



octavius



**STOP.**  
**Think!**

April 2023

**Make better  
decisions.**

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



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Welcome to April Edition of our STOPThink! Cascade Briefing. I cannot believe that we have just completed our first year as Octavius, and it has certainly been an exciting year. The enormity and complexity of developing new systems, creating new support teams, and launching the Octavius brand, all whilst ensuring that our day-to-day activities did not suffer, was all-encompassing for many. I am very grateful for the amazing efforts and personal sacrifices that have been made to get us to this point on our journey.

I was always incredibly proud of our infrastructure business in Osborne, but I am even more proud of our progression into Octavius. In just 12 months, we have taken the best parts from our heritage in terms of our focus on customers, our people, our culture and our values and we have blended these with a more progressive, innovative and forward-thinking approach that is 100% focused on delivering for our transport infrastructure customers. These are truly exciting times!

### **We start our second year in excellent shape!**

We have a record level of work secured, great customer and supplier relationships and amazing people who are at the heart of all we do. We have secured places on the CP7 frameworks with Network Rail in Southern and Wales & Western, which could provide us with £1bn worth of new work over the next 11 years. In addition, we have secured a four year extension to the Connect Plus Lifecycles framework, together with winning a place on a number of lots within the Pagabo framework. The signing of the Walsgrave contract also provides a great platform for our Highways Business. Our future is certainly bright!

### **Safe and assured delivery – 12 months without a RIDDOR**

Although I wouldn't describe the last year as our best performing period in health and safety overall. I am still proud of the fact that on the 26th March 2023, we completed 12 months without a RIDDOR reportable injury on any of our projects. Whilst any injury is one too many, it is important to recognise that to complete more than £200m worth of projects and over three million hours of work without a significant injury takes much focus and hard work. This achievement demonstrates the culture and behaviours of our collective teams and I thank you for all your efforts in ensuring that our people go home safely every day. However, some of the high potential events that we have experienced reinforce that there is absolutely no room for complacency, and we must relentlessly work together to eliminate the potential for our people to be harmed.

### **Delivering value through excellent execution**

Given the ever challenging external environment that we face, the focus on ensuring that we deliver exceptional value for both our customers and our shareholders remains of huge importance. In the new financial year, we must focus on the excellent execution of our projects. We must get the quality right first time and manage our programmes through effective planning, maximising productivity and tightly controlling our costs throughout. This is particularly relevant when working within line blockages, possessions and road space where time really is the most valuable resource. We must manage our collective resources effectively and apply a lean mindset at all times to eliminate waste and focus on efficiency.

I am a firm believer that business and safety performance go hand-in-hand and excellence in execution will naturally lead to improvements in our safety performance too. So please, think about every activity that you undertake and ask yourself, does this add value or could it be done in a safer and better way?

Thank for all for your hard work in making our first full year a great year. I look forward to your ongoing support as we work together to achieve great results that sustain our businesses, our industry, and the communities within which we deliver.

**John Dowsett CEO – Octavius Infrastructure Ltd**



# Scheme Delivery team get off to a super start in Wentbridge

Delighting our customer by preventing disruption to local residents during road closures



This month our Scheme Delivery Framework team (SDF) working in the North West and North East have started works on the A1 Wentbridge Viaduct, one of the largest in Europe. The scheme includes structural inspections and renewal of the deck waterproofing, which will require the southbound carriageway to be closed for the duration of the works. We'll also be carrying out repairs to the nearby Wentedge Road Bridge.

Ahead of the main construction, the team have been working hard to minimise disruption to the local residents, whilst the major road is partially closed. A 3.5km farm track has been renewed to provide local residents with access onto the main road network. Even with additional security works added to the scope, the team have successfully completed the advanced works on time, ready for residents to use once the traffic management was put in place.



Recognising the significant distribution closing a major road for several months would have to the local community, our team have gone that extra mile to minimise the inconvenience. They have proactively made suitable arrangements with mail delivery companies to allow people to continue to receive their post to as normal, along with organising for alternative wheelie bin collections, as the local authority collections will be unable to access the properties.

“ The lads have done a sterling job on completing it on time.

The entrance from New Road onto Jacksons Lane is particularly well received and I appreciate you have been able to source the manned gate option at short notice.

John Stebbing, National Highways Project Manager.

”



## An egg-cellent Easter

Safe and assured delivery over the Easter weekend

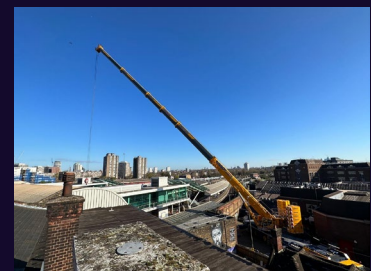


While many of us were celebrating Easter with our family and friends or simply enjoying sweet treats over the long weekend, our Rail Delivery team were out delivering critical enhancement and renewal works across 35 worksites. All completed on time and without a single accident or incident; ensuring that everyone was able to return home safely to their families and friends.

At Clapham Junction Station our One Team Wessex colleagues worked around the clock to demolish, remove the old staircase and install a new fully operational staircase for passengers using platforms 13 & 14 all within four days. To help with this huge task our team had a 650 tonne crane on hand to ensure the works could be completed as quickly and safely as possible. The new, wider staircase will help reduce congestion at the station and improve the overall passenger experience.

Despite several challenges including unforeseen issues, a worksite squeezed into 25metres on two platforms and some pretty atrocious weather on the final day, only due to a massive collaborative team effort from all involved we were able to achieve a successful outcome.

You can watch a [fantastic short video](#) of the crane, with a 50m telescopic boom in action at Clapham Junction.



Thank you to everyone involved for your excellent collaboration with supply chain partners to ensure all works were completed safely and handed back on time for our customers.



# Cleaning up and repurposing an old tipping site in Kings Lynn



Our team at Kings Lynn have got off to a great start at the environmentally and geotechnically challenging brownfield site, to deliver a new link road scheme for the development of an Enterprise Zone. Innovative methods are being used to clean the highly contaminated area and stabilise the ground in preparation for the carriageway construction and associated highways work.

The area of land was once a waste sorting facility, with local tipping dating back to Victorian times and is known to contain Asbestos and Phosphorus Gypsum, along with the presence of Japanese Knotweed. Specialist measures were required from the outset to dispose of the hazardous materials and eliminate the spread of the invasive plant. Phosphor gypsum can contain heavy metals and is very high in sulphates, and an expert team are testing the limits of alpha, beta and gamma radiation to identify the best the solution for either disposing of the material to a licensed facility or suitable protection methods to allow the construction to be completed safely.

