power transformers at Ashurst substation in the New Forest.

Working near the New Forest National Park meant we had to think differently to protect the natural environment. So, we split the new module in to two parts: a HV module and an annex module, which is a smaller module holding low voltage equipment. This solution maximised the limited space available and avoided using additional land within the protected area to accommodate the equipment.

Collaborative planning with our customer, suppliers and Forestry England meant we successfully delivered the project which will provide Network Rail with stable and effective power for many years to come.

The next steps in the programme is complete the electrical installations and the modules, which are planned to be entered into service early 2023.



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

Thank you to Network Rail, Ainscough Crane Hire, TXM Manpower Solutions, Schneider Electric, NW Rail and Sonic Rail Services Ltd.

Sharing our successes

Assured delivery on the Havant to Haslemere line

Enormous congratulations to our One Team Wessex for successfully completing a 9-day blockade between Haslemere and Havant on the Woking to Portsmouth Harbour Line. This was an important part of the Farncombe to Petersfield re-signalling programme; to renew and replace the life expired signalling system built in 1970s.

To prepare the track for the new signal cables, we completed a number of critical under track and under road crossings. As well as installed essential signal foundations, completed station platform works and installed over 6km of vortok fencing.

To help protect our planet, the team used a vacuum excavator machine for the installation of the under road crossings; reducing our carbon footprint and the risk of damaging any buried services.

We'll be continuing to work with Network Rail to complete the upgrade programme until 2024.

Well done to everyone involved for ensuring the line was handed back on time for customers all thanks great collaboration from our key suppliers; Deploy, UK, Sonic Rail Services Ltd. COOMBES and Sunville Rail Limited.



Preventing power failure at Wimbledon



Our One Team Wessex Transformer Rectifier (TRU) renewals and non-traction team are continuing to achieve key programme milestones this time at Dundonald Road in Wimbledon.

The team successfully installed a new single non-traction 11KV switchgear, which minimises the risk of power failure for the Network Rail signalling centre and over 25 commercial businesses in the area.

Rail services team react quickly at Stone Crossing

Repair work completed within 24 hours of accident

A huge well done to our Rail Services team for quickly and safely delivering reactive repairs to a platform in Stone Crossing, which was damaged after a train collided with a object on the track.

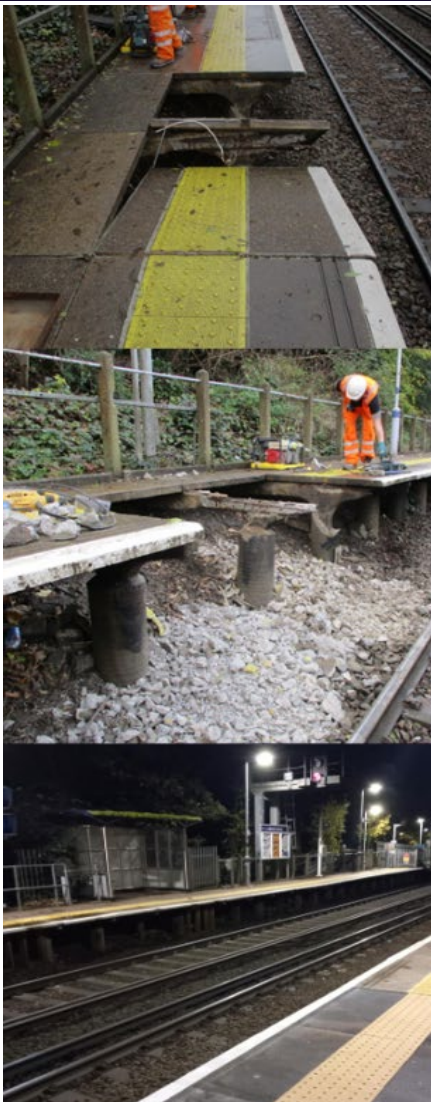
Thank you to everyone involved for reacting quickly to the situation, your collaborative efforts with our customer, Network Rail, helped to get the railway back on track for commuters.

“ Thank you for a quick response yesterday and for the repairs completed overnight allowing the station to re-open for passengers, great work.

Thanks to all involved for the response, actions & regular updates - great work.

Network Rail

”



10/11/2022 06:27

Reports of train striking platform at Stone Crossing. Platform closed.

10/11/2022 AM

Damage fully assessed and repairs planned.

10/11/2022 11:45 am

Train involved towed, debris removed and track cleared. Line reopened.

11/11/2022 00:14

Line block taken; platform repairs commence.

11/11/2022 03:30

Platform repairs completed, line handed back nearly 1.5 hours ahead of schedule.



octaviusinfrastructure.co.uk

New beginnings for the Kent Team

The Kent reactive Rail Services team have finally secured their new fully refurbished site office, based in Sittingbourne.

