



octavius



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

June 2023

**Make better  
decisions.**

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

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# Introduction

John Dowsett



Welcome to this month's STOPThink! publication which aligns with Pride Month. This month is a celebration of lesbian, gay, bisexual and transgender communities, to honour the Stonewall riots in 1969. Pride is a celebration of people coming together in love and friendship and it is an important time to promote acceptance and equality as well as raise awareness of the issues that we still need to address.

It is also a timely reminder for us to think about our Octavius journey in EDI in its widest sense. This month we have released our approach to EDI, setting out how we intend to create a truly inclusive culture in Octavius where people see themselves as represented and are able to meet their career aspirations and Learn, Grow and Thrive with us. This approach extends to all interactions with our customers, our suppliers and our stakeholders too, building trust with an approach that is underpinned by our values of quality, integrity, openness, caring and progressive.

Whilst I have always felt that we have a strong, inclusive culture in our business, this has not necessarily translated into a better level of diversity than our industry colleagues and I am confident that we can start to change this. Each of the inductions that I have undertaken over the past 12 months has seen an amazing array of diverse talent, which is really heartening for the future. In fact, over the past two years, our headcount has increased by 106 people and 38% of this increase are females joining the team.

Our next challenge is to increase the diversity within our senior management teams and it was telling that at our recent Leadership Conference, the room was still dominated by white males. Perhaps naively, I have always been of the view that if we focus on developing a truly inclusive culture, with recruitment policies that have equality at their heart, then we will both attract diverse talent at all levels, and over time this will be reflected at senior levels too. However, I am now much more conscious that without a more positive intervention and a greater focus on providing equity that enables a meaningful equality of opportunity, then equality at senior management will simply not happen. We must invest in role models, better understand the blockers, the obstacles, and work hard to remove them. We must also keep the dialogue moving and I was delighted that our female network was launched last month and we have a number of people coming forwards to start other support networks too.

Whilst these are only small steps in the right direction, I am excited by the energy, culture and momentum we are creating. I want us to work hard to drive real change in our industry. We know we need to broaden our talent pool to provide the skills required to support our growth, and we also know the well proven statistics about diverse teams performing better, with increased levels of engagement. For me, though, the drive runs deeper than that, and comes from a deep-rooted belief of fairness and respect, treating everyone the same and giving everyone an equal opportunity to be their best.

However, whilst we can certainly make a difference as Octavius, it will be through a combined effort with our peers, customers and suppliers that we will make the biggest impact. If you have any great ideas, or ones you are already working on, please do share them so that we can work together and increase our collective traction further.

Have a great month!

**John Dowsett**  
**CEO Octavius Infrastructure Ltd**

## Arm injured by plant



Mock up showing IP position and operator view

### What happened?

On Wednesday 7<sup>th</sup> June 2023, a banksman employed by an Octavius Infrastructure subcontractor was working on our Clophill roundabout improvement scheme. He was standing to the righthand side of the arm of a 5T 360 excavator taking a measurement when the machine moved.

The operative moved away from the machine arm, as he did, he fell and injured his arm. The injury was later confirmed at hospital as a fracture to his lower left forearm.

### Impacts

- Following the event, the site immediately stood down this activity for the remainder of the shift, and the next morning a stand-down session on Plant Person interface was held
- All people and plant interface risks have been reassessed and implemented on the project
- This incident is classified as a RIDDOR specified Injury and has been reported to the HSE by the banksman's employer

### Immediate action

1. All Octavius projects are to ensure their arrangements for controlling the people and plant interface (PPI) risk are robust and have been implemented according to the plan i.e.:
  - a. Review all task documentation for activities involving PPI
  - b. Ensure traffic management plans are in place and follow the hierarchy of control
  - c. Check ALL plant operations are physically segregated from pedestrian movement areas
  - d. Deliver a brief (Stand-down / TBT) on 'Thumbs Up' procedural requirements
  - e. Display signs on segregation measures as reminder of this. i.e. No entry without using 'Thumbs Up' Approach; or similar
  - f. Ensure POWRA's detail mitigation measures for PPI sufficiently

Action: All projects confirm to [Shea@octaviusinfrastructure.co.uk](mailto: Shea@octaviusinfrastructure.co.uk) that these actions have been completed



## People and plant interface injury



The Colmono CX410 Colloidal grout plant on site

### What happened?

During the railway cutting stabilisation works at Honiton a grout plant (Colmono CX410 colloidal grout plant) had to be repaired as the drive belt had failed. The responsible contractor's technician was working in the compound repairing the broken drive belt. The technician pulled the clutch lever as part of his checks, however, the lever sprung back towards his hand impacting his left thumb which was positioned between the lever handle and mixing tank body which resulted in an injury. All works were stood down and the machine was quarantined. The Injured Person (IP) was taken to the hospital due to the impact on their hand.

### Impacts

- The injury resulted in a fractured thumb, which needed an operation to stabilise the thumb. The IP was signed-off from work for six weeks and will need an operation to remove the pins before return.
- The incident has been reported to the ORR as a non-specified RIDDOR.