Due to the poor soil conditions under the proposed roads, improvement works are being carried out to strengthen the ground and prevent any future settlement. An environmentally sustainable stabilisation method is being adopted that requires no soil to be removed or imported, hence minimising disruption to the local community, reducing cost and driving programme benefits. Through mixing a wet soil solution with cement, over 2000 strong “columns” are being created within the ground to provide increased strength and stiffness that will resist deformation under repeated vehicular loading.

**Well done to everyone involved for delivering a sustainable solution that provides carbon and cost savings.**



## Sharing our successes

### We're gold rated!

Congratulations to our Fareham site part of the Wessex NSCD programme, for receiving the highest scoring site in the Network Rail Southern Region Capital Delivery Route to Gold Performance initiative. Our Ryde Pier team have also been rated gold.

The Fareham team are currently installing Negative Short-Circuiting Devices (NSCD) alongside modifying existing substation and TP hut locations.

The new system will allow sections of track to be isolated quicker and safer and it prevents power from the third rail being inadvertently re-energised. Also, it reduces the need for operatives to access the track to apply straps, as it can all be done by a flick of a switch!



“ The Octavius NSCD site team are a great example of a collaborative working environment between the civil and electrical departments. When entering their sites, you will notice they have a great display of safety and notification boards. Their robust weekly safety inspections and audits helps with highlighting any new risks, allowing planning of suitable control measures in a timely fashion.

NSCD team successfully work to their deadlines in order to deliver these works safely, efficiently and to a high electrical standard. ”

Network Rail Construction Manager

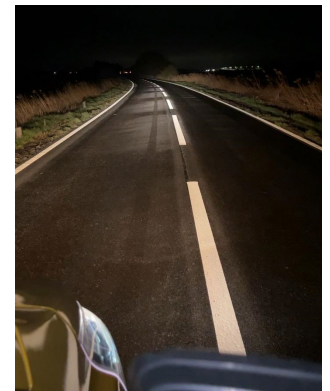
### Completing one week early to delight our customers

We successfully reopened Mildenhall Road, Littleport for motorists one week ahead of programme, following six weeks of reconstruction and resurfacing works along 7000m of the road.

Whilst on site our team made the most of the road closure and voluntarily completed a litter collection to help enhance the area for our customer. They also completed drainage clearance works to help a nearby property owner who historically suffered from flooding due to surface water from the carriageway.

Committed to providing the best service for our customer, the team recently held three Lean review sessions with Cambridge County Council, to identify where we can provide more efficiencies throughout the scheme. Following the successful sessions and completion of two programmes so far in the Cambridge Fens scheme the council have provided excellent feedback about our approach to social value, lean and collaboration.

**Well done to the team for delighting our customer!**



Before

After

## Recognised for our commitment to safety



We are delighted to announce that we have been awarded the RoSPA Order of Distinction Award for the 22<sup>nd</sup> consecutive year for our health and safety performance. This award recognises our commitment to keep, and continually seek to improve the way we keep, our people, our customers, members of our supply chain and members of the general public safe and well.

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

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

## Caring the communities we work in

Members of our Hertfordshire Framework are always looking for ways to support the wider communities in which we work.

The team spent social value time with the community supporting the new Neurodiversity At Work initiative, which aims to help people with diagnosed or undiagnosed disabilities (covering neurodiversity, mental health, sensory needs or learning and physical disabilities) to find sustainable paid employment, education or training. As part of the programme our team supported with mock interviews for members to help them build self-confidence and feel at ease during what can be an overwhelming experience.

**Well done and thank you!**

**To everyone involved in these fantastic activities that will make a genuine difference to those most in need.**

**NEURODIVERSITY AT WORK**  
GOVERNMENT FUNDED

**SERVICE**  
We can help you look for work through:

- Support for neurodivergent people
- 1:1 support & Skill Building
- Explore what areas of work are right for you
- Work Tasters
- Support from ADD-vance

**ELIGIBILITY**  
To qualify for this government funded project you must be:

- 18+
- Hertfordshire Resident
- Registered with a Job Centre
- Unemployed/Claiming benefits with Neurodiversity or awaiting assessment (ADHD, Aspergers, Autism, Dyslexia)

**WANT TO KNOW MORE?**  
Contact Us:  
eMail: [worksolutionsteam@hertfordshire.gov.uk](mailto:worksolutionsteam@hertfordshire.gov.uk)  
Name: Gary (01442-453 443) or Giorgia (01438-844 911)

ADD-vance: The ADHD and Autism Trust to promote understanding, embracing and celebrating neurodiversity. Established over 25 years ago, we believe that thinking differently is a strength. By working alongside families and individuals we create opportunities for neurodivergent people to thrive.

STEP SKILLS  
Hertfordshire Skills Partnership



## Thinking differently to protect the environment

One Team Wessex begin Transformer Rectifier Unit (TRU) works at Fleet Pond Nature Reserve



Through collaboration and the support of Fleet Pond Nature Reserve our One Team Wessex E&P team have started work on the last Transformer Rectifier Unit (TRU) at Fleet, which is part of our E&P renewals programme. Over a weekend possession the team successfully and safely drained oil and removed a life expired TRU using a KIRROW crane.

As the largest freshwater reserve in Hampshire the project team had to think differently to overcome specific constraints working in a Site of Special Scientific Interest (SSSI) to protect the 14 acres of lake and vast array of wildlife.

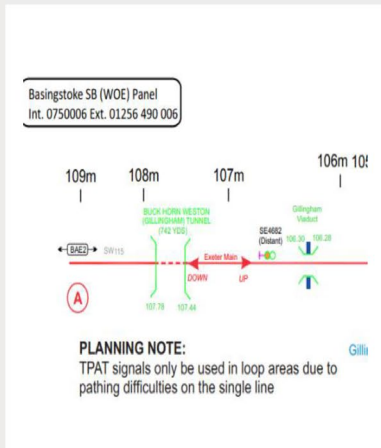
To prevent accidental contamination of the adjacent SSSI land, the team are installing the new transformer on an oil bund that has a filtered drainage system and is covered by a bespoke shelter. This will mitigate the risk of the bund filling with rainwater and potentially overflowing and contaminating the adjacent body of water. The module will be delivered in the summer and entered into service later this year.

As the team have created an excellent collaborative relationship with Fleet Pond Nature Reserve, they have helped to keep our team safe by allowing us to set up welfare and access the track via the reserve. To show our appreciation, the team recently spent a day volunteering helping to remove vegetation and carried out general maintenance works at the reserve. You can read more about the teams volunteering day in [STOPThink! cascade December 2022](#).