For a long time, the Kent reactive team had to make the long commute to our Reigate head office to collaborate together or meet virtually on Teams. Through perseverance managing the challenges of training new starters and significant business changes without having a base to work from, the team are now able to come together at one closer central location.

Thank you to everyone involved for bringing the new space to life especially, Kara Rail and our in-house electrician, Mark Luke who completed the refurbishment works.



“ Having the office has bought the whole team together, creating a great team ethos and morale. It has made us more productive, helped streamline our delivery of works and made us leaner commercially, all of which are big positives! I'd like to thank all the team who have assisted in getting this over the line. ”

Basil Jane, Octavius Project Manager, Rail Services team.

Clocking back on at Basingstoke station

Through collaboration with Network Rail and South Western Railway our Rail Services team devised a safe way to remove the broken clock at Basingstoke station, have it repaired offsite and return it to its home. After many years of showing the wrong time, the clock is now shining bright with the right time for commuters to enjoy.



One delighted commuter commented “Great work, now I know if I need to run for the train!”.

Well done to everyone involved for going above and beyond to complete this challenging task for our customer.

At one with nature



Well done to the members of One Team Wessex and Network Rail who braved the heavy rain to offer their invaluable time to the Horsell Common Preservation Society (HCPS).

Following a careful conservation programme set out by HCPS, thirteen people from Octavius and Network Rail joined forces to participate in the ongoing maintenance of the heath.

Despite the unrelenting weather, the team spent half a day clearing a large area of Silver Birch and Pine Saplings, which if left unattended can take over the natural heather growing on the heathland. Thanks to their hard work, they were able to assist in protecting the natural habitat of the heathlands resident rare species such as Dartford Warbler, Nightjar and Woodlark birds, in readiness for their return in the summer following their migration.

With 916 acres of land under their protection, Horsell Common relies on volunteers to help maintain the habitat for not only the wildlife but the plant life, reptiles and insects too.

Thank you to Catherine Whitehead for organising and to the 'Orange Army', Mark Pragnell, Ujjal Khalique, Allen Lopez, Janani Pooranananthan, Ben Longman, Zach Pears, Binyam Zelalem, Roxanne D'Aguiar, Mark Rice, Usama Sewers, Stefan Rossi and Sayanthan Satheeskumar for offering your time to a great cause.

Did you know that.. Every Octavius employee is entitled to one Community Day every year to carry out worthwhile work within the community or develop a new skill. Speak with your Line Manager or visit Atlas SharePoint site to complete yours.

Delivering social value

We're delighted to share that we've added over £38million of social value across the business from April 2022 to October 2022.

Thank you to everyone's hard work to helping to enhance the lives of people across all the communities we work in.

If your site team has completed any social value activities, please keep a record of it and email our Social Value team [Sarah Askey](#) (Rail) or [Chris Bates](#) (Highways).

Octavius Infrastructure Ltd

Thrive report

April 2022 until October 2022



£38,026,602.31 total social value added*



- Local value**
 - £5.7m Spend with SMEs
 - £31.4m Local spend
 - £451k Value contributed to the economy through local hires & job creations
- Employment, education & skills**
 - 936 People hours of learning interventions delivered
 - 73 Weeks of work placements
 - 201 People hours spent on education activities with local education providers
- Sustainability**
 - 1073 People hours spent protecting & improving the environment
 - Electric car charging points & direct electric to eco cabins on site where possible
 - HVO fuel used instead of diesel reducing carbon emissions by 97%
 - 68.7 MTCDE reduction in emissions of greenhouse gases
- Social, wellbeing & community**
 - £22k Community donations
 - 532 People hours spent supporting community initiatives
 - 50 Mental Health First Aiders

Octavius Infrastructure
Bringing People Together

*including local economic value, measured using the IES and TOMs Framework

The Flitwick Transport Interchange Thrive report

To end October 2022



£3,582,549.68 total social value added*



Local value

6 Local hires

£293,758.00 Local spend

£351,337.00 Spend with SMEs

£104,281.00 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

£6,362.00 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 October 2022



£16,856,127.10 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



2127 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

The A46 Binley Thrive report to end of October 2022



£32,066,288.95 total social value added*



Local value

10 Job Creations

£1,006,305.00 Spent with SMEs

£18,408,229.00 Local spend

£315,348.00 Value contributed to job creations



Employment, education & skills

11 People employed from under-represented groups

21 Work placements completed

196 People hours spent on education engagement activities

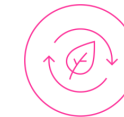


Sustainability

940 People hours spent protecting & improving the environment

3840 Tonnes reduction in construction waste produced

99 MTCDE reduction in emissions of greenhouse gases



Social, wellbeing & community

453 People hours supporting the community

£2,572.00 Community donations

£1,692.00 Community fundraising

9 Mental Health First Aiders



Octavius Infrastructure Working in Partnership with National Highways

*including local economic value

The Chelmsford Northeast Bypass – Advanced works Thrive report To end October 2022