### Please remember the following points

1. All repair works must have a Standard Operating Procedure, and this must be always followed. This SOP should be supplemented by a point of work risk assessment before the repair / maintenance works begin.
2. When undertaking operations such as this, ensure the clutch lever is fully over-centre and/or engaged to ensure it does not spring back.
3. Ensure the STOPThink! Fundamentals are in place before works commence and are briefed as part of the project induction.



## Thank you to the Stoneleigh team

# SHEA BULLETIN



### KEY POINTS:

- A big thank you to the team at Stoneleigh!

Dear colleagues,

Earlier today, the team at Stoneleigh were notified that a member of public had fallen and knocked their head outside of the compound on the public footpath.

Members of our team and our supply chain (Brendan Keogh Construction) approached the member of public with water and to see if they could help. Once the team arrived, they could see that other members of public had placed the member of the public in the recovery position. During this time another member of public was on the phone to the emergency services to which they were told CPR was required, this was administered by a member of the public then taken over by a doctor from the local GP.

Our supply chain, Brendan Keogh Construction used acoustic barriers to provide privacy and directed the public away from the scene. Our teams also assisted the member of public already helping, by providing the AED from site which was used by the local GP. They were later told this had helped save a life!

I would personally like to thank all of the team and our supply chain at Brendan Keogh Construction, for assisting in this distressing incident. This has highlighted the importance of a quick reaction in providing first aid, and the effectiveness of having an AED on all our sites.

Please remember that our employee assistance programme is available to all employees and their families and we have a team of mental health first aiders available if required. [Mental Health \(sharepoint.com\)](#)

Please note that this was not within and not associated with an Octavius work site.

Kind regards,  
**Neil Wilson**  
SHEA Director

If you have any feedback about this email, please contact:  
[SHEA@octaviusinfrastructure.co.uk](mailto:SHEA@octaviusinfrastructure.co.uk)



# Asian Hornet

## SHEA BULLETIN

**KEY POINTS:**

- There have been several sightings of Asian Hornets this year already.
- They are a significant predator of bees.
- Suspected sightings should be reported immediately.

Dear colleagues,

The National Bee Unit recently received a credible Asian hornet sighting from Folkestone, Kent. The following week the National Bee Unit received another Asian hornet sighting with a photo taken on the deck of a ferry from Poole, Dorset to Cherbourg. Since then, further credible descriptive sightings have been forwarded without photos.

The Asian Hornet is invasive non-native hornet originally from Asia. It is a highly aggressive predator of native insects and poses a significant threat to honeybees and other pollinators. In 2004 it was accidentally introduced to France where it has spread rapidly and into neighbouring countries. Since 2016 a number of sightings have been recorded in the UK, and they are on the increase.

Unlike common European Hornets, Asian Hornets have bright yellow tipped legs with a dark abdomen where the 4th segment is yellow/orange.



**What to do if you identify an Asian Hornet**

Do not disturb an active nest or attempt to touch a Hornet as they can sting but do take a photo if it's safe.

**How to report sightings**

- Download the free Asian Hornet Watch app on the Apple or Google Play store.
- Complete the [non-native species alert form](#)
- Visit the [GB Non-native species secretariat website](#)

For further support and guidance contact the [SHEA team](#) immediately.

## Safely providing high power in Hampshire

E&P team safely complete TRU works whilst protecting the environment.



A huge congratulations to our One Team Wessex team, for safely and successfully entering into service and commissioning the new Transformer Rectifier Unit (TRU) at Fleet Pond Reserve.

The unit is just one of many that our team have been replacing across the Network Rail Wessex route to bring reliable high voltage power to the traction power system, converting AC into DC, and supplying it to the conductor rails that power the railway. The new equipment means passengers in the area can now enjoy improved service reliability, less delays and enhanced experience whilst travelling.

Since starting on site in Fleet in March this year, protecting the environment has been at the forefront as it is 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 installed the new transformer on an oil bund that has a filtered drainage system and is covered by a bespoke shelter. This mitigates the risk of the bund filling with rainwater and potentially overflowing and contaminating the adjacent body of water.

Due to the excellent collaborative relationship created with Fleet Pond Nature Reserve, they allowed us to set up welfare and access the track via the reserve.

**Well done to everyone involved for safely delivering and working together with our stakeholder to provide effective, safe and reliable power on the rail network and developing solutions that protect the environment.**

We would like to pass on our thanks to the Network Rail team, our Octavius delivery team and our trusted suppliers who all contributed to the successful delivery.



## Safe and assured delivery of five underbridges

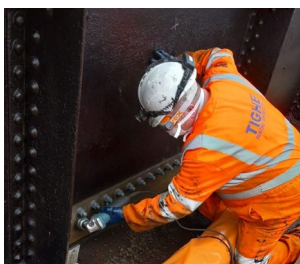
### Rail Services deliver critical works with rail/road interfaces

We're delighted to have successfully given five underbridges a new lease of life within Surrey, Kingston on Thames and Berkshire, following critical underbridge strengthening and refurbishment works. All works were delivered safely, under traffic management, main works were delivered ahead of schedule with the roads and footpaths reopened to traffic and pedestrians as soon as possible.