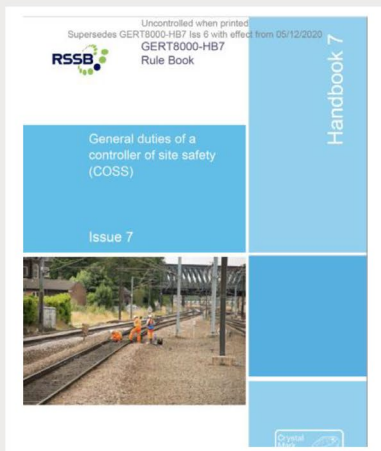
Our team look forward to continue working in collaboration with the nature reserve throughout the programme, watch this space for progress on the works!

**Well done to the team for working closely with the nature reserve to develop methods that ensure protection of the SSSI at all times, whilst also providing safe and efficient access for our people.**

# Crossing the railway track without line protection



Track Diagram above of the working area



Rule Book Relevant to the Safe System of work



## What happened?

Works had commenced overnight to carry out monitoring surveillance of the destabilised bank at Bugley Bridge on the single, bi-directional and non-electrified BAE line between 106m and 107m. The planned Safe System of Work was Separated with a COSS+1 arrangement. An engineer was seen crossing the line to take sensor readings on the opposite side embankment. The COSS was challenged by a Network Rail Representative and asked if there was a line blockage in place to cross the track. The COSS confirmed that NO track protection was in place. Both the COSS and the engineer assumed that they could cross line(s) as both hold PTS competence. The works were stood down and the investigation is underway.

## Impacts

- No one was injured, however, a staff member exposed to a live Railway environment momentarily whilst they crossed the line
- No train delays were attributed
- Works were immediately stood down and investigation started

## Whilst the investigation is being completed, please remember the following points.

1. **Always** seek to find a safe means of access and **DO NOT** cross any open lines unless there is a suitable Safe System of Work in place
2. **Remember**, crossings including User Worker Crossings (UWC's) and Level Crossings can only be used by Members of the Public and **NOT** Railway workers
3. The COSS implementing a Safe System of Work **Must** always work within the guidelines set out in the Rule Book
4. **ALL** Safe System of Work plans must be checked and where there is any doubt, clarification should be sought via the Responsible Manager or Planning Team
5. 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



## Disturbing Root Protection Areas (RPAs)



Aerial photo showing site location, TPO area and RPA.



Photo showing wood chippings within the RPA of the TPOs.



### What happened?

Network Rail were contacted by Waverly Borough Council (WBC) Tree Officer concerned that OIL project personnel working at Witley Station expansion (comprising of a storage area for Farncombe to Petersfield (F2P)) had undertaken work within the Root Protection Area (RPA) of several trees which border the site. The adjoining parcel land and trees sit within a Tree Preservation Order (TPO) area called Potato Copse. The Tree Officer undertook a site visit and reported his findings to NR / OIL project personnel.

### Impacts

Light groundwork and vegetation clearance had been undertaken within the RPAs of the Trees that adjoin the site. WBC Tree Officer identified concerns of soil disturbance, compaction and wood chippings that had been left in-situ which could potentially harbour disease.

### Immediate action

The project team immediately engaged an arboricultural consultant to undertake a tree assessment of the site and determine whether impact had been caused to the TPO trees. A report was developed and concluded that there was no evidence of soil compaction or other damage which may adversely impact any tree that form part of the TPO area. A temporary RPA has been established with a physical barrier to be installed and a plan of reinstatement agreed with the TPO Officer.

Where future works have the potential to affect trees:

- Ensure Preliminary Ecological Appraisals (PEAs) include desk surveys that use LPA TPO maps for the site, haul roads and adjoining land; this information should be inserted within ESMP / EMPs and reflected in environmental risk assessments / aspect and impacts assessments
- Ensure RPAs with physical barriers are established for trees that are to be retained on site and those that encroach into the site
- Once established, RPAs MUST be maintained and monitored to ensure integrity
- Contact your environmental adviser / manager for information relating to RPAs or BS 5837:2012 *Trees in relation to design, demolition and construction*

## Lean learning sessions

To help you enhance and embed your lean awareness Kimberley Coxon has arranged sessions for this 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 more information, get in touch with [Kimberley Coxon](#).

Date	Time	Teams Link
09/05/2023	12:00-12:30	<a href="#">5S</a>
13/06/2023	12:00-12:30	<a href="#">Root Cause</a>
11/07/2023	12:00-12:30	<a href="#">Critical to Quality (CTQ)</a>
08/08/2023	12:00-12:30	<a href="#">SIPOC</a>

## Prevent waste on your project by leaning on Lean

Our Lean Waste Identification dashboard has been updated on the [Lean Launch Pad \(sharepoint.com\)](#).

This month defects was leading ahead. Having defects is often due to not explicitly understanding the customer requirements, that could be an internal or external customer. This is also driven by insufficient checks, poor inventory control and lack of skills/knowledge in the supply chain. One of the main causes of waste defects this month is third parties arriving on site without correct or compliant equipment.



### What you can do to prevent waste defects:

- Use collaborative planning to have structured conversations with your suppliers, to ensure you are planning for success.
- Take 5 - have a look at your programme to spot potential equipment failures and discuss with your supplier.

**Remember... If you identify waste on your project or have an idea about how to improve a method of working raise an [Improvement Opportunity](#).**



## Rail Wellbeing Wednesday



Have you always wanted to know more about a vegetarian or vegan diet but didn't know where to start? Catch up on the latest Wellbeing Wednesday to learn more about a greener diet.

Nutritionist and author, Rhiannon Lambert explored the reasons people consider becoming vegetarians or vegans, how to start your own vegan or vegetarian diet, and the varied options available to those who choose these lifestyles.

The session also shared tips to make sure you're getting all the right nutrients and vitamins that your body needs from a greener diet, and how this impacts exercise and training.

[Rail Wellbeing Wednesday – Eat green and feel well](#)

### Sign up to May's managing anxiety session

Did you know that... Over 8 million people are experiencing an anxiety disorder at any one time.

This session we will provide practical tips and tools to effectively manage anxiety.

## Driving safely around Heavy Good Vehicles (HGV)

National Highways have launched a new Know Your Zones campaign that focuses on driving safely around HGVs on the road. Also, the importance of HGV drivers to properly check before changing lanes.

**Did you know that... HGVs have four main limited visibility zones?**

HGVs have zones all around them, where their vision is limited, so don't linger around an HGV. If you are behind an HGV, stay well back so you can see the road ahead.

