



octavius

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

July 2023

Make better  
decisions.

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

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Welcome to the STOPThink! Cascade Briefing for July. This is my first time writing the introduction and it has been a great opportunity for me to STOP and THINK about why it is important to share knowledge, learn from one another and consider what changes might be necessary to make a difference. The benefit of this publication is that you can use it as you want, read it cover to cover or dip in and out of articles or issues of interest and importance. There is a little bit of something for everyone.

In June, Octavius were pleased to host a supply chain event at the Oval Cricket ground in London with a focus on bringing people together, because it has been a while since we held a face-to-face conference. Over 60 supply chain partners and 90 individuals attended the event to learn a bit more about Octavius, our business approach and how we intend to work with our supply chain partners to offer innovative and sustainable solutions to delight our customers. The day included speaker sessions, Q and A sessions, workshops tasks and learning on a variety of topics.

At the event, I presented my thoughts on sustainable development in our industry. The evidence for why we need to embrace sustainable development is compelling and shows us that we need to do something different and change our behaviour if we are to be resilient to environmental damage and climate change.

Barack Obama once said, "Change will not come if we wait for some other person or some other time. We are the ones we've been waiting for. We are the change that we seek.", if that is true then clearly, we need to do something.

**The question is: "What will we do and when will we do it?"**

**And perhaps more importantly, who is going to do it?"**

I feel quite strongly that sustainable change (and any kind of positive change for that matter) will come from marginal gains, with many small interventions and actions causing a ripple effect, rather than a large seismic event. It is also likely that sustainable change will only happen because we all work together to achieve it. Whether it is with a view on carbon, social value, biodiversity, waste, or inclusion, none can be achieved by one organisation delivering 'things' on their own. Change will happen where there is a collaborative partnership that relies on engineers, designers, suppliers, customers, and operatives, all coming together to work the problem and collectively benefit from the change.

A clear message from the supply chain event was that you agree, and that you want to be involved in early engagement with us and the customer to work the solution collectively. You want us to listen to your expertise and build that into the scheme from the start. But equally we need to hear from you on what you do, how you do it and then we can see how we best align and make the change we all seek.

Have a safe and sustainable month.

**Cat Cliffe**  
**People and Sustainability Director -**  
**Octavius Infrastructure Ltd**

## Protected species licensing guidance

# SHEA BULLETIN

### KEY POINTS:

- Protected Species licensing guidance
- Natural England issued a Conditional Warning Letter to a Network Rail Project in the South West region
- Consequences of breaching a European Protected Species Licences for Hazel Dormouse

Dear colleagues,

**On 10th March 2023, the Okehampton Project Team (Network Rail) received a Conditional Warning Letter from Natural England's Enforcement Team.**

Natural England's investigation found that there has been several breaches of the European Protected Species Licences for Hazel Dormouse (*Muscardinus avellanarius*).

The Conditional Warning Letter requires Network Rail to meet 6 conditions by a prescribed date to prevent further enforcement action.


Failure to comply with the conditions of the letter may result in Natural England bringing criminal proceedings or other enforcement action against Network Rail, its contractors or even individuals involved.

### Protected Species Licensing

Any environmental licence, permit, or consent agreed with a statutory authority (Natural England) will be subject to legally binding conditions.

Before applying for a licence, a suitably qualified ecologist must be engaged (they will be the 'named ecologist'). It is essential that the team responsible for the works engage with this ecologist and heed the guidance provided to them before and throughout the delivery of works.



It is essential in the management of any ecological risk, that it is identified during the planning and/design stages of the work. Engaging early with specialist ecologists is essential to prevent program delays. Surveys must first take place before applying for a license. Ecological surveys are restricted to certain times of year, refer to the  [Ecological Surveys SOP](#) for further information.

Project teams should contact the Octavius Environment Team for support and pass on records of Protected Species Licences to the Environment Team.



## Helping to make the highways healthier

A huge congratulations to our Supervisors Sean Broughan and Greg Kneller who are members of our M25 team, for being recognised in the One Community Healthier Highways awards; which is the partnership between Connect Plus and all its supply chain partners.

Healthier Highways is an initiative working with Steve Perkins Associates, aiming to make workplaces healthier and share awareness of health issues in the construction industry.



**Greg receives his certificate and £50 voucher from Chris Hudson, Highways Director**

Greg recognised excessive dust being generated by planing activities at Sipson Lane during testing, investigation and monitoring works for waterproofing. To prevent workers being exposed to dust he took the action to increase water flow to the planer spray nozzles and decrease flow in the conveyor belt speed. Both of these actions helped improve the control of dust exposure.



**Sean receives his certificate and £50 voucher from Nick Howard, M25 Framework Manager**

At the Dartford Depot operatives had nowhere to empty the toilet cartridge apart from bringing it into the office and putting contents down the toilet or lifting the manhole cover around the back. To prevent the need to manually handle which could lead to musculoskeletal disorders, Sean installed an emptying point on the waste pipe at the back of the office so all they need to do now is unscrew the cap and empty the cartridge.

Thank you Greg and Sean for stopping, thinking and helping to keep everyone safe and healthy.

## Celebrating our people – Gade Valley awards

This month along with our partner Connect Plus Services, we held an awards evening with all our suppliers who were involved in the Gade Valley Viaduct project, to celebrate and recognise everyone's hard work and dedication throughout the 6-year project.

You can read more about the Gade Valley Viaduct project in the January 2023 edition of [STOPThink! cascade](#).



**Congratulations to all the winners and nominees.**



**Peter Quinn, Senior General Foreperson**  
Health, Safety and Wellbeing



**Rafal Dzieciaszek, Project Manager**  
Programme



**Sarah Askey, Social Value Manager**  
Environment



**Mark Averill, Senior Site Manager**  
Quality



**Martin Parsons, Senior Project Manager**  
Excellence in leadership





## Ryde Pier opens to trains



Following the successful completion of a year of major works, on Monday 10 July, Ryde Pier Head Station opened to trains for the first time since last October, after the critical work was completed.

The railway pier extends into the Solent and provides a link to the Isle of Wight ferries. The 143-year-old, 686-metre-long structure has been undergoing a programme of heavy maintenance and renewal to extend its life for another 60 years. Much of the work needed boats to bring materials to the pier and to give colleagues access to work on it; extreme weather and storms over the winter affected the time needed but it's now open to trains again.

To minimise disruption to passengers and keep workers safe whilst works were carried out, a buffer stop was installed which segregated the work site and allowed the whole line except for Ryde Pier to remain operational

Our One Team Wessex team (OTW), which is the collaborative relationship between Network Rail and Octavius responsible for the delivery of infrastructure enhancements and renewals in the Wessex route led the whole project together, to drive a successful outcome for the travelling public.

The project would not have been possible without the support and efforts our people and colleagues from our whole supply chain. A huge congratulations and thank you to all involved in the delivery of this challenging project.



**236 IOs raised**



**307-day shifts and  
125-night shifts and  
completed.**



**62,000 hours worked  
with one accident.**



**335 site inductions  
undertaken.**

Statistics from 4th July 2022 – 7th July 2023

## Assured and safe delivery at Horley



Congratulations to our Rail Services team for safely and successfully opening the new public footbridge in Horley, for passengers to enjoy.

The original life expired footbridge which was originally built in the Victorian era over the Brighton Mainline, had been removed during a 24-hour possession over Christmas. The team have since been carrying out the final elements including painting the steelwork, brickworks repairs to the landing piers and installing mesh.

Despite several challenges including unexpected severe winter weather conditions, the team have worked hard in collaboration with our supply chain to deliver on time and to programme.

To help minimise disruption to passengers, works were planned and completed during night shifts. Additionally, the team made sure to keep the local community well-informed about the planned works through signage and regular communication, including delivering letter to nearby houses.

Well done to everyone involved for safely and efficiently delivering the works for our customer. The upgrades are already making a huge impact to the travelling public.