All renewal and enhancement works were carried out simultaneously since starting on site in January this year. The scope included preparing the surface, installing protective coatings, scaffold design, ecological surveys, emergent steelwork repairs, masonry restoration, and bird-proofing measures. Additional works were also completed to further enhance and stabilise the bridges, including installing chevrons to some of the structures and vegetation removal.

Carrying out works with rail and road interfaces presents several challenges and meticulous planning and innovation, however, with our team's specialist expertise, knowledge and commitment they collaborated from the offset with several local authorities, supply chain and specialist traffic management consultants to ensure all works were carried out safely and with minimal disruption to road users and neighbours as much as possible. To allow full scaffolding access to the areas above the busy highways, bespoke encapsulated scaffolding was designed for each structure that contained dust and fumes to prevent it from releasing into the air. Also, a lit pedestrian and cycle pathway to allow the public to continue to safely use the area.



Our team have received great feedback for their dedication and effort from the Network Rail Project Manager, along with a colleague from the local authority in Lower Ham who personally thanked our Site Manager for seamlessly managing the additional logistical challenges presented with sharing the site with another contractor who were carrying out sewer works at the same time.

Enormous congratulations to the whole team, including our suppliers for developing innovative solutions that delighted our customer, and the safe and considerate delivery of this logistically complex scheme that put the local community first!

*The underbridge renewal project delivery was completed successfully due to the joint positive working synergy between the Octavius and Network Rail delivery teams.*

**Tony Scott-Bishop, Network Rail Project Manager**

### Claygate



### London Road



### Lower Ham



### Hare Lane



### Station Road



## Making improvements on the railway to prevent accidents

To help prevent a potential accident from occurring, our Rail Services are always on hand to ensure the railway is running safely. Our team responded to a Close Call raised by a Network Rail train driver who had difficulty seeing signal and banner repeater sightings as the sunlight reflection on the footbridge obscured the signals.

Through collaboration with our customer, the team arranged track access and successfully and safely completed an abnormal weekend possession at Waterloo East Station, to clean and paint the bridge lattice girders from white to blue to help ensure train drivers can see the important signals.

Despite difficulty accessing the bridge which required specially designed scaffolding and a large MEWP boom, all works were completed to plan and the worksite was handed back ahead of schedule.

Well done to everyone involved!



## Bringing people together in the Isle of Wight

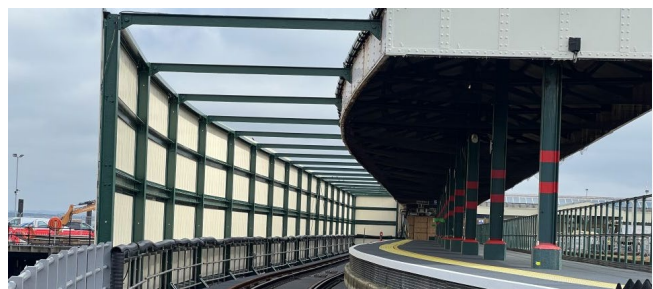
Wight have now finally completed all main refurbishment and renewal works on time, ready for the Isle of Wight Festival. The railway line will reopen in July for passengers to enjoy.

The enhancement works to the line which provides a link to Isle of Wight ferries was much needed as the Victorian structure was in critical condition, putting the railway line at risk of closure. The revitalised structure will now allow trains to continue safely running for another 60 years.

Since starting on the project in October 2022 the team have faced several challenges including stopping work to resolve defects discovered in the existing rail bearers, bad weather and constantly adapting work and methods to manage high tides and swells.

We're also delighted to share the project has been recognised as a Gold site in the Network Rail Southern region Capital Delivery's Construction Route to Gold.

Watch this [short video about the project](#).



None of this would've have been possible without our people, supply chain and their fantastic collaborative efforts. Thank you to all involved for your hard work and dedication to this challenging project which will provide a more reliable railway.

## 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
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>
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 planning of public interfaces, and plant/equipment failures. Defects are often due to not explicitly understanding the customer requirements, insufficient checks, poor inventory control and lack of skills/knowledge.



Ask yourself these simple questions using the PEMME model, to help prevent defects when planning activities:

- **People** - Do you have the right number of people in the right place, at the right time and do they possess the right skills for the job?
- **Environment** - Is the environment suitable for working in, is it dust free, has the temperature been checked? What are the defined parameters?
- **Method** - Has the method been reviewed, are the correct processes, procedures, tasks and activities needed in place?
- **Materials** - Do you have the correct raw materials needed to make a product?
- **Equipment** - Consider whether you have the right equipment, located in an appropriate and convenient place, that is properly maintained.