Please [watch this short video](#) to learn more about how you can make it easier for an HGV to see you whilst you're travelling.

**There are three simple ways you can improve your safety when driving around HGVs and other large vehicles.**

1. Stay visible
2. Overtake with care
3. Don't tailgate.



For more information about the campaign visit the [National Highways website](#).

## The Shield newspaper – March 2023



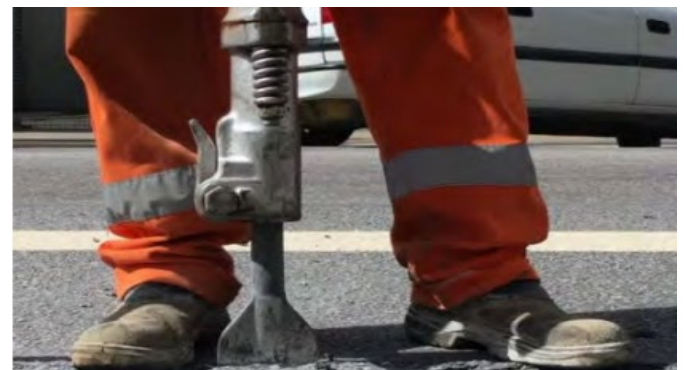
Network Rail, Southern Region Capital Delivery have recently published their latest edition of “The Shield newspaper”, aimed at increasing our safety engagement and communication direct with our workforce.

The edition features a great two page spread about our team working at Ryde Pier and our gold scoring sites in the Network Rail Route to Gold initiative.

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

[Read the full copy](#)

## Preventing Hand Arm Vibration Syndrome (HAVS)



The HSE recently fined a company, for failing to adequately assess and control the risks to its employees from exposure to vibration when using vibrating tools.

Hand Arm Vibration Syndrome (HAVS) is caused by vibration transmitted into your hands and arms when you use hand-held powered work equipment.

Workers who are regularly exposed to high levels of uncontrolled vibration may suffer from a variety of work-related injuries such as:

- Impaired blood flow and nerve damage to the hands and arms.
- Severe pain in affected fingers.
- Swelling in the joints.

**Nearly 2 million people are at risk**

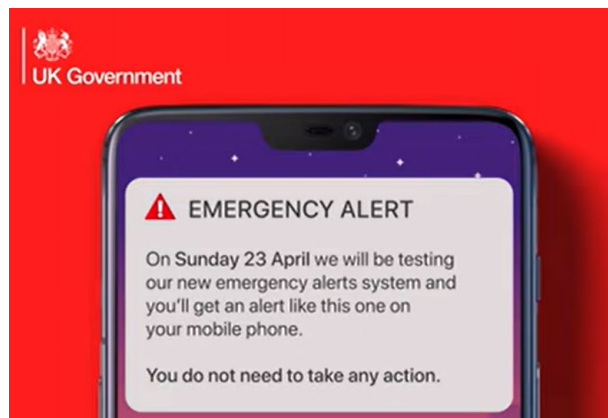
**Remember...** HAVS is preventable, but once the damage is done it is permanent

For more information about how to prevent putting workers at risk of HAVS visit [the HSE website](#).

**What are you doing to reduce or eliminate the risk of HAVS on your site?**



## Emergency text alerts



The UK Government will be testing a new Emergency Alert system nationally on Sunday 23 April at 3pm. Messages will pop up on mobile phones and tablets across the country, along with a sound and vibration that will stop automatically after 10 seconds.

The new system will warn you if there's a danger to life nearby and it will send a message on guidance about how to stay safe.

The reason why you may get an alert:

- Severe flooding
- Fires
- Extreme weather.

### What you need to do

When you get an alert, stop what you're doing and follow the instructions in the alert.

- You should not read or respond to an emergency alert whilst driving or riding a motorcycle.
- If you are driving, you should continue to drive and not respond to the noise or attempt to pick up the mobile phone
- Find somewhere safe and legal to stop before reading the message. If there is nowhere safe or legal to stop close by, tune into live radio and wait for bulletins

You can find more information on [the Government website](#)

## Free learning resources with Supply Chain Sustainability School

### SUPPLY CHAIN SUSTAINABILITY SCHOOL

Our partner, Supply Chain Sustainability School are running a number of online workshops over the next few months that you might like to join:

#### SuDS...What can we learn from Beavers ?

Tuesday, 25 April 2023, 11:00 AM - 12:00 PM

Register [here](#)

#### Super Amphibian Highways Webinar

Tuesday, 23 May 2023, 11:00 AM - 12:00 PM

Register [here](#)

#### Habitat Matters; Inspiring Action for Urban Wildlife Habitats

Wednesday, 14 June 2023

11:00 AM - 12:00 PM

Register [here](#)

**Everyone is welcome to attend. To register please make sure you login using your company email address first.**

If you would like any further information about the workshops or Supply Chain Sustainability School resources, contact [Niko Sapounas](#).

## What good looks like

# Rail services team react quickly at Knockholt Station

After receiving a 24 hour response fault due to a failing staircase at Knockholt Station, our team were on hand to prevent putting passengers at risk and get the stairs repaired safely all within a few days.

Our team arranged for emergency track access the same day and whilst undertaking the repairs overnight, our supply chain partner recognised that the repairs would be temporary, and the staircase would quickly become unsafe for public use. The following morning, our team arranged a site visit with Network Rail, Route Asset Management and South Eastern Railway and made the collaborative decision to close the staircase to allow for more substantial and permanent repairs. Arrangements were quickly made for passenger diversions via nearby stations, as the staircase was the only way passengers could access some platforms.

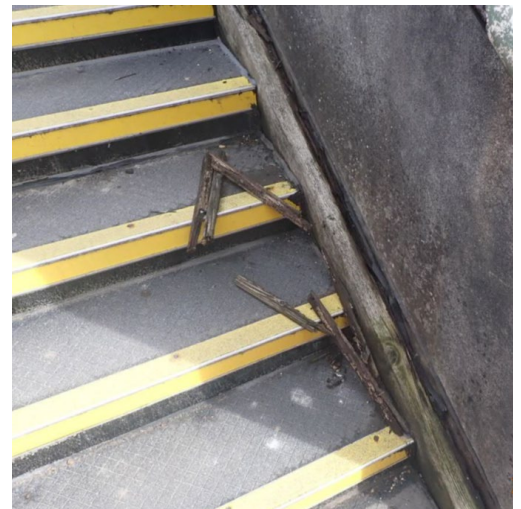
All repairs were completed within 48 hours of the site visit and the footbridge was reopened to the public the following day.