“

Stakeholder management was fantastic and end result is first class, well done, and thanks to Octavius for this job.

Thomas Cowie, Network Rail Programme Manager.

”



## Connecting communities in Chelmsford



Congratulations to our team working on the Chelmsford North East Bypass Scheme, in Essex for safely and successfully lifting and installing the bridge beams onto the new reinforced concrete abutments. This was a critical milestone in our journey to completing the new bridge, for our customer Essex County Council.

Thinking differently to keep everyone safe and minimise working at height, the team installed the permanent and temporary formwork deck on the bridge beams at ground level ahead of lifting the beams into place. This safe method also helped to drive efficiencies in the overall programme for completion of the bridge deck.

The new highway bridge is being constructed on a green field site, which is part of a wider scheme to support the economic growth and development in the county, to improve accessibility for the residents of Essex. The scheme involves building a single span integral bridge structure and approach embankments. Comprising of weathering steel beams with a reinforced concrete deck, integral abutments and piled foundations. It will allow the quarry operations to continue whilst the construction of new main bypass road is completed, ahead of becoming a public highway

We've been carrying out the works since September 2022 and are on track to complete in September 2023.

Thank you to everyone involved for achieving this key milestone and eliminating key risks to ensure everyone can go home safely.



## Progressing at high speed in Aylesbury



Congratulations to our EKFB team for successfully installing 21 pre-tensioned concrete U beams, each weighing in excess of 55 tonnes, to support the new Oxford Road overbridge that we're constructing in Aylesbury. It will eventually carry local highway traffic safely over the new HS2 route.

The logistically challenging activity began in May and to ensure this key milestone was achieved to programme, seven beams were installed each week. The beams were delivered from a factory in Ireland and installed using a 650-tonne telescopic crane. The crane operated from a specially designed working platform, was reinforced with geogrids to minimise the use of granular material, helping to reduce our embodied carbon emissions.

Twelve months of collaborative planning with our Highways team and supply chain partners meant we could deliver safely and on time.

The new three span continuous bridge structure will be approximately 70 metres long and approximately 14 metres wide. It's all part of the programme of works that we're carrying out to realign the A418, to facilitate the new HS2 railway line.

Congratulations to all involved in the safe, professional, and efficient delivery of the works!

## Enroute to more greener car parking



Our team working at Wellcome Genome Campus, in Hinxton are making excellent progress on the singular deck modular carpark, following the successful completion of a concrete pour, in excess of 300m<sup>3</sup> across the deck and ramp, safely and on time for our customer.

Our innovative foundationless carpark solution in collaboration with Siderpark, has a modular steel framed design, that provides a quick, efficient and cost-effective solution to transform an existing area into revenue generating parking.

The high quality, highly durable componentry provides many years of maintenance free parking.

The flexible design also allows for future expansion and is easy to dismantle and relocate to meet changing customer needs.

In two month's time we will have doubled the customer car parking capacity at the campus to nearly 300 spaces. The solution will provide many environmental benefits as 276 PV solar panels will be installed. It will also feature our first ever heated ramp!

We look forward to seeing the final works!



## Lean learning sessions

To help you enhance and embed your lean awareness, Kimberley Coxon has arranged sessions for the next year until March 2024, focusing on different lean tools. All sessions will be held virtually and are open to everyone including Octavius employees, our suppliers and customers.

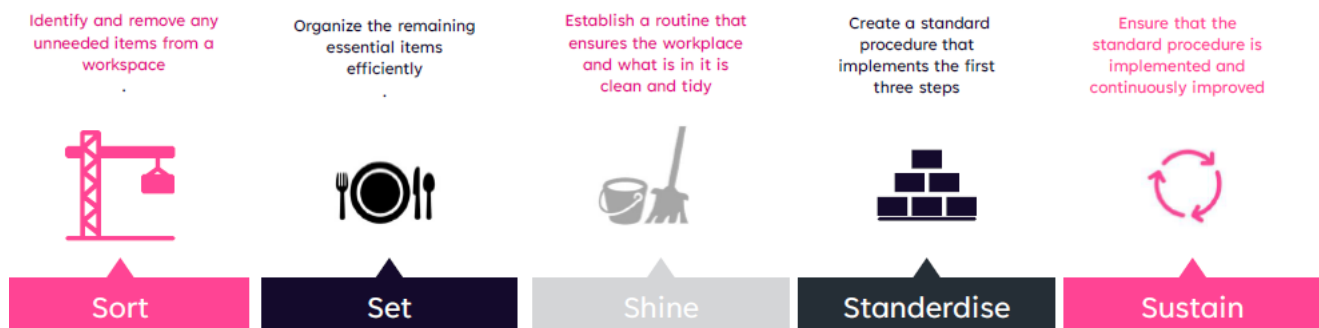
If you would like more information, get in touch with [Kimberley Coxon](#).

Date	Time	Teams Link
08/08/2023	12:00-12:30	<a href="#">SIPOC</a>
11/09/2023	12:00-12:30	<a href="#">FMEA</a>
10/10/2023	12:00-12:30	<a href="#">Managing Stakeholder</a>
14/11/2023	12:00-12:30	<a href="#">Value Stream mapping</a>
12/12/2023	12:00-12:30	<a href="#">DMAIC</a>
09/01/2024	12:00-12:30	<a href="#">Visual Management</a>
13/02/2024	12:00-12:30	<a href="#">Lean Deployment</a>
12/03/2024	12:00-12:30	<a href="#">Lean in Octavius Infrastructure</a>

## Prevent defects by leaning on Lean

Our Lean Waste Identification dashboard has been updated on the [Lean Launch Pad \(sharepoint.com\)](#). This month defects were again leading ahead, which is mainly driven by design errors, inadequate equipment, overprocessing mainly due to materials not being stacked correctly or placed in the wrong location

Its great to see that many of our projects and people have been applying the principles of the 5s to ensure efficiencies including simply checking that tools and equipment are fit for purpose.



### Thank you for being leaner

Thank you to everyone that has engaged with our latest onboarding process improvement project. Your engagement means we can continually improve our onboarding process.

**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



**What do Bill Gates, J.K. Rowling, Lady Gaga and Elon Musk all have in common? They're all introverts.**

This month focused on the world of introverts. The session explored the different personality traits, benefits of being an introvert, dispelling some of the myths and sharing the surprising benefits and advantages. Experts were also on hand to share key top tips that can help introverts to stay connected and sociable without depleting their energy levels.

[Watch on demand – Harnessing the power of introverts](#)

### **Sign up to August's session - smart snacking**

Learn about how you can become a smarter snacker by choosing foods that fuel you between meals, providing essential nutrients and ensure weight management.

Sign up now up now to embrace the power of smart snacking and take control of your choices.

## Safer working with National Highways

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

[Highways safety newsletter – June 2023](#)



This edition features preventing and managing incursions, preventing accidents around emergency vehicles, and how to safely check for oncoming traffic whilst exiting your vehicle

**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](#)



## Creating a greener environment with Supply Chain Sustainability School

SUPPLY CHAIN SUSTAINABILITY  
**SCHOOL**

Please join us at the next workshops that we're hosting alongside our partners. Everyone across Octavius and our supply chain is welcome to join.

### Introduction to Biodiversity

20<sup>th</sup> September 2023

14:00- 16:00

[Register here](#)

### Understanding Social Value

14<sup>th</sup> November 2023

10:00-12:30

[Register here](#)

### Other upcoming sessions:

#### Meet the Buyers Conference 2023 - National Highways RDP

Thursday, 17 August 2023, 9:00 AM - 4:30 PM

[Register here](#)

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

### Free learning resources

Don't forget The Supply Chain Sustainability School has a whole host of free learning resources [on their website](#).

## Preventing breakdowns this summer

Over the Summer you may be planning holidays, to ensure you have a smooth and safe journey it's vital you carry out some simple checks to avoid a breakdown.