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



This month's session celebrated Men's Health Week which is an annual event organised by the Men's Health Forum. It aims to raise awareness of preventable health problems that disproportionately affect men and encourage them to open up and overcome any physical and mental wellbeing issues.

The empowering session included guest speakers who are all passionate about improving men's health - they discussed crucial topics that affect men's lives from dealing with work-related challenges, relationship dynamics, and family pressures to tackling addiction, including internet-fuelled addictions and gambling, and financial security.

The session also focused on the expectations men feel they must meet in society and unravel the modern role of fatherhood while navigating its challenges.

[Watch on demand – Men's Health](#)

### Sign up to July's session

July's session will focus on harnessing the power of introverts.

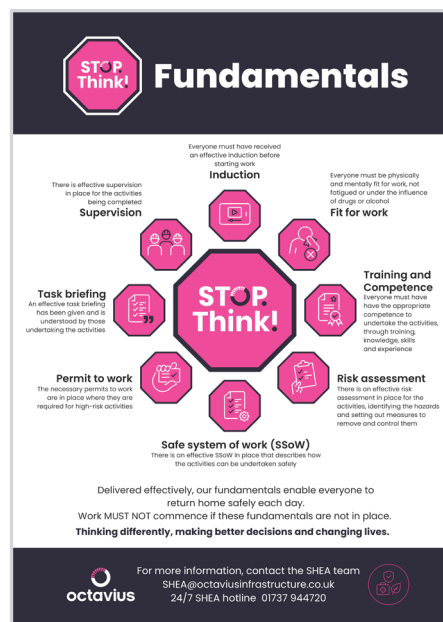
This session will explore the personality traits of introverts, different types of introverts and benefits of being an introvert. Also, it will dispel some of the myths about introverts and share how to make more impact without changing who they are.

## Rail Safety Week 2023



The rail industry is gearing up for its annual Rail Safety Week, which runs from 26 June to 2 July. #RSW23 is an industry wide and industry led initiative focusing on making the railway a safer place for everyone.

Throughout the week our senior leadership team will be hosting several activities with our supply chain, focusing on how we keep safety firmly in the spotlight, sharing ideas and best practice with our industry colleagues including sharing our STOPTHINK! Fundamentals and our safety critical communications training.



Please do join us throughout the week and for more information about how you can get involved to help keep the railway safe visit the [Rail Safety Week website](#).

## Travelling in summer



Now that the weather is warmer you may be planning more road trips or days out with your family and friends. To ensure you reach your destination safely National Highways recommend the following top tips:

### Before you travel

- Make sure your vehicle is fit for the journey – carry out the [recommended vehicle checks](#).
- Check the [weather forecast](#) for your route and destination.
- Take plenty of drinking water with you – enough for you and your passengers.
- During periods of extreme hot weather, try to avoid the hottest days and times of the day.
- Carry essential summer supplies.

### Whilst you're on the road

- Always take some sunglasses with you, as bright sunshine can lower visibility and make driving difficult.
- Take particular care around cyclists, motorcyclists, walkers and horse riders - please give them space and time.
- make sure your engine stays within the normal operating temperature range.

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

## Dust kills, act now to protect your future

Did you know that each year **12,000** workers across Great Britain are estimated to be killed by work-related lung diseases linked exposures to dust?



Dust particles can be 100 times smaller than a grain of sand. You don't need to see them to breathe them in. Once in your lungs, dust will start causing damage. Exposure to dust can lead to severe breathing difficulties and lung diseases that can ruin lives and cause an early death. It can take years before the damage is visible, and by then it may be too late.

To ensure all workers are protected as part of the HSE's Dust Kills campaign they will be carrying out targeted health inspections, focusing on respiratory risks to construction workers from exposure to silica and wood dust. The inspections will be taking place for two months until Friday 14<sup>th</sup> July.

The HSE said "Our inspectors will visit a range of construction sites to check businesses are taking the necessary action to ensure their workers' long-term respiratory health is being protected. Through engaging with those on site, we can make sure they have considered the job from start to finish, have considered the risks at each stage, and are managing the risks with effective measures in line with the broad hierarchy of control options such as water suppression, extraction, and as a last resort Respiratory Protective Equipment (RPE).

You can find more resources about preventing exposure to dust [here](#) or you can visit the HSE website for information about the [inspections](#).

## Quick reaction saves lives and homes

A huge well done to our teams for their quick thinking when a fire broke out in a bin storage attached to a property close to our Trowbridge Road (Bradford-on-Avon) project. Actions by Ray Attard and Cory Bullock of our supply chain, Riviera Formwork and Kerin Construction, alongside our own Assistant Site Manager, Aron Frost, and graduate engineer, Emilia Dawson, meant that a potentially life-threatening situation was dealt with safely and significant damage averted.



On noticing smoke, the team acted quickly by alerting the home owner to the danger, assisting her to call the fire brigade and checking that she was OK throughout the incident. They used a foam extinguisher and sand to keep the fire under control until the fire brigade arrived.