**Well done to the team for planning and delivering the urgent repairs within a short time!**

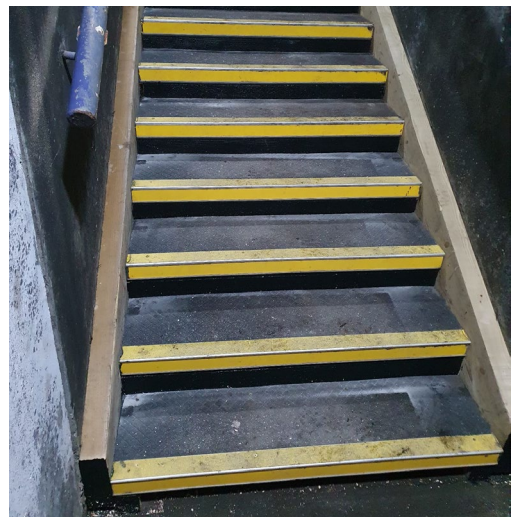
“ Good level of communication from OIL and throughout. Closure notices were clearly displayed and of good quality in advance of the work. Great work on this everyone, a splendid job in a short amount of time. ”

**Network Rail South Eastern Route Programme Manager**

Before



After



## Supporting the local community



Our team who recently completed a single deck modular carpark in Salford, wanted to support the local community even after they've left site.

They have kindly donated new kit to an aspiring youth football team at Salford Storm Football Club for their under 7 and under 14 teams.

The club and young boys were to delighted to have received snazzy new kit!



## Spring Clean



April's Health and Wellbeing focus is Spring Clean, with the weather looking brighter and warmer it's a great time to declutter your space.

**Did you know that...** According to Mintel, a third (32%) of Brits give their home an extra thorough, top-to-bottom deep clean when the days start getting warmer or lighter.

**Useful resources and how you can get involved in spring cleaning activities:**

- [Allergy UK](#)
- [Keep Britain Tidy](#)
- [How to spring clean your home in 17 steps](#)
- [Six things to give your devices a spring clean](#)



**Getting started can be quite overwhelming, so we've created a list to help you be clutter free this spring!**

### 1. Throw away items before you buy more

Don't purchase new storage supplies before you start. Though it may seem like the right idea to invest in new bins and baskets, the aim of this process is to remove as much clutter as you can.

### 2. Stop being overly sentimental

Sentimentality is the biggest enemy of minimalism. If it's sitting on the shelf, collecting dust and generally not serving a purpose then purge it from your living space.

### 3. Store it somewhere else

It's difficult to throw things away indiscriminately as you'll never know when you might need it, but if you're struggling for space and really do need to clear things out, but don't want to make it a permanent move, then consider putting it into storage.

### 4. The four-box method

Take three large cardboard boxes and label them 'put away', 'give away' and 'storage'. In addition, have a large bin bag to hand for any items that can be thrown away.

### 5. Tag your items

Once you've Spring-cleaned your home, label your storage boxes with details of what's inside them. Clutter builds up the quickest when we're searching for items in a rush, so this process will minimise the amount of items you abandon on the floor.

### 6. Set yourself a de-clutter challenge

Set yourself a realistic target, one weekend of the month, and stick to it.

### 7. Create a checklist

There are loads of Spring-cleaning challenges you can find online to get your home into tip-top shape if you're lacking the motivation. Create a list of each room in your property and then draw out a plan of what needs to be done on each day.

### 8. Create cleaning zones

Focus on your top spots. Look at the areas that most need your attention. Don't try to spread yourself too thinly by attempting to combat it all on one go.

## One Team Wessex Spring Clean with our partners



To support this month's health and wellbeing theme our One Team Wessex team and partners were out at Petersfield and Farncombe train stations collecting litter.

Thanks to the hard work of the team, together they collected over eight full sacks of litter from the areas including both car parks, helping to create and greener cleaner space for the community.

**Thank you to everyone who got involved particularly Adam Miller and Paul Medcraft for arranging. Also, colleagues from Network Rail and our supply chain partners Sunville Rail Limited, Civil Rail Solutions and BOURNE TRACK LIMITED for offering your time to a great cause.**



## Improvement Opportunities (IO)

### March statistics

During the month of March there were many good project and business level suggestions and actions being raised. Many IO's raised focused on the desire to improve operations as well as resolve encountered issues.

Please make sure when raising an IO that they highlight opportunities to improve or issues that require escalating.

Our suppliers contributed to 7% 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.

[Raise an IO through the Octavius website](#)

#### Top originators

Adam Miller	28
Gary Mundy	17
William McCarthy	17
Gary Johnson	16
Alan Venables	14

#### Top categories

Access/egress/site security	40
Site housekeeping	30
Site welfare	22
Road space/traffic management	21
Personal Protective Equipment	17

#### Top projects

E&P NSCD phase 4b	53
Farncombe to Petersfield (F2P)	31
Ryde Pier Zone 4	27
Leatherhead Embankment	14
Bearing EMI package	12

### Infrastructure Improvement Opportunities

Month	Total no. IOs	Total no. people raising IOs
March 2023	313	77
February 2023	377	66
January 2023	261	55
December 2022	217	55
November 2022	369	75
October 2022	382	80
September 2022	241	59
August 2022	299	81
July 2022	344	71
June 2022	425	80



# SHEA performance summary

March 2023

<b>Improvement Opportunities Frequency Rate (IOFR) the Current Rolling IOFR is: 1.50</b> (Target of 2.5 per 1000 hours worked)			
<b>Accident Frequency Rate (AFR) Days since the Last RIDDOR Accident: 1</b> The Current Rolling AFR is: 0.04			
<b>Service Strike (SSFR) Days since the last Service Strike: 23</b> The Current Rolling SSFR is: 0.43			
<b>March Total Number IOs</b> 313		<b>March No. Safety, Health &amp; Environmental IOs</b> 266	
<b>March No. Business IOs</b> 47			
Reference Number	Date	Project	Description
<b>Injury</b>			
11922023-22-03	22/03/2023	OTW STR Ryde Pier	Operative slipped on wet sleeper and fell cutting above eye
11952023-31-03	31/03/2023	OTW GEO Honiton	Plant fitter suffered injury to thumb when working on grout pump
<b>Service Strike</b>			
11822023-07-03	22/03/2023	OTW GEO Gillingham	Redundant telecoms cable damaged during excavations
11892023-22-03	22/03/2023	EHA Kings Lynn	Low voltage power cable damaged whilst excavating for trial holes
<b>Environment</b>			
11902023-22-03	22/03/23	CP Concrete Investigations	Hydraulic oil was lost when a MEWP hose failed
<b>Other Classification</b>			
11932023-24-03	24/03/2023	EKFB	A ton bag was lifted incorrectly
<b>Property Damage</b>			
11882023-20-03	18/03/23	NH SDF A63	The cab of a haulage wagon was damaged by the bucket of a machine which was loading it.
<b>Road Traffic Collision</b>			
11942023-28-03	27/03/23	Cambridge CC Resurfacing	Low speed collision between two items of plant
<b>TM Incursions</b>			
11812023-07-03	07/03/2023	NH SDF Hackthorpe to Tinklers Lane	Works vehicle entered closure and struck unoccupied IPV
11842023-17-03	16/03/2023	M25 Connect Plus	Public vehicles followed works vehicle into closure
11872023-20-03	20/03/2023	NH SDF Lowther Bridge	Public vehicle entered closure and was escorted out by TSCO
<b>Near Miss/Close Call</b>			
11802023-06-03	03/03/02023	Connect Plus	Works vehicles entered traffic management ahead of the closure being fully in place