### 1. Tyre tread

All tyres are legally required to have a minimum tread depth of 1.6mm.

Driving without the legally required amount of tread can adversely affect your grip, braking distance and steering. If you're stopped by the police and found with illegal tyres, you could receive a fine and penalty points.

### 2. Lights

If your indicators, hazard lights, headlights, fog lights, reverse lights or brake lights aren't working properly, you're putting yourself and others at risk.

### 3. Screen wash

To ensure you have good visibility, always keep your screen wash topped up so you can clear any debris or dirt off your windscreen. Also, check your windscreen wiper blades to ensure they're not dirty, worn or damaged.

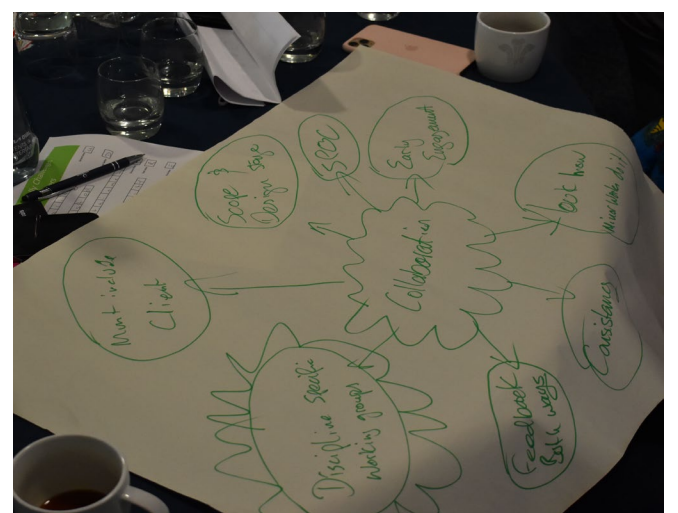
### 4. Oil

Use your dipstick to check oil regularly and top up if needed.

Maintaining the correct oil level is essential as the oil lubricates, cleans, cools and protects the moving parts of your engine, preventing your engine from seizing up and breaking down.

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

## Collaborating with our partners



We held our first ever supply chain event as Octavius with representatives from more than 80 of our supply chain. The event was a fantastic opportunity to connect with our supply chain since the transition of the company.

Together with our Senior Leadership we discussed important topics including carbon reduction, sustainability, safety and shared best practise to ensure everyone is aligned with our vision and key objectives. Also, understanding how we can work better together to shape the future of the industry and promote greener and more efficient transport infrastructure solutions.

One attendee said, “ I had a productive and engaging day at the supply chain forum sharing how we can create stronger relationship, to build a better and safer industry”.

Thank you to everyone who attended, we're looking forward to working closer together with you to deliver more successful projects.



## Stamping out road worker abuse



**Did you know that...** over 50% of roadworkers are abused every week and over 80% don't report the incident.

To help protect all our workers whilst they carry out essential work on the road network we're proud to support the Stamp It Out commitment, which aims to completely eliminate all kinds of abuse across road networks and on the wider transport infrastructure network.

Recently, members of our senior leadership team, Gavin Pritchard, Highways Managing Director, Jamie Harrison, Highways Delivery Director and Neil Wilson, SHEA Director, attended the Stamp it Out summit at the House of Lords. During the event, they heard about the sheer scale of the levels of abuse and some of the real-life experiences of those that are working across our road networks, and the effects it has on their mental health.

We are working closely with the chairman of Safer Highways to implement some of the initiatives, such as a trial of the Jarvis App, to proactively demonstrate that we do not tolerate any kind of abuse to workers.

In addition, we will be joining the Stamp It Out managing conflict training trial that is being rolled out in September 2023, as part of the wider Stamp it out campaign.

You can find out more about the initiative on the [Stamp it Out website](#).

## Quick reaction saves a life



When a member of the public fell and hit their head on the road near our Stoneleigh site, our team reacted quickly. The injured person's breathing was deteriorating so the team collected the nearest defibrillator and applied lifesaving chest compressions.

The team quickly put-up privacy screens and ensured traffic on the road could continue safely whilst waiting for the emergency services to arrive. The member of the public is recovering well and visited our site team to personally thank them for their lifesaving interventions.

*Well done to the team for your quick and calm response to the incident that ultimately helped save the life of a local member of the public.*

## Delighting our partner

Following a site visit from members of the Considerate Constructors Scheme at our Chelmsford North East Bypass site, the team received an outstanding score of 42 out of 45!

“ The site is extremely well presented and maintained; the appearance of this project promotes an excellent image of the industry. Corporate branding is suitably promoted, and everything about the site is well maintained, clean and tidy. An excellent level of respect for, and integration with the neighbouring community is evident; local engagement and social enterprise promoted by the company is superb. ”

*Considerate Constructors Scheme Monitor*

*Well done to the team for delivering a high-quality service and continuously improving.*

## Sun, skin and hydration



July's Health and Wellbeing focus is sun, skin and hydration.

### Sun

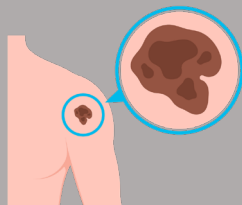
**Did you know that....** Skin cancer is one of the most common forms of cancer in the UK with over 50,000 new cases every year. Those most at risk are people who work outside, have pale skin or freckled skin that is prone to burning, people with moles or with a weakened immune system.

Too much sunlight is harmful to your skin. It can cause skin damage including sunburn, blistering and skin ageing and in the long term can lead to skin cancer such as melanoma. Working outdoors for long periods of time increases our risk of damaging of our skin, or worse, unless proper precautions are taken.

### Scan your skin

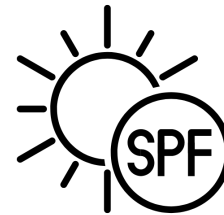
It is important that you scan your skin at least once a month for signs of skin cancer if you have had exposure to sunlight, signs can include:

- Growth of moles
- Moles that are growing, bleeding or changing in appearance.
- Scabby spots and sores that do not clear
- Skin discoloration.



If the skin does not improve in four weeks, you must seek medical advise.

### How to save your skin whilst working in the sun:



- **Plan your day** — reschedule works to take place during the coolest parts of the day.
- **Walk and work** in the shade as much as possible.
- **Take frequent short breaks**, in a shaded cool area.
- **Stay hydrated** — drink plenty of water.
- If possible **wear loose and lightweight** clothing – speak to your site manager.
- **Always use sunscreen** on all areas of your skin and reapply every two hours. Look for sun protection of at least factor SPF30.
- Report any medications that can affect you in hot environment.

### DON'T LET SUNBURN CATCH YOU OUT

Check the UV index at [www.metoffice.gov.uk/uv](http://www.metoffice.gov.uk/uv) to see how strong the sun's rays are.





## Hydration



### Water facts

Our bodies are **50-75% water** – dehydration is when we lose more water than we take in.

Being **dehydrated by as little as 2%** of your bodyweight can have negative effects.

The recommended daily intake of water is **2 litres per day** however, the average person in the UK only drinks 1.7 litres.

### What happens if you don't drink enough water?

Dehydration can affect your body and brain in a number of ways.

You may feel:

- tired
- find it hard to concentrate
- experience mild memory problems
- lack motivation
- find it takes more effort to complete usual work or daily activities.

### Why do we need water?

While sugar-free drinks, tea, coffee, fruit juice and smoothies are all good ways to maintain hydration, sugar isn't very good for us and they can also damage our teeth. Tea and coffee also contain caffeine which you may need to keep track of. Water, on the other hand, is healthy and is readily available straight from the tap. Not only is it calorie-free, but it also doesn't contain any sugar.