The neighbour has expressed her gratitude for saving her, and her home, from what could have been a serious event; the fire brigade commended the team for their quick thinking.

Thank you to everyone involved for looking after our lineside neighbours.

## Looking after the communities we work in



Now that the weather is warmer and brighter many of our colleagues have relished the opportunity to carry out important volunteering activities, and celebrated Volunteers Week throughout the month. Our people have been out delivering CV creation and employability workshops, helped transport materials and arranged plants at Sunnyside Trust and discussed how we can help replace their chicken shed. We also built bird boxes at Redbourne Upper School and met with South Hill Centre to plan repair works on their carpark and much more...

Thank you everyone including our supply chain teams for your fantastic efforts and volunteering your time to give back to such great causes.

At Octavius we give every colleague a Community Day to give back to a cause close to them, or spend a day developing their skills. All Octavius people can find more information on Atlas SharePoint site.

## Diversity



Pride Month 2023

June 1 - June 30

### June's Health and Wellbeing focus is diversity.

At Octavius, we want to be an inclusive and great place for everyone to work, so this month we launched our approach to Equality, Diversity & Inclusion (ED&I) including how we support diverse talent acquisition and retention.

We willingly and enthusiastically embrace and celebrate our differences – in experiences, backgrounds, ways of thinking and working. Being inclusive is not only the right thing to do; it also means that our colleagues are more engaged, motivated and productive.

### June is Pride Month

Every year, during the month of June, the LGBTQ+ community gets together to celebrate Pride in many different ways. There are many events that recognise the influence and positive change that LGBTQ+ people have brought over the years.

Pride is held each June as this was when the Stonewall riots took place back in 1969.

### The Stonewall Riots

In the early hours of 28th June 1969, police raided the Stonewall Inn in New York City. Three nights of unrest and riots followed as the LGBT people started fighting back against the police brutality and prejudice they had been victims of for too long. The anniversary is a reminder to LGBTQ+ people and the world how important it is to stand together in defiance of those seeking to divide us.

In Britain, not long after the Stonewall riots took place, the British chapter of the Gay Liberation Front was founded. The first Gay Pride Rally took place in 1972 in London.



## The evolution of Pride Month

What started out as a protest is now a celebration and symbol of hope for LGBTQ+ communities around the world. However, there is still so much work to do. While a lot of progress has been made, there are many LGBTQ+ people who still feel the need to (or legally must) live and love the way they choose in private and out of sight. Pride will continue to grow and evolve to help communities worldwide to gain the rights others take for granted and to make a stand wherever necessary.

## How Pride Month is celebrated today

Today, Pride celebrations include parades, parties, picnics, peaceful protests, concerts, workshops and so much more. LGBTQ+ events around the world attract millions of participants and everybody, gay, straight, in or out, is welcome to attend. Memorials are also held during Pride Month to remember members of the community who have lost their lives to HIV/AIDs or hate crimes.



**Pride is an opportunity to celebrate the progress that has been made towards acceptance and equality throughout the LGBTQ+ community. There are many ways you can celebrate, including:**

- Take time to learn about the history of LGBTQ+ rights.
- You could also volunteer at a Pride event. Many events are run solely by volunteers and it's probably one of the most fun times you can have while working.
- **Attend a Pride event:** Look out for events in your city during Pride Month and other times during the year. Celebrate with others and show your support for the LGBTQ+ community.
- **Host your own Pride event:** Anybody can arrange and host a Pride event. Get the word out on social media. Look beyond June to host events, too. The LGBTQ+ community needs support all year round.
- **Wear Pride colours:** Show your support by wearing rainbow colours – widely recognised colours of the LGBTQ+ community. Display flags outside your home, wear Pride t-shirts and have fun with your outfit and decorations. Pride is anything but dull, so be proud to show your colours.
- **Celebrate with friends and family:** Whether you are a member of the community or an ally, Pride is a fantastic way to celebrate with friends and family and show your support.
- **Support LGBTQ businesses:** Make a difference by using services and buying products from openly LGBTQ+ businesses. Many big brands also show their support for Pride Month, changing their packaging to reflect Pride colours and donating to LGBTQ+ charities.



## 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 A46 Binley Thrive report

Until May 2023



**£36,845,198.10 total social value added\***



### Local value

- 12 Job creations
- £1.3m Spend with SMEs
- £19.3m Local spend
- £15.6m Regional & National spend
- £315k Value contributed to job creations



### Sustainability

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



### Employment, education & skills

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



### 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

# One Team Wessex Thrive report

April 2022 – May 2023



## £69,452,914 total Social Value added\*



### Local value

£22.7m Local spend

£31.6m Spend with MSMEs

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



### Employment, education & skills

345 People hours of learning interventions, mentoring and training delivered

49 People weeks of work experience provided

90 People hours spent on education activities with local schools



### Sustainability

152 People hours spent volunteering on protecting and improving the environment

Environmental Surgeries covering Biodiversity, Aggregates, Waste and Plant Monitoring delivered to staff