£219,193.61 total social value added*



Enable Inclusive Economic Growth

£15,202.00 Local spend

£199,220.00 Value contributed to the local economy by hiring local people

8 Local hires

35% 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

2.5 MTCDE reduction in emissions of greenhouse gases

6000 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

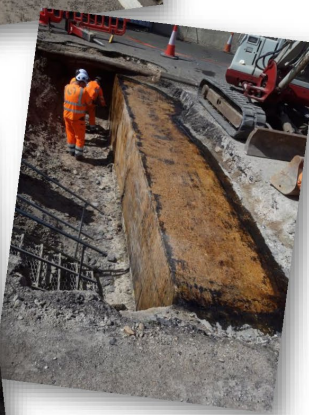


The Hertfordshire Framework Thrive report

January 2022 to end October 2022



£1,365,428.74 total social value added*



Local value

6 Local hires

£671,747.00 Local spend

£7,019.00 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

57 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

211 People hours spent supporting community initiatives



Octavius Infrastructure Working in Partnership with Hertfordshire County Council

*including local economic value

One Team Wessex Thrive report April 22 - October 2022



£37,741,569 total social value added*



Local value

£11.7m Local spend

£16.2m 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

19 People hours spent on education activities with local schools



Sustainability

79 People hours spent volunteering on protecting and improving the environment

13 MTCDE reduction in emissions of greenhouse gases through use of ECO cabins



Social, wellbeing & community

8 Community Days taken

34 People hours spent volunteering



Octavius Infrastructure Working in Partnership with Network Rail

*including local economic value

Movember

Movember is an annual event, held by the Movember foundation charity committed to men living happier, healthier, longer lives. The campaign encourages men to grow moustaches throughout the month to raise awareness of men's health issues, such as prostate cancer, testicular cancer, and men's suicide.

This Movember our Highways colleagues are going face-to-face with our Rail teams to see who can lay claim to the top-lip bragging rights.

Why not pick a team and join in the fun whilst raising awareness and money for some important causes?

<https://uk.movember.com/>



Five Ways to Wellbeing – be active



Regular physical activity is associated with lower rates of depression and anxiety across all age groups.

Exercise is essential for slowing age-related cognitive decline and for promoting well-being. It doesn't need to be particularly intense for you to feel good - slower-paced activities, such as walking, can have the benefit of encouraging social interactions as well providing some level of exercise.

Why not get physical? Here are a few ideas:

- Take the stairs not the lift
- Go for a walk at lunchtime
- Walk into work - perhaps with a colleague - so you can 'connect' as well
- Get off the bus one stop earlier than usual and walk the final part of your journey to work
- Organise a work sporting activity
- Have a kick-about in a local park
- Do some 'easy exercise', like stretching, before you leave for work in the morning
- Walk to someone's desk instead of calling or emailing
- Try a new fitness activity like yoga, rock climbing or even sailing lessons. Take advantage of online discounts by visiting websites such as Groupon.

Fatigue

November's Health and Wellbeing topic is about tackling stress and fatigue.

Did you know that?

On average, a person living in the UK spends **7.5 years of their lifetime feeling tired?**

Staying awake for 24 hours straight affects the human body almost **exactly like a blood alcohol levels of 10%**, which exceeds the legal driving limit.

Fatigue is the condition of being physically or mentally tired or exhausted.

When you are fatigued you will make errors in judgement. Your mind or eyes can be off the task and you may make a critical error, have a near-miss incident, or indeed a serious accident.

Feel more tired during winter?

The shorter days of winter disrupt your sleep / waking cycle, leading to fatigue. Less sunlight in winter also means your brain produces more of a hormone called melatonin, which makes you sleepy.

Help and support to fight fatigue

For tips and advice on recognising and dealing with tiredness and fatigue visit:

[NHS Live Well - sleep and tiredness](#)

[HSE - human factors that can lead to injury](#)

[Free AXA support for all Octavius employees.](#)

Top causes of workplace fatigue



Inadequate sleep



Skipping meals



Dehydration



Repetitive tasks



Poor lighting

Address your stress

Stress is the body's response when it senses danger. We all experience stress and need it to function. But when stress interferes with our lives, it becomes a problem. Too much stress, for too long, can make us ill. If unaddressed, stress can cause mental health issues like depression or anxiety and harm our physical health.