Water is involved in every single process in our body. We need it to:

- Help regulate our temperature
- Keep our joints, eyes and muscles lubricated
- Get rid of waste via sweat, urine or bowel movements
- Water is essential for life. Without it, we would only be able to survive for a few days.

### Activities that increase the risk of dehydration.



- Working in a loft
- Working on a roof
- Long periods of driving
- Working on a scaffold
- Lack of regular breaks
- Hot works such as welding.

## Top tips to keep you hydrated

- Have something to drink when you first get up in the morning
- Remember to drink before you get thirsty
- Use the **Dehydration Urine Colour Chart** shown below to monitor your urine, this is a quick way to recognise if you are dehydrated
- Monitor your fluid intake, factoring in foods. Most of what we eat contains some water, especially fruits and vegetables
- Packing ready-to-eat fruits in sealable plastic bags can be a great way to restore fluids and vitamins during outdoor activities
- Staying hydrated in hot weather can help reduce the risk of heat-related illness. For more information visit;



[NHS - Sunscreen and Sun Safety](#)

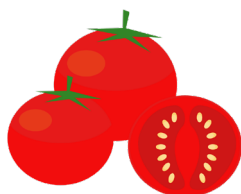
[NHS - Dehydration](#)

## Foods that help you stay hydrated



### Drinks

All drinks count towards as your fluid intake but try to avoid too much caffeine as they can act as a diuretic.



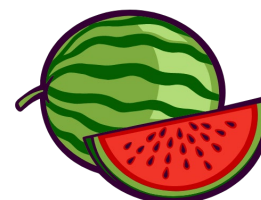
### Vegetables

Vegetables like tomatoes, celery, cauliflower are great sources of water. A cucumber has 96.7% water.



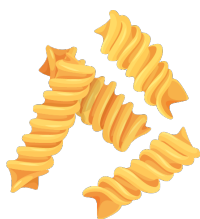
### Soups

Soups and broths have a high-water content.



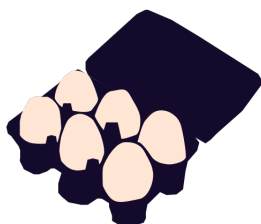
### Fruits

Fruits are a key water intake. A watermelon is 92% water, raspberries and berries contain 85% water.



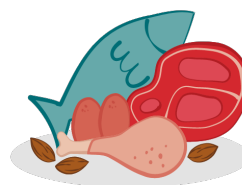
### Dry foods

Water is added to foods like pasta and rice during the cooking process, albeit absorbed.



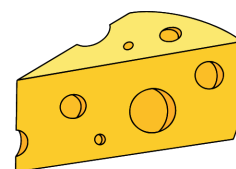
### Eggs

The water content of eggs is 75% and are also a great source of protein.



### Meat and fish

A flounder is 79% water and chicken with skin is 69%.



### Dairy

Plain low-fat yogurt is 89% water and cheddar cheese is around 40%.



# Working in the sun (page 1 of 2)



Infrastructure Projects Southern

## Toolbox Talk

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### Working in the sun

16 June 2017

### The sun is dangerous...



If you work outdoors for a long time your skin could be exposed to more sun than is healthy for you.

In the short term, even mild reddening of the skin from sun exposure is a sign of damage. Sunburn can blister the skin and make it peel. In the longer term too much sun speeds up ageing of the skin, making it leathery, mottled and wrinkled. The most serious effect is an increased chance of developing skin cancer.



*Always keep hydrated*

### Check your skin

### What are the dangers?

The danger from sunlight, which is caused by the ultraviolet rays, includes the following:

**In the short term:**

- Sun burn causing the skin to peel
- Mild reddening of the skin or a sun tan which is a sign of skin damage.

**In the longer term:**

- An increased chance of developing skin cancer
- Too much sunlight that will speed up ageing of your skin
- Skin becoming leathery, mottled and wrinkled.

It is important to check your skin at least once a month if you have had exposure to sunlight, to look for signs of skin cancer.

Signs can include:

- Growth of moles and skin
- Moles that are growing, bleeding or changing in appearance
- Scabby spots and sores that do not clear
- Skin discolouration.

If the skin does not improve in four weeks you must seek medical advice.

### Could you be more at risk?

Some people are more prone to skin cancer and developing health problems due to extreme sunlight than others. This includes those with:

- A serious chronic condition, especially heart or breathing problems
- Fair skin colour
- Moles or freckled skin that reddens quickly in the sun
- Red or fair hair and coloured eyes.



Contact us: [shield@networkrail.co.uk](mailto:shield@networkrail.co.uk)

## Working in the sun (page 2 of 2)

### Health and Wellbeing

#### How do I protect myself in the heat?

- Plan your day- carry out more strenuous works during coolest parts of the day
- Walk and work in the shade as much as possible
- Take frequent short breaks, in a shaded cool area
- Stay hydrated- drink plenty of water
- If possible wear loose and lightweight clothing
- Always use sunscreen to all areas of your skin and reapply regularly throughout the day. Look for a sun protection factor of at least SPF15
- Avoid eating large meals before working in hot environments
- Report any medications that can affect you working in hot environments.

#### Heat exhaustion can lead to heat stroke

Tasks that involve high air temperatures, exposure to radiant heat sources, high humidity or direct physical contact with hot objects are most likely to induce heat stress.

Heat stress occurs when the body is unable to cool itself through sweating. The most common heat-induced illnesses are heat exhaustion and heat stroke.

##### Heat exhaustion symptoms include:

- Headaches
- Dizziness
- Light-headedness
- Weakness
- Mood changes such as irritability, confusion, or the inability to think straight.
- Upset stomach
- Vomiting
- Fainting or passing out
- Pale and clammy skin.

***If left untreated, heat exhaustion could progress to heat stroke, and possible death.***

##### Heat stroke symptoms include:

- Dry, pale skin with no sweating
- Hot, red skin that looks sunburned
- Mood changes such as irritability, confusion, or the inability to think straight
- Seizures or fits
- Unconsciousness with no response.

***Heat stroke is a medical emergency call the emergency services!***

#### Steps to treat heat stress:

- Keep cool in a shaded area to rest
- Loosen or remove any heavy clothing
- Drink water
- If you feel dizzy or light headed, lay down and raise your legs 6-8 inches
- Apply a wet cloth to your skin, cool yourself with a fan and spray with a mist of water.
- If symptoms do not improve call 999 for help immediately.

#### Did you know?

Caffeine, alcohol, food and drinks that are high in sugar work against the body in high temperatures. It is best to keep hydrated drinking water.



#### Remember:

This and other toolbox talks can be downloaded from:

[www.southernshield.co.uk](http://www.southernshield.co.uk)

Contact us: [shield@networkrail.co.uk](mailto:shield@networkrail.co.uk)



# The Chelmsford Northeast Bypass – Advanced works

## Thrive report To end June 2023



**£946,773.78 total social value added\***



**Enable Inclusive Economic Growth**



£317k Local spend

£423k 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

25 Apprenticeship weeks completed

2 School site visits

**Help create great places to live and work**



HVO fuel used instead of diesel reducing carbon emissions

52 MTCDE reduction in emissions of greenhouse gases

32,275 Miles driven by low or no emission staff vehicles

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



£800 Community donations

36 People hours spent supporting community initiatives



# The NE & NW Scheme Delivery Framework Thrive report

to end of June 2023



## £2,337,640.37 total social value added\*



### Local value

5 Contracts awarded to local business

£480k Local spend

£1.5m Regional & National spend

£300k Spend with SMEs



### Employment, education & skills

963 People hours of learning interventions delivered

1 Trainee opportunity created

1,365 Number of formal training hours completed

56 People hours supporting education providers



### Sustainability

11 Total reduction in emissions of greenhouse gases in MTCDE

Eco welfare units on site

240 People hours spent protecting and improving the environment



### Social, wellbeing & community

60 People hours supporting organisations in the community

80 People hours spent on activities demonstrating collaborative ways of working

£3,940 Community donations

£1,310 Community fundraising



Octavius Infrastructure Working in Partnership with National Highways

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

# The Clophill Roundabout Improvement Thrive Report

until the end of June 2023



**£2,037,424.93 total social value added\***

\*Including local economic value. Total represents data entry from Octavius and Environ, measured using the IES Framework.