### 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 NE & NW Scheme Delivery Framework Thrive report

to end of May 2023



**£2,319,002.22 total social value added\***



### Local value



5 Contracts awarded to local business

£480k Local spend

£1.4m Regional & National spend

£298k Spend with SMEs

### Employment, education & skills



886 People hours of learning interventions delivered

1 Trainee opportunity created

1,190 Number of formal training hours completed

55 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



119 People hours supporting organisations in the community

£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 Chelmsford Northeast Bypass – Advanced works Thrive report To end May 2023



### £712,314.88 total social value added\*



#### Enable Inclusive Economic Growth

£227k Local spend

£284k 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

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

31 People hours spent supporting community initiatives



# The Hertfordshire Framework Thrive report

January 2022 to end May 2023



## £2,437,836.43 total social value added\*



### Local value



6 Local hires

£757k Local spend

£1.3m Regional & National spend

£151k 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

362 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)

### May statistics

During the month of May, there were many good IOs raised which were likely to have prevented accidents or incidents occurring. There were many good suggestions for improvements.

Our suppliers contributed to over 3.8% of the overall IO's raised during the month.

However, as the numbers of IOs being raised over the last few months have decreased it has limited the opportunity to identify improvements. 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	
Adam Miller	25
Jonathan Blackman	23
Lloyd Davis	19
Darren Bradford	18
Brian Cooper	17
Top categories	
Site housekeeping	58
Access/egress/site security	25
Site welfare	18
Personal Protective Equipment	17
Personal health	14
Top projects	
Farncombe to Petersfield (F2P)	53
Star Lane embankment renewal	33
OTW Grazeley reactive works	23
Waterloo Station roof works	22
Ryde Pier Zone 4	12


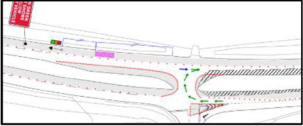
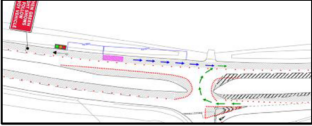
Infrastructure Improvement Opportunities		
Month	Total no. IOs	Total no. people raising IOs
May 2023	287	75
April 2023	307	73
March 2023	313	77
February 2023	377	66
January 2023	261	55
December 2022	217	55
November 2022	369	75
October 2022	382	80
September 2022	241	59
August 2022	299	81

# SHEA performance summary

May 2023

<p><b>Improvement Opportunities Frequency Rate (IOFR) the current rolling IOFR is: 1.43</b> (Target of 2.5 per 1000 hours worked)</p>			
<p><b>Accident Frequency Rate (AFR) days since the last RIDDOR accident: 70</b> The current rolling AFR is: 0.04</p>			
<p><b>Service Strike (SSFR) days since the last Service Strike: 7</b> The current rolling SSFR is: 0.45</p>			
<p><b>May Total Number IOs</b> 287</p>		<p><b>May No. Safety, Health &amp; Environmental IOs</b> 259</p>	
<p><b>May No. Business IOs</b> 28</p>			
Reference Number	Date	Project	Description
<b>Injury</b>			
12212023-17-05	17/05/2023	A46 Walsgrave	Whilst they were moving them, a driller dropped some drilling rods, injuring their finger
12252023-25-05	25/05/2023	Contestability Walton on Thames footbridge	An operative slipped whilst using a metal bar to release the catch of a manual quick-hitch.
<b>Service Strike</b>			
12232023-23-05	23/05/2023	EHA Kings Lynn NORA	An LV electrical cable was damaged when a lump of concrete was removed from an excavation.
<b>Environment</b>			
12182023-11-05	10/05/2023	EKFB	Hydraulic oil was lost when a hose failed on a 100T crawler crane.
12202023-15-05	15/05/2023	Wessex Canopies and Dorchester	Tin of paint was knocked over by accident.
12222023-22-05	25/05/2023	OTW Grazeley rapid response	Small amount of diesel leaked from a 360 excavator – 1 litre.
<b>Other Classification</b>			
12172023-10-05	05/05/23	OTW Clapham	Two operatives became trapped in a faulty lift.
12162023-10-05	10/05/23	OTW BLD Waterloo Concourse and Porte Cochere Glazing replacement	MEWP became stuck against a ladder beam of the scaffolding and controls were isolated.
<b>Property Damage</b>			
12192023-12-05	12/05/23	OTW STR Campbell Road	Telehandler damaged a depot intercom unit.
<b>Theft</b>			
12242023-24-05	23/05/2023	Area 12 NE - Wentbridge viaduct waterproofing	A chapter 8 vehicle pulled up, hooked up 75kva generator pack and drove it off site.