The Facts

- **17.9 million** working days were lost due to work-related stress, depression, or anxiety in 2019/20
- **29% of people** reported that they started drinking or increased their drinking
- **16% of people** reported that they started smoking or increased their smoking.

You can find out more on how to recognise stress by visiting;

[NHS - understanding stress](#)

SOURCES OF STRESS

Even happy events can cause stress in our lives. When it goes unaddressed for too long, stress can trigger mental and physical health issues.

#ADDRESS YOUR STRESS

Some common sources of stress include:

Life changes

Leaving home, getting married or having children

Divorce or relationship breakdown

Health scares or physical illness

Accidents or bereavement

Legal issues, arrest or imprisonment

Emotional

Peer pressure

Conflicting cultural values and beliefs

Coping with uncertainty



Physical

Late nights or lack of routine

Poor diet

Misuse of alcohol or drugs



Environmental

Poor housing or accommodation problems

Social isolation

Unemployment

Adjusting to new environments such as moving house or travel

Financial pressures



Changes at work

Starting a new job

Coping with an increased workload or a promotion

Poor relationships with colleagues or managers

Redundancy, or the fear of it



There are simple steps you can take to **#AddressYourStress**. Check out our resources at [mhfaengland.org](#)



Address your stress

Active steps for reducing your stress



- 

2 Admit it
If you're feeling under too much pressure at work don't just ignore your feelings and plough on.
- 

3 Slow down
Focus on what you're doing now. You can't meet deadlines by panicking about them.
- 

4 Talk about it
Help takes many forms - the solution might be simpler than you think.
- 

5 Identify the causes
Take some time out to think about the source of your stress.

Preventative & coping strategies

- 

6 Exercise
It's hard but if you are physically able to, you just have to do it. Exercise is nature's greatest anti-depressant.
- 

7 Take a breather
You don't need to be rooted to your computer all day to show you're a 'hard worker'.
- 

8 Remember your life
Make time for the other things in your life - your hobbies, your friends and family.
- 

9 Be nice to yourself
Learn to be less self-critical. Make an effort to say nice things to yourself.
- 

10 Book some holiday
Removing yourself from a situation can help you see things from a new perspective.

Try our **FeelRite Stress Awareness course** ›

Our Stress Awareness course (FeelRite) defines what stress is and is not, encouraging people to look at their home and work life to identify potential problems. When aware, staff can pinpoint areas where improvements can enable them to manage issues better.



Visit the [posturite.co.uk/blog](https://www.posturite.co.uk/blog) for up-to-date news about health and wellbeing in the workplace



Fatigue



Infrastructure Projects Southern Toolbox Talk

Fatigue Awareness 16 August 2018

What is fatigue?



Fatigue can be described as “a state of extreme tiredness resulting from physical or mental exhaustion that can result from prolonged working, heavy workload, insufficient rest and inadequate sleep.”

Fatigue has been identified as a causal factor in incidents and accidents and can lead to reduced alertness, increased errors, impaired decision-making as well as a general deterioration in mood and motivation.

What causes fatigue?

The main causes of fatigue are:

- A loss of sleep – acute, for example, having four hours instead of the usual eight hours; or cumulative – having four hours instead of the usual eight over several days.
- Poor quality of sleep with lots of interruptions.
- Long working hours, particularly if these are as long as 14 to 16 hours.
- Poorly designed shift work.
- Inadequate breaks during the working day.



Recognising the signs

Fatigue can cause a vast number of physical, mental and emotional symptoms including:

- | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> • Chronic tiredness or sleepiness • Headaches • Dizziness • Sore or aching muscles • Slowed reflexes and responses • Impaired decision-making and judgment • Hallucination | <ul style="list-style-type: none"> • Moodiness, such as irritability • Impaired hand-to-eye coordination • Appetite loss • Reduced immune system function • Blurry vision • Short term memory problems • Poor concentration • Low motivation |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

Top tips for fighting fatigue

- **Try** to get at least seven to eight hours of sleep.
- **Avoid** drinking caffeinated drinks four to five hours before bed as this can cause sleeplessness.
- **Avoid** using technology 30 minutes before bed.
- **Eat** a healthy diet that promotes longer-lasting energy. Avoid fatty foods and junk food and stay hydrated by drinking lots of water.
- **Take** frequent breaks throughout the day.
- **Avoid** driving if you feel tired, especially in inclement weather where vision is impaired.

Reporting fatigue

A Southern Shield survey reported that only 80% of people would feel comfortable reporting fatigue in themselves or others. Fatigue is rarely reported with the main reason being fear of negative consequences. If you are concerned that you or a colleague is suffering with symptoms of fatigue, raise this with your line manager or supervisor. If you are concerned about your colleague, speak to them and offer support.

If you need support...