### Local value



2 Job creations (including 1 local)

£1.6m Local spend

£22k Regional & National Spend

£264k Spend with SMEs

£58k Value contributed to the economy by job creations

### Employment, education & skills



2 Formal training opportunities created (1 Apprenticeship and 1 NVQ)

40 People hours of learning interventions delivered

33 People hours spent on education activities with local schools

### Sustainability



14 MTCDE reduction in emissions of greenhouse gases

### Social, wellbeing & community



£220 Community donations

109 People hours spent supporting community initiatives

Octavius Infrastructure Working in Partnership with Central Bedfordshire Council and Environ Civils Ltd

Central Bedfordshire





# NORA Kings Lynn Thrive report To end June 2023



**£1,651,218.73 total social value added\***



### Local value

£186k Spend with SME's

£660k Local spend

£799k Regional & national spend



### Employment, education & skills

4 Local employees

147 People hours of learning interventions delivered

We are actively engaging with education providers to identify opportunities of support.



### Sustainability

7000 Tonnes waste recycled instead of landfill

Time spent by an Ecologist on site for nesting bird survey



### Social, wellbeing & community

1 Mental health first aider working with the project team

We are actively engaging with the local community partners to identify opportunities of support.



Octavius Infrastructure Working in Partnership  
with Norfolk County Council

\*including local economic value

# One Team Wessex Thrive report

April 2022 – June 2023



## £72,955,689 total Social Value added\*



### Local value



£24.1m Local spend

£33.5m Spend with MSMEs

£170k Value contributed to the local economy by local job creation

### Employment, education & skills



365 People hours of learning interventions, mentoring and training delivered

56 People weeks of work experience provided

2 Apprenticeships created and 72 apprenticeship weeks completed

98 People hours spent on education activities with local schools

### Sustainability



192 People hours spent on environmental volunteering and training

### Social, wellbeing & community



187 People hours spent volunteering

£3000 worth of donations to local schools and charities



Octavius Infrastructure Working in Partnership with Network Rail

\*including local economic value

# The Hertfordshire Framework Thrive report

January 2022 to end June 2023



**£2,463,322.28 total social value added\***



### Local value



6 Local hires

£760k Local spend

£1.3m Regional & National spend

£154k Spend with SMEs

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

### Employment, education & skills



272 People hours of learning interventions delivered

1 Person employed from underrepresented groups

97 People hours spent on education activities with local schools

### Sustainability



881 People hours spent protecting and improving the environment

9.8 MTCDE Reduction in emissions of greenhouse gases

140 Tonnes reduction in waste to landfill

### Social, wellbeing & community



£2,873 Community donations

367 People hours spent supporting community initiatives



Octavius Infrastructure Working in Partnership  
with Hertfordshire County Council

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



# Improvement Opportunities (IO)

## June statistics

During the month of June it's great to see the level of engagement with the IO system increase.

There were many good IOs raised which were likely to have prevented accidents or incidents occurring. There were many good suggestions for improvements and proactive actions being undertaken.

Our suppliers contributed to over 7.76% of the overall IO's raised during the month.

Please ensure you continue to engage in IOs as they're important to our learning culture and help to ensure everyone can go home safe everyday.

When raising an IO please ensure that they highlight opportunities to improve or issues that require escalating.

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

Top originators	
Jonathan Blackman	51
Brian Cooper	23
Henry Barkas	22
Danny Jeans	19
Darren Bradford	19
Top categories	
Access/egress/site security	28
Site welfare	26
Site housekeeping	22
Tools and equipment	17
Road vehicles	15
Top projects	
E&P NSCD	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
June 2023	425	88
May 2023	287	75
April 2023	307	73
March 2023	313	77
February 2023	377	66
January 2023	261	55
December 2022	217	55
November 2022	369	75
October 2022	382	80

# SHEA performance summary

June 2023

<b>Improvement Opportunities Frequency Rate (IOFR)</b> the current rolling IOFR is: <b>1.56</b> (Target of 2.5 per 1000 hours worked)			
<b>Accident Frequency Rate (AFR)</b> days since the Last RIDDOR Accident: <b>37</b> The current rolling AFR is: <b>0.07</b>			
<b>Service Strike (SSFR)</b> days since the last Service Strike: <b>3</b> The current rolling SSFR is: <b>0.47</b>			
<b>Total number IOs</b> <b>418</b>		<b>No. safety, health &amp; environmental IOs</b> <b>360</b>	
<b>No. business IOs</b> <b>58</b>			
Reference Number	Date	Project	Description
<b>RIDDOR Specified Injury</b>			
12312023-07-06	07/06/2023	Clophill Roundabout Improvement Scheme	Operative was standing next to an excavator bucket taking a level of a trench. The bucket moved and as the operative moved away, he fell fracturing his forearm
<b>Injury</b>			
12322023-12-06	12/06/2023	OTW GEO Grazeley	Operative received a laceration to eyebrow when colleague's shovel glanced off safety glasses
12362023-28-06	28/06/2023	OTW GEO Farnborough Cutting	Operative was knocked on head by hose when disconnecting, received a graze to forehead from helmet sweatband
12372023-29-06	28/06/2023	EKFB	Operative received a small laceration to forehead when fencing wire recoiled
<b>Operational Close Call</b>			
12292023-06-06	04/06/2023	OTW NSCD Fareham	Due to a possession planning error a tamper triggered the exit signal of a possession and changed the aspect of a signal on the mainline outside of the possession
<b>Service Strike</b>			
12272023-02-06	02/06/2023	OTW Stoneleigh Afa	An LV electrical cable was damaged when a lump of concrete dropped on it as it was being moved
<b>Environment</b>			
12262023-01-06	01/06/2023	Area 13 NW - M6 Lowther Bridge	A bat was discovered on a bridge structure, works stopped
12342023-22-06	22/06/2023	EKFB	The sump of a van was damaged by some concrete left after a concrete pour
<b>Asbestos</b>			
12302023-06-06	06/06/23	A46 Walsgrave	Traces of asbestos were found in borehole samples
12332023-12-06	12/06/23	OTW Stoneleigh Afa	Suspected asbestos sheet was discovered during excavation works
<b>High Potential Near Miss</b>			
12352023-23-06	22/06/2023	Area 12 NE - Wentedge Road Bridge Pier Replacement	Works were stopped when an operative entered a manhole which was too close to a live lane and without confined space controls in place
<b>TM Incursion</b>			
12382023-30-06	29/06/2023	M25 j23 Improvement Scheme	All vehicles for a separate contractor working nearby used the Octavius works entry in error



## Fatal injury - concrete pumping operation

### What happened?



On Thursday 6 July 2023 at our AWE Aldermaston site, following the successful completion of concrete pumping on a Casagrande B300 continuous flight auger piling rig, the piling team commenced work to clean the concrete pumping system using compressed air. During this cleaning operation, a blockage was encountered.

As the team worked to clear the blockage, tragically, one of our colleagues was fatally injured. Our thoughts are with our colleague's family, friends and co-workers at this time.

A second colleague was injured in the incident and later discharged from hospital.

An investigation commenced immediately. Our safety leaders will ensure that any learnings from the investigation are shared and implemented as

soon as possible.

### Action Required:

In advance of the findings from the investigation, all site leads are reminded that all processes and procedures associated with concrete pumping activities are mandatory and are required to be supervised as appropriate.