Lessons Learnt – Event Details							
							Event Reference ID: 61533
							Issue Date: 06/02/2023
<b>Lesson relates to a:</b>	Injury Event	X	Operational Event	Near Miss		Environmental	Close Call
	Other (Please Specify):						
<b>Lesson is:</b>	Problem Solving	X	Good Practice	X	Recap	X	
	Other (Please Specify):						
<b>Lesson categories:</b>	Design		Implementation		Supplier	X	Client
	Lifesaving Rules	X	Site Rules	X	Health		Training
	Communication	X	Other (Please specify):	Site Establishment			
<b>Details of Event</b>							
<b>Project or Contract: A66 Scheme 3a</b>							
<p>On 25/04/2023 temporary traffic management had been erected to enable pavement sampling works on behalf of Keltbray. During convoy operations the convoy vehicle completed a westbound convoy and turned into the designated turn around point where it would normally wait to pick up the eastbound traffic from the red signal. However, to enable collection of a personal item from his colleague the convoy vehicle deviated from the Safe System of Work (SSOW) and instead pulled into the closed Lane 1, reversed approximately 75m and struck the sampling contractor's parked vehicle.</p> <p>The occupant of the parked vehicle sustained whiplash type injuries, the front of their vehicle was damaged and minor damage occurred to the rear of the convoy vehicle.</p>							
<b>Overview of Events:</b>							
<p>As Principal Contractor, Keltbray had managed significant liaison and planning between themselves, the traffic management contractor, and the sampling contractor.</p> <p>Temporary traffic management plans had been agreed by all parties to accommodate the works, and the parked vehicle was in the agreed location. Both vehicles had the correct livery and were displaying lights and beacons. Involved parties had the necessary skills, knowledge and experience for their tasks.</p> <p>A convoy system had been used on 6 occasions on the scheme, and this was the 3<sup>rd</sup> night in this location; all without incident.</p> <ul style="list-style-type: none"> <li>➢ Immediate Cause:- Unplanned reversing manoeuvre resulting in RTC and injury.</li> <li>➢ Underlying Cause:- Convoy driver complacent regarding their duties.</li> <li>➢ Root Cause:- Convoy driver chose to deviate from agreed and briefed Safe System of Work.</li> </ul>						 <p>Damage to parked vehicle</p>	
<b>Key Learning Outcome(s):</b>							
<ul style="list-style-type: none"> <li>Plan work to minimise reversing, eliminating it wherever possible, especially within temporary traffic management.</li> <li>ONLY permit reversing within an agreed SSOW.</li> <li>Ensure SSOW is briefed, understood, and agreed.</li> <li>ALWAYS follow SSOW.</li> <li>If SSOW cannot be followed, STOP and seek clarification / agreement from Supervisor. Re-brief the changes.</li> <li>Recognise the potential serious consequences of deviating from the agreed SSOW.</li> </ul>			 <p><b>Planned</b></p> <p>Planned manoeuvre was to turn from westbound to eastbound, as shown by the green arrows, wait for traffic to join from westerly signal head and then proceed easterly.</p>		 <p><b>Undertaken</b></p> <p>On this occasion the actual route taken when turning from westbound to eastbound was to pull through the cones into the closed Lane 1 (Green arrows) and then reverse (Blue arrows) until sticking the parked vehicle (Pink rectangle)</p>		
<b>Corrective Actions Taken:</b>							
<p>Face to face briefings held and memos issued, regarding the need to always follow the agreed RAMS / SSOW, and the escalation process when there is a need to deviate from the RAMS / SSOW.</p>							

<b>Lifesaving Rules Review:</b>		
<b>Working Responsibly:</b>		
	Always use equipment that is fit for its intended purpose.	Never undertake any job unless you have been trained and assessed as competent
<b>Display on all notice boards until:</b>		<b>For more information, please contact the HSQE Department:</b>
31/08/2023	Non-Rail / Rail – groupshsqe@keltbray.com	Rail Specific – rail.hsqe@keltbray.com

### SAFETY Notice!

<b>To:</b>	All Operatives	<b>Date:</b>	25.05.2023
<b>From:</b>	Andrew Stagg – SHEQ Director	<b>Ref:</b>	027
<b>Company requirement to follow RAMS / SSOW</b>			

A **People / Plant Interface** event recently occurred involving one of our vehicles from Penrith depot. This incident happened during convoy activities on the A66(T).

A PTM works vehicle deviated away from the site-specific **RAMS / SSOW** developed for the convoy set up. The PTM works vehicle, reversed, and collided with another contractor vehicle on site.

This resulted in damage to the contractor vehicle and whiplash injuries to the contractor employee who was within the vehicle when the incident occurred.

This incident has highlighted the importance of following agreed **RAMS**.

**REMINDER!** –

- Prior to starting work familiarise yourself with the relevant **Method Statement and Risk Assessments (RAMS)** for the work you will be carrying out – if unsure, speak to your supervisor
- Always follow the agreed **RAMS / SSOW** for the activity you are undertaking.
- If for any reason you need to deviate away from any **RAMS** – Stop work and agree any changes with the PTM supervisor / manager prior to implementation – The **RAMS** may need amending to cover any changes to working practices.
- If any changes have been made to **RAMS** – site personnel will need to be re-briefed to ensure they are made aware of any changes.