The confidential Southern Shield Employee Assistance Programme is available free to everybody working on behalf of Infrastructure Projects Southern. Call the 24-hour freephone number on **0800 358 459** or **+44 141 271 7540** from outside the UK or go online at www.octavius.com to join the vClub using the username: **southernshield** and password: **homesafe**.

Contact us: shield@networkrail.co.uk

Improvement Opportunities (IO)

October statistics

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

Our suppliers contributed to over 4% 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 October

Jonathon Blackman	32
Adam Miller	26
Jas Rupra	24
Robert Armstrong	18
William McCarthy	15

Top categories in October

Site welfare	42
Access/egress/site security	39
Site housekeeping	28
Road vehicles	19
Tools and equipment	19

Top projects in October

Farncombe to Petersfield GRIP 5	68
Leatherhead Embankment renewal	52
E&P NSCDs phase 4 and 5	29
OTW Surbiton congestion relief	27
OTW Pack E and A rewire and relight works	23

Infrastructure Improvement Opportunities

Month	Total no. IOs	Total no. people raising IOs
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

October 2022

Accident Frequency Rate (AFR) Days since the Last RIDDOR Accident: 233
The Current Rolling AFR Is: **0.04**

Service Strike (SSFR) Days since the last Service Strike: 56
The Current Rolling SSFR is: **0.33**

**October
Total Number IOs
382**

**October
No. Safety, Health &
Environmental IOs
349**

**October
No. Business IOs
33**

Reference Number	Date	Project	Description
Injury			
10952022-17-10	15/09/22	OTW E&P Wimbledon	Operative cut arm when using a cable stripping knife to cut some ducting
11032022-24-10	23/10/22	OTW F2P	Operative suffered a cut to his finger when it was trapped between a lump of concrete and the machine bucket
Operational Close Call			
11032022-24-10	03/10/22	Kent Planned and Reactive	Work was undertaken in close proximity to the live conductor rail which was adjacent to the riser wall
11042022-24-10	23/10/22	OTW Campbell Road	Depot lines were not protected from non-electric train movements into the depot during a possession for main lines and depot lines for our bridge works.
Property Damage			
10912022-11-10	11/10/22	Connect Plus Lifecycles	Over height barrier was damaged by a delivery vehicle in the yard
10942022-15-10	15/10/22	OTW E&P Ashurst	Swivel hook failed causing an RRV trailer to drop damaging the trailer and the conductor rail
11082022-28-10	28/10/22	EKFB PRA	Reversing ADT damaged from of site vehicle
Near Miss/Close Call			
11022022-24-10	22/10/22	Wessex Planned and Reactive	Allegation of unsafe working
11052022-26-10	26/10/22	M6 VMS replacement	Member of public who had broken down walked across live lanes and entered works to seek assistance
TM incursion			
10842022-27-09	23/09/2022	CP Concrete Investigations	Vehicle followed works vehicles into site
10862022-30-09	30/09/2022	A46 Binley	MOP pulled into works to ask for assistance
Theft			
11102022-31-10	31/10/22	Ouse Valley Viaduct	Suppliers van was stolen from site
Drugs and Alcohol			
11092022-31-10	31/10/22	A46 Binley	D&A non-negative result at induction

Safety Alert

A serious incident has taken place

Fatality due to fall from height

Scope: **All Network Rail line managers, safety professionals and accredited contractors**

Ref: NRX22-02

Date: 09/11/2022

Location: Glasgow, Scotland

Contact: [Innis Keith, Health Safety & Environment Director, Scotland](#)



Overview

At approximately 1400 on the 3rd of November, a scaffolding inspector employed by a sub-contractor to a Principal Contractor, fell to his death through a Skylight on the roof of an industrial unit in Glasgow.

The industrial unit was being refurbished for use as a Network Rail Works Delivery location.

The inspection of the scaffold was not planned until the following day and there was no written record of the inspector’s arrival on site.

On arrival the inspector accessed the scaffold and for reasons currently not known, he proceeded to access the roof of the building.

Approximately 10 metres toward the apex of the roof, the inspector fell through a skylight into the building below.

This tragic event is subject to internal and Health & Safety Executive investigation.

Discussion points

While we are investigating the incident, please discuss the following with your team:

- Do you have areas of your workplace that are subject to stricter safety controls? What are they and how do you ensure they are communicated and followed?
- In your workplace, how do you communicate areas that are safe / unsafe to access?
- In your workplace how robust are security and access control arrangements?
- Which of our [lifesaving rules](#) could prevent a repeat of this accident?

Safety Bulletin

A serious incident has taken place



Lifting Incident

Scope: **All Network Rail line managers, safety professionals and accredited contractors**

Ref: NRB22-10

Date: 24/10/2022

Location: Gatwick Station, Southern region

Contact: [Alan Cheun, Group SHE Operations Director, Costain](#)



Overview

On the evening of Thursday 21st July 2022 works were being undertaken on the Gatwick Station Project to install lift shafts.