With immediate effect, site leads must review the site-specific risk assessment and method statement for all concrete pumping and plant & equipment cleaning operations. Once reviewed, site leads must confirm to their Health, Safety and Environment lead that all currently required control measures are in place, including, but not limited to:

- All equipment identified in the safe system of work is on site and in good condition.
- Hoses, pipes, joint clips and restraint wires (whip check) have been checked and are suitable for use.
- Hoses are clearly identifiable with a serial number and inspected in accordance with the required maintenance regime.
- The safe systems of work for pumping, pipe and hose cleaning, and dealing with blockages, have been briefed to the whole team involved in the operations, including the requirement to stop work and report any blockages that may occur to the supervisor.
- Only competent operatives are authorised to operate concrete pumps and air compressors.
- An exclusion zone is in place when pumping and cleaning operations are in progress.
- [A Permit to Pump Concrete](#) is in place before concreting operations begin.
- Measures ensuring that only concrete that is within its curing time limit is used.
- Regular monitoring to ensure these control measures remain in place.

**Lee Hewitt**  
Health, Safety & Environment Director

**Alert** | HiPo | Update | Zero Tolerance

**ZEROHARM**  
MAKE SAFETY PERSONAL





# SHE ALERT

Kier Utilities  
 Ref: SHEA-W-Alert-UTL-2023-034  
 Date: 01/07/2023



## Vacuum Excavator incident

On Saturday 1<sup>st</sup> July a team were tasked to attend a burst main, the large vacuum excavator was being used to expose the water main.

The team had exposed the water main, and the Operative entered into the excavation to look at the extent of the damage. The Operative was bending down in the excavation, at the same time the vacuum excavator operator was in the process of powering down the vacuum and slewing the suction hose out of the excavation.

As the vacuum suction hose was being removed the operative stood up and his head came in contact with the vacuum hose intake. His hard hat got sucked into the nozzle and jammed in the intake. His hard hat remained on his head and jammed into the intake of the vacuum hose. This caused the hard hat to squeeze and cause pressure to the sides of his head.

## Immediate actions taken

Vacuum excavator immediately shut the power off to the vacuum excavator and released the IPs hard hat which in turn released the pressure on the operative’s head.

The operative exited the excavation feeling dazed and in shock. He rested on site to compose himself and stayed in the van while the rest of the team completed the water main repair. He was then driven home. Later that day the Operative attended his local Accident and Emergency Dept. for a medical assessment. He was assessed by a Doctor who gave him the all clear and discharged him but did advise the injury should be treated as a head injury so he shouldn’t be left on his own or go to work for the next 48 hours.

The Operative has not returned to work on Monday 3rd July.

## Actions to be taken

The sub-contractor Vacuum excavator driver and operatives have been stood down, until all witness statements have been taken and assessment of controls reviewed.

Subcontractor have stood down their employees and issued a toolbox talk on safety zones and working areas, they have also re-briefed their RAMS. Investigation is ongoing.

- ALL TEAMS TO BE BRIEFED ON PLANT AND PEOPLE INTERFACE AND THE RESTRICTED ZONES (SEE BELOW)
- ALL MINI VAC EX OPERATORS REMINDED OF THE REQUIRMENT TO FULLY ISOLATE THE MACHINE BEFORE REMOVAL FROM ITS OPERATIONAL POSTION AND NOBODY TO BE IN CLOSE PROXIMITY OF THE SUCTION HOSE.

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



Authorised By:	Page 1 of 2	SHEA-W-Alert-UTL-2023-034
Author: Darren Bowen	Date: 01/07/2023	Version: 1.0
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# SHE ALERT

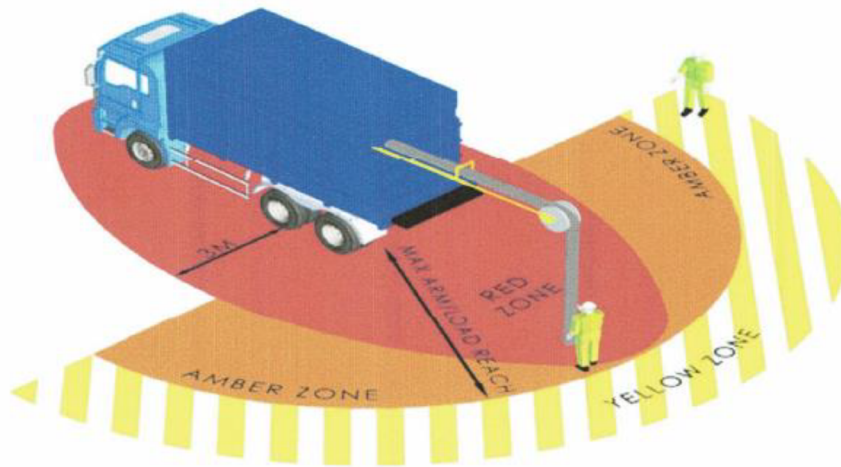
Kier Utilities  
 Ref: SHEA-W-Alert-UTL-2023-034  
 Date: 01/07/2023



## People Vehicle Plant Interface

# DO YOU KNOW YOUR SAFE ZONES?

## Suction Excavator



### Plant Interface Zones

#### Yellow Zone

All personnel approaching operating plant must do so from this zone to gain visual contact with the plant operator.

#### Amber Zone

Entry prohibited until positive visual contact is confirmed by the plant operator (e.g. thumbs up), the dipper arm / hydraulics are grounded, the machine is immobilised and the engine is switched off.

#### Red Zone

Entry prohibited unless the machine is completely isolated, the suction nozzle stowed in the travelling position or manoeuvred to a safe location with the suction nozzle placed on the ground, the engine is switched off and a specific safe system of work is in place that prevents the machine being operated either inadvertently or deliberately.

#### Hatched Zone

Denotes typical sight lines of the plant operator

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



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Company Management System  
**HS&W Immediate Notification**



**HS&W Immediate Notification – Immediate stand down of Skyjack Vertical Mast MEWPs**

Immediate Notification Details:			
Project / Office:	<b>Industry wide</b>	Incident Category:	Near Miss
Region:	Group Services	Potential Severity:	Level 5 - High Potential Incident
Date of Incident(s):	16/06/2023    Various <input type="checkbox"/>	HS&W Category:	LOLER - Lifting Operations
Alert Author:	<b>Craig Hook</b>	Work Activity / Trade:	<b>Lifting Operations</b>

**What happened?**

This is not an SRM incident but is relevant to all projects and must be actioned.  
 A plant fitter was working on a MEWP when the MEWP mast became disconnected from the base of the machine, due to the failure in the weld. The mast rotated but was caught by the internal hydraulic ram. This resulted in the MEWP overturning.



**Immediate action(s) taken by project:**

- The activity was stopped immediately.
- Conversations were held with Skyjack who have subsequently investigated and highlighted a potential flaw in the method of connecting the mast to the chassis that can lead to a failure in the weld.

**Immediate action(s) required by other projects:**

- Stand down the following Skyjack machines: SJ12E, SJ16E, SJ20E until Skyjack Service Bulletin #168 has been applied to the equipment and the serial number verified.  
**Models Affected: SJ12E, SJ16E, SJ20E**  
  
**Serial Ranges:**  
 SJ12E: A601000906 through A601005185  
 SJ16E: A601000909 through A601005478  
 SJ20E: A601000763 through A601005631
- If a machine is found on your project, you must quarantine it and isolate so that it cannot be used until it can be collected from site by the rental company / owner.