**Octavius Infrastructure Ltd**  
**Thrive report**  
April 2022 until March 2023



**£62,732,542.52 total social value added\***



**Local value**



£10.1m Spend with SMEs

£51m Local spend

£1m Value contributed to the economy through local hires & job creations

**Employment, education & skills**



3080 People hours of learning interventions delivered

65 Weeks of work placements

335 People hours spent on education activities with local education providers

**Sustainability**



1225 People hours spent protecting & improving the environment

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

68.7 MTCDE reduction in emissions of greenhouse gases

**Social, wellbeing & community**



£35k Community donations

£2k Fundraising for local and national charities

690 People hours spent supporting community initiatives

**Octavius Infrastructure**  
**Bringing People Together**

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

# What good looks like

Social Value Thrive Report



Annual Turnover: £205,000,000.00

Social Value & Total Local Economic Value: £62,732,542.52



Social & Local Economic Value

At Octavius Infrastructure, social value and sustainability sit at the heart of our business plan, showing strong commitment to delivery sustainable infrastructure. We are committed to improving people lives through creating opportunities for the local communities we work.



### Local Value

Where possible we are providing work opportunities for small, medium, social enterprises and minority owned businesses. We are procuring materials and services locally where possible also.

### Local Employability, Education & Skills

We have enabled local people to obtain the skills they require to access employment, through graduate & apprenticeship schemes. We are upskilling our existing people with new skills for their future. We have created employment opportunities within the community for all, including those who face barriers to employment. We continue to work with education and training providers, industry bodies and charities to offer curriculum support and work experience opportunities.

### Sustainability

We are using resources efficiently to reduce waste and maximise value. Supporting initiatives like the Community Recycling Enterprise and donating materials to the local communities. Supporting initiatives to align with Carbon Zero agenda, by having electric charging points & direct electric to site, using hydrogen fuel cell tower lights and solarium battery charging solar panels fitted to offices, where possible. We are playing our part to reduce air pollution, noise, vibration, and nuisance to improve health within the local community, by using Eco cabins and plant on site.

### Social & Community

We have teamed up with local organisations using staff Gift Days to deliver volunteering activities that deliver benefits to local communities. We have sponsored local events ensuring local families have direct access to fun & learning activities. We have made donations to community groups which directly support local community needs.



## Octavius Rail Projects

Thrive report April 2022 until March 2023



# £42,598,318.55 total social value added\*



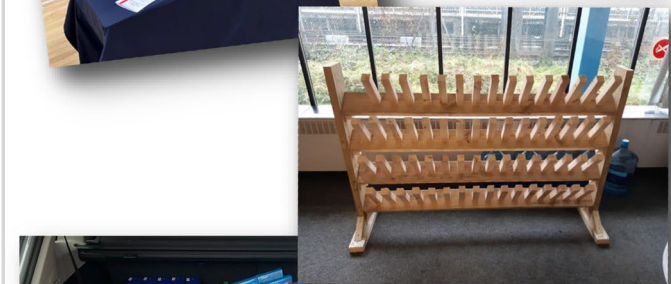
### Local value



£7.3m Spend with SMEs

£35m Local spend

£170k Value contributed to the economy through local job creations



### Employment, education & skills



383 People hours of learning interventions delivered

57 Weeks of work placements

95 People hours spent on education activities with local education providers



### Sustainability



152 People hours spent protecting & improving the environment

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

13.71 MTCDE reduction in emissions of greenhouse gases



### Social, wellbeing & community



£7,500k Community donations

£768.50 Fundraising

28 People hours spent supporting community initiatives

## Octavius Infrastructure Bringing People Together

\*including local economic value, measured using the IES Framework



## Octavius Highways Projects

Thrive report April 2022 until March 2023



**£19,475,359.72 total social value added\***



### Local value



£2.8m Spend with SMEs

£15.9m Local spend

£252k Value contributed to the economy through local hires & job creations

### Employment, education & skills



2,489 People hours of learning interventions delivered

8 Weeks of work placements

240 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%

366 Hours spent working towards net zero greenhouse gas emissions

82.2 MTCDE reduction in emissions of greenhouse gases

### Social, wellbeing & community



£14k Community donations

£615 Community fundraising

558 People hours spent supporting community initiatives

**Octavius Infrastructure  
Bringing People Together**

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

# The NE & NW Service Delivery Framework Thrive report

to end of March 2023



**£2,279,791.76 total social value added\***



### Local value



- 5 Contracts awarded to local business
- £464k Local spend
- £1.4m Regional & National spend
- £294k Spend with SMEs



### Employment, education & skills



- 744 People hours of learning interventions delivered
- 1 Trainee opportunity created
- 980 Number of formal training hours completed
- 55 People hours supporting education providers



### Sustainability



- 11 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



- 119 People hours supporting organisations in the community
- £3,500 Community donations
- £1,000 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 March 2023



**£470,272.37 total social value added\***



**Enable Inclusive Economic Growth**



£151k Local spend

£125k Spend with local SMEs

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

6 Local hires

**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

35 MTCDE reduction in emissions of greenhouse gases

24,000 Miles driven by low or no emission staff vehicles

**Transform Essex County Council to achieve more for less**



£700 Community donations

31 People hours spent supporting community initiatives

# The A46 Binley Thrive report

Until March 2023



**£35,889,532.18 total social value added\***



### Local value

- 12 Job creations
- £1.3m Spend with SMEs
- £19m Local spend
- £14.8m Regional & National spend
- £315k Value contributed to job creations



### Employment, education & skills

- 11 People employed from under-represented groups
- 21 Work placements completed
- 121 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

- 491 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

# The Hertfordshire Framework Thrive report

January 2022 to end March 2023



**£1,909,084.01 total social value added\***



### Local value



6 Local hires

£730k Local spend

£946k Regional & National spend

£81k Spend with SMEs

£108k 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

71 People hours spent on education activities with local schools

### Sustainability



881 People hours spent protecting and improving the environment

13.1 MTCDE Reduction in emissions of greenhouse gases

140 Tonnes reduction in waste to landfill

### Social, wellbeing & community



£2k Community donations

322 People hours spent supporting community initiatives



Octavius Infrastructure Working in Partnership  
with Hertfordshire County Council

\*including local economic value, measured using the IES framework





INFORMATION



# Safety Alert

## Car struck by falling concrete

13 April 2023

### Background Information

A small section of concrete from a motorway overbridge became loose and fell striking a car.