The team were laying out several small sections of the steel structure ahead of a possession, to allow them to work efficiently once their possession started and minimise any time pressures.

During the final lift, ahead of the possession, the connection plate at the foot of a glazing frame weighing approximately 500Kg became caught on the underside of a movement joint which was approximately 65mm above the deck.

This resulted in the glazing frame turning and the lifting strop supporting it rapidly snapping due to the continued force from the crane.

This caused the frame to fall which resulted in fatal injuries to the Slinger Signaller.

Discussion points

How are you assuring yourself that:

Lifting operations are adequately planned and associated lift plans clearly identify:

- o Methods of slinging
- o Exclusion Zones
- o Where people are positioned during lifts

The hazards presented by the immediate environment

The lift plans are understood and being worked to, consider:

- o Levels of supervision during lifting
- o How you test for knowledge to ensure understanding?
- o Do you have the right levels of assurance in place?

Reinforce the message that if the lift plan cannot be worked to, things change, or it is not safe - STOP WORK

Balfour Beatty

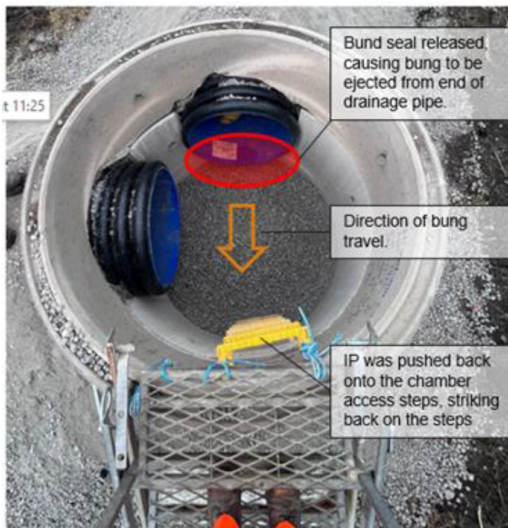
A2 Bean & Ebbsfleet Improvement Scheme

Safety Alert

24 September 2022

RIDDOR Injury - Drainage Pressure Testing

During the air-testing of a drainage installation operation, an operative released the pressure in the installed bung seal prior to releasing the pressure in the pipe run. The bung was ejected from the pipe knocking the operative off balance where his back impacted against the access step rungs in the chamber resulting in a fracture to his T12 vertebrae.



Background Information

- Equipment being used – VP pressure testing kit
- Location - Ebbsfleet roundabout
- Work activity – Gang were installing a 750mm surface water drainage pipe
- The excavation work was stopped due finding an uncharted pipe crossing the drainage alignment.
- Foreman decided to pressure test a previously laid section of pipe.
- Foreman gave gang a second briefing
- Whilst pressurising the pipeline it was noted that there was no reading on the pressure gauge.
- The air pressure from the bung seal was released before the pressure in the pipeline.



Gauges & Compressor supplied



Balfour Beatty

A2 Bean & Ebbsfleet Improvement Scheme

Investigation Findings

- The gang consisted of Foreman, Ganger, Operative and Excavator operator
- The gang had received a start of shift briefing.
- The WPP, PVPMP, permit to dig and an ITP were in place
- No formal training had been received for this equipment
- Insufficient detail in the Works Package plan to cover pressure testing
- Pipe bung seals were inflated to the correct pressure of 1.5 bar
- There was no reading on the pressure gauge, so an assumption was made that there was no pressure in the pipeline.
- The IP was stood in a place of danger
- The bung was ejected striking the IP and pushing him back against the steps built into the chamber wall
- IP was taken to Medway Maritime Hospital and kept in overnight, he was diagnosed with a stable fracture to the T12 vertebrae and given a body brace to wear. He was released from hospital the following afternoon.



Pipe Bung/stopper

Actions to Prevent Reoccurrence

- Equipment to be inspected and tested
- WPP to be amended to include details of pressure testing
- [no further air-testing to be completed until WPP updated]
- Organise training for this equipment
- Review of BMS and make recommendations for this activity
- Review of design recommendations for BS EN 1610 and pressure test requirements for a gravity fed drainage system
- Safety Alert to be produced, approved and issued to NH
- Just Culture Review if deemed applicable
- Review ways to undertake on-site pre-use testing & calibration frequency of equipment



Safety Alert (August 2022)



Mobile Compressor Injury Incident

Background

What happened?