Distribution:	<input type="checkbox"/> Board / ELT	<input checked="" type="checkbox"/> All BUs	<input type="checkbox"/> Originating BU only
Action required:	<input type="checkbox"/> Brief	<input type="checkbox"/> Display	<input checked="" type="checkbox"/> Information only

Process Owner:	HS&W Director	Document No.:	06HSW-4FM-76
Approved By:	Consultation Grp	Document Rev:	00
Page:	Page 1 of 1	Date Approved:	27.10.2022



# Shared Learning



## Organisational learning from a near miss

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

Ref: NRL23-03

Date of issue: 26/06/2023

Contact: Paul Young, Business Manager, Operations



## Overview/Underlying causes

### Overview

At 01:50 on 13th May 2022, a tamper operative arrived at a site access point. After being briefed and signing in with their COSS, the operative walked un-accompanied in the 4-foot of the line under possession towards the tamper that had already started work. CCTV footage shows that as the operative neared the tamper, they stepped into the 6 foot and then moved as if to step into the 4 foot of the adjacent line. The adjacent line was open to traffic at line speed and at that moment, a train passed the operative, causing them to step back. Once the train had passed, the operative stepped back in to the 6 foot to continue approaching the tamper. The incident was not reported in real time by any of the staff nearby nor the train driver, yet the event was clearly very close to being a fatality. The event was reported as a close call at the end of the shift.

### Underlying causes

- The COSS became distracted and did not accompany the operative to the worksite.
- The operative was a late substitute to make up a 3 person crew as contracted. However, this newer tamper could be, and was being operated safely with only 2 people.
- The operative was fatigued after being woken by their employer's on-call, driving from Kent to North Essex.
- The employer's on-call arrangement didn't test whether the operative was fit to work.
- Although the operative was briefed at the access point, they were unfamiliar with the location.

## Key message

- The COSS / person in charge makes sure any new person joining a group fully understands the limits of SSOW that will be in place, the operational site and task risks. If there is a distraction 'Take 5'.
- Staff on-call to carry out a 'dynamic' [Fatigue Assessment](#) when called out to site. A [Fatigue Management Plan](#) should be in place for anyone on-call (Ref NR/L2/OHS/003 mod 5).
- When change occurs, like new equipment, review your risk assessments to check if you still need the same resources. In this case there was an opportunity to de-risk the activity by having fewer people on track.
- The COSS / person in charge can only supervise the safety of their work group if they are present. If a COSS / PIC moves away, the work group needs to be stood down to a position of safety until they return.

# Safety Bulletin



## Pierced Traction Cables

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

Ref: NRB23-07

Date of issue: 29/06/2023

Location: Gillingham & Gravesend, Kent

Route, Southern Region

Contact: Neil Gofton, IME Ashford & Jude Parsons, RHoA, Kent



### Overview - Incident 1

On 4<sup>th</sup> May 2023, EK2033B points at Gillingham pierced a live traction cable that had become caught in the point machine. The incident punctured the insulation of the cable causing a short circuit and damage to the point machine. The short circuit meant that the lock/detection blades became live and could have caused injury to any operator using the manual winding mechanism.

The section of cable which was pierced was due to be replaced as part of planned project work that night. The coiled-up section had been delivered to site for this replacement work. This cable was propped up against the wall and subsequently slipped down, pushing the live cable section towards the point machine. Subsequent operations of the points led to the machine blade ends coming into contact with the cable and ultimately pierce / puncture its insulation layers, exposing the live conductor cable. Following a point movement, the lock / detection blades came into contact with the live conductor causing a short circuit.

### Overview - Incident 2

On 19<sup>th</sup> June 2023, NK2251B points at Gravesend pierced a live traction cable that was near the machine. During operation of the points, the movement of the lock and detection blades (with threaded ends) punctured the insulation of the cable. 2L31 then passed over the points and this additional pressure created a catastrophic short circuit that destroying the point machine, 4 traction cables, sole plate & stretcher bar insulations as well as track circuit equipment. It also damaged a train that was stopped over the crossing.

The Route has commenced a specific check on all point machines on the area and already identified two further point ends where action is required to remove the risk.



## Discussion points

- Are you and your team fully checking for the proximity of traction cables during points maintenance?
- Are you and your team storing and securing materials in a safe way, thinking about how it might move and what might happen if it did?
- Are you compliant to the cable separation standard (NR/L3/ELP/27250/CRE805)? Remember, no traction cable should be within 500mm of a point machine.

Are you and your team:

- Fully checking the proximity of traction cables points machines during CRE inspections?
- Installing additional mechanical cable protection where required e.g., Yellow Split ducting or troughing?
- Re-routing cables where it is identified clearance is insufficient from other assets?

## Shared Learning



### LSR / CDM breach – fencing works undertaken without CPP in place

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

Ref: NRL23-04

Date of issue: 12/07/2023

Location: Melton Mowbray

Contact: [Aonghus McGinn, Health & Safety Manager, SCO Capital Programmes](#)



### Overview/Underlying causes

#### Overview

Following a site documentation assurance review, carried-out on an existing fencing project adopted by SCO Capital Programmes, it was established that the project was underway without a Construction Phase Plan (CPP) in place. This was a breach of the **Construction (Design and Management) Regulations 2015** (CDM Regs).

It was believed by both the Network Rail (NR) project team and the Contractor's project team that CDM did not apply and, subsequently, a CPP was not required. Adequate Work Package Plans (WPP's) and Task Briefing Sheets (TBS's) were in place for the works but the requirement for a CPP was overlooked.

By failing to comply with the CDM Regs, the project was also failing to comply with two Network Rail Standards:

- [NR/L2/OHS/0047 \[ Issue: 7 \] Managing Health and Safety in Construction \(Application of the Construction \(Design and Management\) Regulations to Network Rail\)](#)
- [NR/L2/OHS/0044 \[ Issue: 5 \] Planning and managing construction work \(formerly NR/L3/INI/CP0044\)](#)

Furthermore, in failing to have a CPP in place, the project was in breach of Network Rail's **Life Saving Rule – Always be sure the required plans and permits are in place before you start a job or go on or near the line.**

This led to the raising of a Close Call and subsequent Level 1 Investigation as a Life Saving Rule breach. A CPP was retrospectively requested in order to be compliant with legislation and, in the meantime, a review of WPP's, TBS's and Site Audit Reports took place to ensure works were being carried out safely.

#### Underlying cause

A lack of CDM knowledge and awareness within the Network Rail project team, and failure to follow a project lifecycle process (e.g. PACE – see link below) meant a CPP was not requested from the Contractor.

The contractor's project team believed CDM did not apply, because Network Rail had not requested a CPP. Focus, therefore, was on the production of WPP's and TBS's for the individual packages of work.

The works commenced without the required CPP in place partially because the project teams did not involve Health & Safety (H&S) support early in the project.

CDM training has now been arranged for the Network Rail team involved while the Contractor has implemented a robust process of early H&S involvement in projects to mitigate against legislative and standard non-compliance.

### Key message

- To confirm if CDM applies to your project, check the definition of 'Construction' as per the legislation, section 1.2 – **Interpretation - The Construction (Design and Management) Regulations 2015** ([legislation.gov.uk](#)).
- Failure to comply with the CDM regs may incur a penalty from the Office of Rail and Road (ORR).
- If CDM applies to your project, be sure to follow Network Rail's Standards [NR/L2/OHS/0047](#) and [NR/L3/INI/0044](#)
- If your project falls under CDM, you need to have a CPP. This is the responsibility of the Principal Contractor (PC): It is to be drawn up during the pre-construction phase; and in place before setting up a construction site. For single contractor projects, this is the responsibility of the sole contractor.
- Where projects involve any construction work, ensure your project team have adequate CDM knowledge, awareness and training.
- For Network Rail employees, there is a suite of training available to enrol on via Oracle. There are three course options available: CDM Awareness and Client CDM Contractor and Principal Contractor CDM Designer and Principal Designer For more details, see [Network Rail's training catalogue](#).
- The HSE have produced a guidance on CDM, it is referred to as guidance document L153, and is available [here](#). CDM guidance is also available via [Safety Central](#).
- If in any doubt about the applicability of any legislation or industry standard, please consult with your H&S support. Adherence to [PACE](#) (by NR project teams) and early involvement of H&S support on a project will help avoid non-compliance.