Nobody was injured, but the vehicle was damaged, and the motorway closed to traffic until the bridge had been inspected and deemed safe.

A subsequent investigation confirmed that the detached concrete was part of a historic repair to the lower edge of the in-situ concrete fascia, to the side of the bridge deck.

The bridge was built in 1980, and a repair carried out in this area in 2009.

The most recent Inspection in 2022, did not identify any defects at the location, and photographs from around that time appear to show no obvious cause for concern with no signs of debonding, delamination or cracking.

Initial indications suggest the repair was not adequately bonded around the existing reinforcement.

Our requirements for this type of concrete repair are currently provided in [CS 462](#) and [Series 5700](#) of the Specification for Highway Works.

CS 462 requires structural repairs to be secured in place by encompassing reinforcement, and by adhesion of the repair material to a roughened substrate.

If this is impractical, small diameter dowels may be bonded into the existing concrete, subject to agreement with the Technical Approval Authority.

Non-structural repairs, which are those secured in place only by adhesion to the substrate, are not permitted above highways or other areas used by the public or workforce.



### Lessons Learnt

- Inspectors should check for delaminated areas of concrete during Principal Inspections by hammer-tapping, and any loose concrete shall be removed.
- Any loose concrete identified during General Inspections that poses a risk to the public should be removed as soon as reasonably practicable, with measures taken to mitigate the risk in the interim if appropriate.
- Designers should consider whether concrete repairs to non-structural elements above live traffic are necessary.
- Structural repairs must be secured in place mechanically by encompassing the reinforcement, and by adhesion of the repair material onto a roughened substrate.
- Where repairs are considered impractical the Technical Approval Authority should be consulted.

NHa329

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



# Safety Bulletin



## Cable breach during rail burning activity

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

Ref: NRB23-04

Date of issue: 17/04/2023

Location: Totnes, Devon

Contact: [Mark Dobson](#), Programme Engineering Manager, Route Services



### Overview

**Colleague unknowingly hits cable leaving them in a state of shock and taking down the signalling power.**

On Thursday 9th March 2023 at approximately 21:20 in Totnes, Devon, a supply chain colleague was burning scrap rail into 20ft pieces within the cess area of the infrastructure as it needed removing.

They couldn't see the 650v cable which supplied power to the signalling system. It was buried just under the surface of the wet ballast underneath the rail.

The cable had no protective routing and you could only see it intermittently on top of the ballast at points along the cess.

The cable sheathing was burnt through, causing a large bang and flash, and significant signalling power loss within the Totnes area.

The individual was not physically hurt but were in a state of shock. They were taken to hospital, accompanied by another operative, for precautionary checks.

The cable was repaired by the local S&T Fault Team, and normal working resumed at 04:15.

All High Output rail burning activities have been suspended, while we review if any additional controls are necessary.

The incident is currently under investigation by Network Rail.

### Discussion points

- What are the benefits of pre work surveys and risk assessments regarding potentially vulnerable equipment?
- What work do you have planned that might affect cables?
- The outcome of these surveys and risk assessments may influence where tasks such as the one in this incident are undertaken.
- What checks do you do before starting work, to make sure that you don't disturb cables?

Part of our group of Safety Bulletins

Safety Alert

Safety Bulletin

Safety Advice

Shared Learning



**Safe at heart**  
I care. You count. We matter.

Alert

**FAILURE OF LIFTING EYE ON PRE-CAST CONCRETE BLOCK**

Date of incident:	18/01/2022	Incident type:	Lifting / Falling Item
Incident ref:	INC14552	Contractor:	MDJV / Barhale
Location:	Euston – Traction Substation Area		
Keyword Search:	Lifting, block, lifting eye, falling item, exclusion zone.		

**Summary of Incident**

While removing a delivery of new precast concrete blocks, (2.5t) the lifting eye (rated to 5t) of the final block sheered causing the block to fall.

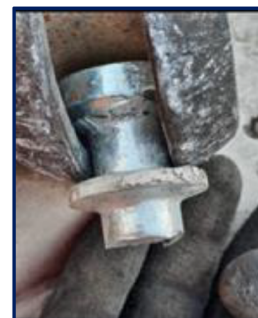
**\*\*\*REVISED INVESTIGATION FINDINGS\*\*\***

Barhale / MDJV have undertaken a detailed investigation, liaising with suppliers and, in turn, the manufacturers of the lifting pins. A metallurgist report confirmed there was likely to have been overheating in the manufacturing process that may have weakened the pin. Additionally, oxidation may have occurred.

Pin was manufactured in 2021 and there are several ‘unknown unknowns’ regarding the state of the pin between manufacture and point of use. However, **root cause** of the failure has been identified as a manufacturing defect – the pin has been overheated during the forging process resulting in tensile failure

Manufacturer of the blocks are continuing their quality assurance checks with the manufacturer of the pin. It became apparent that Quality Control sample size is very small, 3 Pins from a batch of 10000 made were subject to test to achieve CE certification of conformity.

**Photographs**



**Actions**

All sites are urged to:

- Ensure any work equipment or materials supplied with integral lifting points or components are part of a PUWER inspection regime. NB cast-in lifting components are specifically exempt from LOLER.
- Always undertake a visual inspection of integral lifting points on work equipment or materials prior to lifts.
- Always obtain documented evidence of conformity for integral lifting point or components
- Ensure RAMS Lift Plans and SSOW are fully communicated, understood, and adhered to.
- Ensure exclusion zones are in place and fully enforced.
- Report any such failures of these or similar cast in components for lifting in Horace and to the respective suppliers.