- The team were packing away at the end of a job. A member of the team lifted the canopy of the compressor to put away the air hose. As they leaned in, the canopy came down with force and fell onto their forearm, leading to a fracture of the lower arm / wrist.
- A new hinge had recently been fitted to the canopy / hood as part of planned repair work. Both rams (*mechanical stays*) were disconnected when the repair was undertaken. The compressor was brought back into service 4 days before the incident. Upon inspection post event, it was confirmed that a retaining clip was missing.



Image of mobile compressor



Image showing ram **without** retaining clip.

What do I need to do?

- If you are responsible for any mobile compressors, please carry out checks to ensure that the rams are fixed in place and all retaining clips in place. Any found to be defective must be immediately quarantined until appropriate repairs can be carried out.
- Consider any other plant / equipment that may have similar fixings, and also carry out the checks on these.
- Consideration should be given to the installation of mechanical stays to support the canopy in future, i.e. if a ram fails.
- Remember to always carry out thorough pre-use checks on any plant or equipment you are using, and record these checks.



Image showing ram **with** retaining clip.



Rethinking safety through
INCLUSION
+
WELLBEING

SAFETY ALERT

SA 22/04

SAFE USE OF TAGLINES TO GUIDE SUSPENDED LOADS

Recent and historical reports of personnel becoming entangled in taglines and being lifted off the ground by cranes has prompted a review of our standards and processes with regards to the training of personnel and selection of appropriate equipment for lifting operations.

During a recent lifting operation, a slinger had detached the load from the lifting accessories and instructed the crane operator to hoist up. A section of the tagline that had been used to guide the load had looped on the ground and as the hook block ascended, the slinger unknowingly stepped into the loop, became entangled and was lifted off the ground to a height of between 1-2m. The slinger managed to radio the crane operator and they were safely lowered to the ground. No Injuries were incurred.



Note the blue rope tagline naturally coiling on the ground



Note the slinger has stepped into the looped tagline



The shadow shows the slinger suspended off the ground

INITIAL LEARNING IDENTIFIED

- Blue nylon strand rope/draw cord was being used as a tagline which has a natural tendency to coil and snag.
- Proprietary taglines are available through Select Plant Hire and across the wider industry which reduce the risk of coiling and entanglement. However, these are used inconsistently at Laing O'Rourke workplaces.
- The Laing O'Rourke 'Safe Guide to Lifting Operations' and 'Guide to Safe Slings and Signalling' does not clearly define standards for the selection of appropriate taglines.

IMMEDIATE ACTIONS FOR PROJECTS & WORKPLACES

With immediate effect, workplace Leaders are to ensure a review of all lifting operations including subcontractors with specific focus on the material used for taglines. Where blue nylon strand rope/draw cord or other non-proprietary material is being utilised, these should be replaced with a proprietary tag line which can be purchased at lifting@selectplanthire.com or through external supply chain. **Note: All non-proprietary taglines must be replaced by 01/11/22.**



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Rethinking safety through  INCLUSION + WELLBEING



Off-shore marine tagline
 Assists slingers with improved control for heavy loads due to greater grip and abrasion prevention from the weaved over braided cover.
 More so, it does not absorb water therefore beneficial for work in the winter months.
 Tangle and knot resistant.



14mm braided rope tagline
 Ideal to secure a lifted load, ranging between 5m-20m with an AZ 029 latch opening 50mm, with swivel.
 Made from kernmantle – polyester core



Tag Attach Steel Snap Hook/Scaffold Hook
 Ideal for general lifting operations
 Available with a range of connectors and lengths
 23KN

Above is a small sample of the dynamic range of taglines and connectors available from the Select Lifting Accessories Department.

WIDER GROUP ACTIONS

The guidance for 'Safe Lifting Operations' and 'Guide to Safe Slings and Signalling' is being revised to incorporate a more specific standard for taglines.

The NOCN Enhanced Slinger Signaller training will also be updated to incorporate the new standard and learning from this most recent event, with specific focus on taglines and methods of communication.

The Health & Safety Team will organise a review of workplaces to ensure compliance with this instruction.

Please ensure the above actions are briefed out to the relevant members of your team as appropriate and are implemented throughout your workplace.

Laing O'Rourke Health & Safety Team

1st September 2022



THE POWER OF EXPERIENCE

SA 22/04 SAFETY ALERT 2

Safety Bulletin



Depot Protection

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

Ref: NRB22-11

Date of issue: 27/10/2022

Location: Slateford Depot, Edinburgh

Coleham Depot, Shrewsbury

Contact: Lewis Ash, Senior Assurance Manager, Supply Chain Operations



Overview

On Wednesday 12 October 2022, during an external audit of the Seasonal Fleet at Slateford Depot in Edinburgh, it was identified that staff who were undertaking maintenance on a Rail Head Treatment Train (RH TT) were doing so with no protection arrangements in place. Works were stopped until protection was applied in accordance with the contracted maintainers Safe System of Work (SSoW) for Slateford (as shown in the photo).