# Safety Bulletin



## Tampering of Automatic Fire Detection System

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

Ref: NRB23-08

Date of issue: 18/07/2023

Location: National

Contact: Aaron Neal - Head of S&SD (Telecoms Services)



### Overview

Whilst carrying out an asbestos survey at a Network Rail managed building, a contractor discovered an automatic fire detector that had been tampered with. This is a breach of fire regulations.

The fire detector was located in the ceiling space of the male toilets between two sets of ducting.

A rubber glove was placed over the smoke detector, preventing potential smoke in the event of a fire from activating the audible fire alarm. The incident was reported to senior management with a Close Call being raised. The glove was then removed, when safe to do so, to retain the full working order of the fire system and safety of the occupants.

### Discussion points

If a smoke detector is covered, it prevents the automatic detection of a potential fire. This could result in a number of increased risks including:

- Preventing fire detection at an early stage and would rely on human intervention.
- Slower than expected evacuation of premises.
- Prevents the indication and location of the fire zone for responsible persons and emergency services.

Further points for discussion:

- Why do you have fire detectors?
- How do you report fire detectors that look to not be working or tampered with?

#### What do you need to do?

- Ensure all automatic fire detectors are checked and inspected on a six monthly basis by the PRFS and record findings in the Fire Safety Log Book - [NR/L3/FIR/109/F008](#)
- Any works completed which could affect an automatic fire detection system should have an approved method statement in agreement with the appropriate asset engineer. On completion of works, all contractors must verify and assure all systems are restored to their original status.



# Environmental Alert

Midlands Asset Delivery July 2023

## Oak Processionary Moth (OPM) - (*Thaumetopoea processionea*)



<https://www.newscientist.com/article/2302003-tougher-action-needed-to-stop-oak-killing-moths-spread-in-the-uk/>

### What is OPM?

Oak processionary moth is a pest found on Oak trees primarily in the south of England but that has begun to spread northwards in the UK. It has been found this month in Long Eaton which is adjacent to the M1 in the East Midlands.

There are various stages in the moth's lifecycle, but it is the caterpillar stage that holds the most significance to humans and land managers. The caterpillars cluster together in large silken nests usually on tree stems and branches at various heights but are sometimes seen on the ground. Multiple nests can be found on one tree. The "processionary" part of the name relates to the feeding pattern of the caterpillar as it travels in a procession nose to tail to feed on young oak leaves. Caterpillars are only seen in mid-late spring and early summer. Old nests can still be found during the winter but are not usually inhabited. It is extremely rare to find OPM on any host species other than Oak.

### What are the risks?

Hairs on the caterpillars' bodies contain an irritant to human and animal skin, eyes and can cause sore throats and breathing difficulties. The risk of exposure is highest in May and June. Caterpillars can shed their hairs when threatened, these hairs can travel in the wind and are abundant in and around nests. They can also be present within the vicinity of the host tree on other vegetation and on the ground. They can get onto clothes and are notorious for blowing onto peoples hung-out washing.

### Key information

- Oak processionary moth caterpillars develop tiny hairs that can be harmful to humans and animals.
- Caterpillars are usually present from mid spring to early summer.
- The host species is almost entirely limited to Oak (*Quercus* sp.).
- Nest sizes range from small to a few feet across, are silk like in appearance and can be seen on the stems, branches (usually underside) and sometimes on the floor.

### Action:

- Spot it, avoid it, report it! Sightings are to be reported to the Forestry Commission and to your **environmental team** in a prompt manner so that treatment can be arranged.

### Links:

<https://www.gov.uk/government/news/oak-processionary-moth-identified-in-derbyshire>

<https://www.forestresearch.gov.uk/tools-and-resources/fthr/pest-and-disease-resources/oak-processionary-moth-thaumetopoea-processionea/>



**What are the controls measures.**

It isn't possible to eradicate the largest outbreaks of OPM, but a government programme has been in place since 2012 to minimise its size, spread and impact. Treatment is available in the form of pesticide and nest removal. This is to be carried out by trained professionals with the correct equipment. OPM will often spread to neighbouring Oak trees, so it is wise to carry out a thorough inspection of other Oaks nearby.

**What can I do if I spot OPM**

- Keep your distance from infected trees/nests and if windy remove yourself from the area all together.
- Do not touch or try to remove any nests or caterpillars.
- Report sightings to the Forestry commission via their tree alert page and to your environmental team - Make sure you have coordinates/location pin to hand.



**Links:**

Further reading can be found on this link 'Health effects of exposure to setae of oak processionary moth larvae:

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/432003/Oak\\_Processionary\\_Moth\\_FINAL\\_2\\_.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/432003/Oak_Processionary_Moth_FINAL_2_.pdf)

Public and animal health advice – Forest Research:

<https://www.forestresearch.gov.uk/tools-and-resources/fthr/pest-and-disease-resources/oak-processionary-moth-thaumetopoea-processionea/opm-manual-2-public-and-animal-health-advice/>

<https://www.getsurrey.co.uk/news/surrey-news/gallery/large-oak-processionary-moth-nests-14809972>

<https://www.forestresearch.gov.uk/tools-and-resources/fthr/pest-and-disease-resources/oak-processionary-moth-thaumetopoea-processionea/opm-manual-2-public-and-animal-health-advice/>



18<sup>th</sup> July 2023



# Environment Bulletin



## Change of Address - Impact to permits, licences and consents (PLC's)

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

Ref: ENV23-03

Date of issue: 13/07/2023

Location: National

Contact: Technical Authority Environment & Sustainability



### Overview

As of Friday 31st March 2023, Network Rail Infrastructure Limited's (NRIL) primary address changed from :

**1 Eversholt Street  
London  
NW1 2DN**

to:

**Waterloo General Office  
London  
SE1 8SW**

Environmental permits, licences, and consents (PLCs) held (directly) by NRIL require its registered address to be provided.

#### What do you need to do?

If you are accountable for an existing environmental PLC that is currently registered to NRIL at the Eversholt Street address you must apply to the relevant regulator to make a change to our registered address.

The Company Secretary has provided a [standard letter](#) that may be used for the purpose of update (N.B. for amendments to PLCs you must still use the templates mandated by each regulator).

### Discussion points

#### What do you need to know?

The information provided in the application of any environmental PLC forms part of legally binding documentation.

As such, all details must be accurate and up to date.

PLCs from statutory authorities such as the Environment Agency (EA), Natural Resources Wales (NRW), Scottish Environmental Protection Agency (SEPA), Natural England (NE), Nature Scot and Marine Management Organisation (MMO) each have their own processes for updating information within their PLCs.

Prior to changing details of a PLC its important to note which organisation holds the PLC. For many Capital Delivery projects, PLCs are held by the Principal Contractor, not Network Rail. A PLC in the name of the Principal Contractor is likely to be unaffected by this change.

Failing to update a PLC when required, even for an administrative change, may mean the licensee is non-compliant with the licence i.e. there may be conditions requiring that information to be kept up to date. There are a wide range of legal implications for failing to comply with a PLC. Practically, the statutory authority granting a PLC needs the correct information to contact NRIL about matters for that PLC.

#### Where can I find more info?

Below is information relating to how to make changes to PLC's from relevant UK regulators. This list is not exhaustive.

Please contact your regional/functional environmental/sustainability professional or consents manager for assistance where required.

#### Environment Agency

[part A](#): about you  
[part CO.5](#): administrative variation of standard or bespoke permit

#### Natural Resources Wales

For permits: [part CO.5](#) only for admin changes  
For protected species licences: [amendment request form](#)

#### Scottish Environment Protection Agency

[Changes to permits](#)

#### Natural England

Modification request form varies by species. Example, [bat licence](#).

#### Nature Scot

[Licence amendments](#)

#### Marine Management Organisation

[Variations to a licence](#)

If you have any feedback or if you would like to contribute to the next issue of **STOPThink!** please contact:  
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**July 2023**