# Safety Advice



## Contractors using orange & white ballast bags

<p><b>Issued to:</b> All Network Rail Contractors / Maintenance Functions / Works Delivery / Capital Delivery</p> <p><b>Date:</b> 19<sup>th</sup> April 2023</p> <p><b>Location:</b> Regional / Route Wide</p> <p><b>Contact:</b> Martyn Shaftoe, Workforce Health, Safety &amp; Environment Advisor, Wessex</p>	
<h3>Overview</h3>	

It has become apparent that some Network Rail contractors have been using ballast bags purchased from “Milestone” that are orange and white in colour.

Drivers have been raising concerns that from a distance, these bags look like members of staff crouched down in the cess or look like members of staff who are close the running rail and as a result are blowing their horns to warn of their approaching train.

These ballast bags from “Milestone” are not the full white ballast bags that Network Rail purchases. White/blue ballast bags are this colour to avoid confusion to train drivers.

**Immediate action required**

Please ensure any ballast bags that are brought onto the rail network are white in colour

Any existing bags that are orange in colour that are already on Network Rail infrastructure should be covered over/removed at the earliest opportunity

Contractors who purchase ballast bags must ensure that their suppliers only supply bags that are white in colour or are suitably covered to avoid the issue of the orange colour distracting drivers

If your role involves dealings with third party contractors, please ensure they are aware of this issue and suitable steps taken to stop orange ballast bags coming onto the network

<b>Safety Alert</b>	<b>Safety Bulletin</b>	<b>Safety Advice</b>	<b>Shared Learning</b>
 Show you care	 Keep it simple	 Listen, learn, improve	





INFORMATION



# Safety Alert

## Parking of Traffic Management Vehicles in Longitudinal Safety Zones Lane Closures

4 April 2023

### Background information

Costain’s advisory team were recently commissioned by National Highways to complete a review of overnight roadworks across the Strategic Road Network.

The survey covered all providers and regions and identified that nearly 50% of contracts reviewed had traffic management vehicles parked within the longitudinal safety zone, all within 100m of the last arrow (TSRGD 610 and 7105) of a taper or behind a changeover.

As stated in the Traffic Signs Manual Chapter 8 and as covered in national training courses, longitudinal safety zones must be kept clear of all parked plant and vehicles.

Parking vehicles in safety zones puts customers and workers at increased risk and all sites and providers are required to immediately implement appropriate measures to ensure that this activity ceases.

Incorrectly parked vehicles, especially with headlights facing oncoming traffic, may cause uncertainty and confusion.



Example of vehicle parked in longitudinal zone

### Lessons Learnt

- It is important that all personnel working on the highway implement these recommendations in accordance with their H&S training before entering live sites.

Permanent speed limit (mph)	Minimum longitudinal clearance (m)	Desirable longitudinal clearance (m)	Minimum longitudinal exit clearance (m)	Desirable longitudinal exit clearance (m)
30 or less	0.5	10	0.5	9
40	15	30	3	9
50	30	50	3	9
60	60	100	9	9
70	100	200	9	9

Minimum and desirable longitudinal clearances are provided in Chapter 8 Part 1 Table 3.1

NHa328

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





INFORMATION



# Safety Alert

## Placement of the “Workforce in Road SLOW” Sign (Diagram 7001.3)

28 March 2023

### Background information

Costain’s advisory team were recently commissioned via the SPaTS2 framework to complete a deep dive review and provide an informed national picture of overnight roadworks across the Strategic Road Network.

The survey covered all providers and regions and identified that Temporary Traffic Management (TTM) providers are erecting “Workforce in road—slow” signs at locations that require the TTM vehicle to be parked in a live lane.

We would like to remind all providers that this sign needs to be erected from a safe location, hard shoulder or lay-by. This must be done before any vehicle enters a live traffic lane to install, maintain, or remove traffic management when using dual vehicle working. This sign essentially forms part of the advance signing for traffic management tasks.

The condition of many of these signs was also noted as having a poor or extremely marginal sign face condition with substantial numbers being well below the size required by TSM Chapter 8 Table A1.2 and some not complying with the requirements of the TSRGD 2016.

It is therefore important that all personnel working on the highway implement these recommendations in accordance with their H&S training provided and before entering live sites. Installing signs from an unsafe location means an unsafe action has to be repeated to remove the sign.



Example of incorrect sign placement

### Lessons Learnt

- Signs should be inspected and cleaned regularly to make sure they are fit for purpose.
- Unclean or worn signs do not have the same level of retro reflectivity and therefore do not appear as bright or visible.
- Installing signs from an unsafe location puts all road users at risk.

NHa326

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





# Environment Bulletin



## Environment and sustainability concerns

Issued to: All Network Rail line managers, safety professionals, Environment and Sustainability distribution list and accredited contractors

Ref: ENV23-01

Date of issue: 20/03/2023

Location: National

Contact: Technical Authority Environment & Sustainability



## How to raise environment and sustainability concerns

Network Rail has environmental and sustainability obligations in over 200 pieces of UK legislation. It also has many strategic goals that go beyond basic compliance. The means by which it complies with these obligations are bound in standards, processes, guidance, and other controls.

Reporting issues related to health and safety concerns is a well-established process across Network Rail and its supply chain-but what about environment and sustainability concerns? They share many of the same processes and systems for reporting.

### What's concerning you?

Activities or events that impact Network Rail's legal obligations or strategic goals as regards environment and sustainability are a concern for the business.

Some environment and sustainability concerns may be familiar to you, whilst others you may not have thought about reporting before:

- poor air quality at your work site;
- waste management behaviour and facilities e.g. lack/misuse of recycling facilities;
- concerns about noise levels;
- concerns about inclusivity in a team;
- absence of/ incomplete mandatory environment and sustainability PACE products for a major project;
- damage/destruction of habitat of a protected species;
- poor material management e.g. storing of hazardous material inappropriately.

### Who can you tell?

Your supervisor or your line manager should listen to all and any concerns you may have.

If your concerns are about environmental and sustainability management on a site, your Environment and Sustainability team should be made aware.

As with safety close calls & incidents, **environmental incidents are raised in the same manner**. More information on this can be found on Safety Central in [the Environmental Close Call and Incident Guidance Note.\[CW1\]](#)

If you believe your concerns are not being actioned, or you are not receiving feedback about concerns you have raised, you can confidentially use [Speak Out](#).

Alternatively, you can report your environmental or sustainability concern to [CIRAS](#) - an independent confidential reporting services covering the whole rail sector.

If you have any feedback or if you would like to contribute to the next issue of STOPThink! please contact:  
[anjni.thakrar@octaviusinfrastructure.co.uk](mailto:anjni.thakrar@octaviusinfrastructure.co.uk)

**24/7 SHEA hotline:**  
**+44 (0)1737 944 720**

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**STOP.**  
**Think!**

April 2023