Also on 12 October, the same issue was identified at Coleham Depot in Shrewsbury during a routine level 1 assurance inspection. This involved another RH TT being maintained with inadequate protection arrangements by contracted maintainers from a different company. Again, works were stopped until train protection was applied in accordance with the SSoW.

Both incidents are being investigated as Life Saving Rule breaches, against the rule *'Always be sure the required plans and permits are in place, before you start a job or go on or near the line'*.

There have been other instances over the past two years of depot protection not being applied in accordance with SSoW.

Fortunately none of these incidents resulted in staff injury or asset damage, in a worst-case scenario this could have led to multiple staff injuries or fatalities and infrastructure and vehicle damage.

Staff are reminded of the need to apply protection in accordance with local SSoW, with rule book module T10 providing the minimum requirements for DP protection.

Discussion points

- Have you got a SSoW for the work you are about to do
- Has this been briefed and do you understand how you are protected when undertaking this work?
- Do staff who undertake level 1 assurance activities fully understand the requirements of site SSoW and specifically requirements related to depot protection?

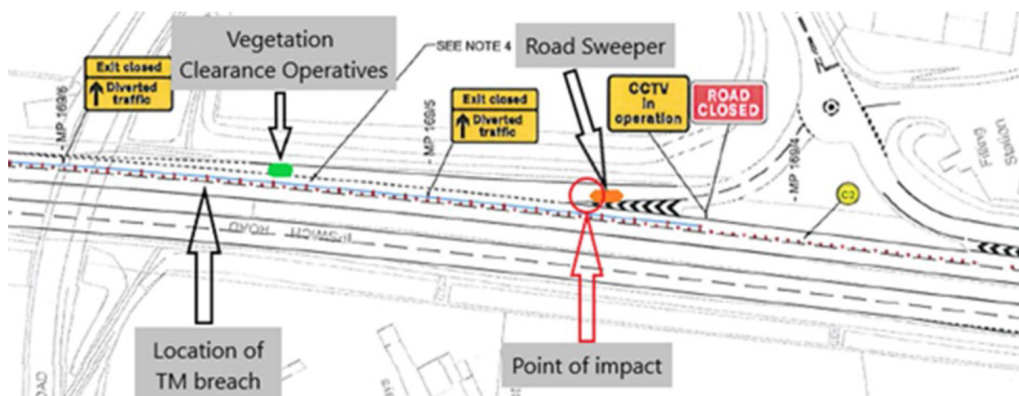
- How are members of staff working on trains warned if there are train movements on open lines?
- Where personal protection (i.e. tags on 'NOT TO BE MOVED' boards) have been left on the vehicle, are there processes in place for ensuring that there are no staff working on the vehicle and the train is free to move?
- Are SSoW regularly reviewed to ensure that they remain sufficient and relevant?

Safety Bulletin



A12 Road Traffic Accident

Shortly after the CWF supply chain commenced work on the 20th of October, a member of the public drove their vehicle through the cones and breached the working area. The vehicle continued to drive 150m inside the working area at a speed of approximately 70mph before it collided with a road sweeper working on the scheme.



The team on site reacted quickly, using the water hose from the sweeper to dampen the engine bay of the crashed vehicle to prevent fire breaking out and providing first aid. Their quick thinking undoubtedly prevented further serious injury!

The emergency services attended the scene, cutting the vehicle driver free before taking him for emergency surgery; he is expected to make a full recovery. The sweeper driver attended hospital and was released later that day with minor injuries but was signed off work for a period of over 14 days.



All those who witnessed the incident and assisted to the injured parties were stood down for the remainder of the week and provided help through their employers and their employee assistance programs.

The Investigation has identified that the member of the public driving the vehicle was at fault and that the installation of the traffic management and the site works had no influence on the cause of the accident.

Essex Police provided the below information regarding the causes of the accident:

- The driver had been witnessed 'weaving in and out' of lanes prior to the road works
- The driver was not under the influence of drugs or alcohol
- The driver may have been fatigued
- The driver was driving without due care and attention
- There were no issues identified with the traffic management

Essex police have further commented that every effort should be made that any vehicle being used on a live carriageway is fitted with a dashcam. These provide an invaluable source of data to aid in the investigation of road traffic accidents and vehicle incursions within roadworks and can significantly improve the chances of successful prosecutions.

The driver will be prosecuted under the road traffic act for failing to drive with due care and attention an offence that could result in a fine of up to £2,500 and disqualification from driving.

Remember: 'Be SAFE' - 'Let's All Go Home Safely'

Reference: SB - 0135.00
Issued: November 2022

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!

November 2022