If anyone has any queries regarding this matter, please contact your line manager or Andrew Stagg to discuss further. Regards Andrew Stagg HSEQ Director – Tel: 01388 815661 / 07423625452

027 – Company requirement to follow RAMS / SSOW.

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

Alert

## Earthworks HiPo - Excavated UXB Incident

	Date and time of incident	18/05/2023	Incident type	High Potential
	Incident ref number	INC15705	Contractor	BBV
	Sublot	2a	Location	Cublington Cut (Ch 135+050)
	Keyword search	EOD, UXB, UXO, Bomb	Reported by	Graham Ward

### Summary of Incident

When carrying out earthworks activities at Cublington Cut. An Unexploded Bomb (UXB) was reported. The UXB was picked up in the bowl of the Scraper and was immediately placed onto the ground by the Operator. The Operator instantly raised the alarm.

The Police and Explosive Ordnance Disposal (EOD) Team were contacted to control the area. The surrounding work areas were immediately evacuated. Public houses adjacent to the Woods (aligned with the UXB) were evacuated when the bomb was detonated successfully by the EOD at 1330 hrs 19/05/2023.

### Initial Findings

- The area has been identified through the Zetica Ltd UXB Survey as being a Low-Risk area.
- Recommendations that all Sub-Lots check their UXB Surveys that have been registered as a Medium Risk or upwards.
- The Emergency Preparedness Plan was successfully complied with.

### Immediate Actions

- Earthworks Mobile Plant Operator called EWKS General Foreman confirmed that a UXB was uncovered by a 631 Caterpillar Scraper at 1615 hrs.
- The Operator raised the alarm, and the area was evacuated.
- Senior Management including H&S Team notified at 1620 hrs.
- Emergency Services (Police and EOD Team) notified 1630 hrs.
- Area cordoned off by Police and the EOD Team.

### Behavioural Currencies

- **Positive:** All Personnel involved within the Works and surrounding areas all acted in accordance with the Emergency Preparedness Plan. Excellent Positive Outcome.

### Photographs



SC 250 Air-Drop General Purpose High Explosive Bomb (1m long and 368mm diameter) found on Site



Safe detonation by the EOD Team dated 19/05/2023

Risk Perception

Alpha Sleep

Time vs Risk

Let's Talk

Habits

Lead by Example

# Safety Bulletin



everyone  
home safe  
every day

## Competence Assurance of Plant Operators



<b>Ref:</b>	WWB23-08
<b>Date of Issue:</b>	15-May-2023
<b>Location:</b>	Buildings and Civils Western Route
<b>Contact:</b>	Helen.barnes@networkrail.co.uk

### Overview

Two serious incidents have occurred on the 24th and 25th of April. A 25 tonne excavator toppled in a worksite compound, during a lift of a 5-tonne metal bog mat; and a telehandler toppled into a canal during a manoeuvre and less than 5 litres of biofuel was spilled this was contained and canal cleaned.

Fortunately in both incidents no one was physically injured. However both incidents involved people operating the plant who did not hold the correct current competency to do so. Both incidents are under investigation.

During Safety Conversations across the B&C portfolios, our Principal Contractors are informing the client that people are attempting to work with fraudulent competencies. In one case, a person had returned to a site, having been removed the previous day (due to poor behaviours), giving a false identity. Fortunately they were prevented from accessing sites, due to assurance checks and a robust sign-in process, to carry out work using plant.

### Discussion Points:

1. General Point. Make sure plans and assurance checks for resources are carried out prior to operators arriving on site and checked again when operators arrive for work
2. Have you 'taken 5' to make sure that all plant operations have been risk assessed and if changes are required to the works or the operators, assure yourself it is safe to continue
3. How do you remind operatives on site, that although there may be a willingness for people to help colleagues, they must be competent to do so.



Part of our group of  
Safety Posters



#### DISTRIBUTION

- All Region
- Regional Exec and All SHE Professionals

- All Wales Route
- Wales Operations
- Wales Maintenance

- All Western Route
- Western Operations
- Western Maintenance

- Capital Delivery
- DEAM / Commercial and Support Functions

W&W v0.2

02-2021

**C23**  
One Team

# SHWACE Alert

Safety, Health, Wellbeing, Assurance, Compliance & Environment Alert



07 June 2023

Location: G2S - A43 sliproad

**A Tarmac mixer truck, owned and operated by Dancon Services Ltd making a concrete delivery to Bauer Keller JV at Radstone Road, near Brackley was traveling around the roundabout from the B4525, onto the A43 and its drum came off the truck and landed on a farm track entrance way.**

## What you can do

- Undertake provisional inspection of mixer truck drums & supporting A-frames for signs of structural cracking or deterioration
- Further briefing to be issued once detailed investigation completed

## What we know

- Incident occurred 5th June at 12.30pm
- No injuries sustained or members of the public involved
- Vehicle was carrying 7.5m<sup>3</sup> of C40/50 concrete to Radstone Road
- The scene was secured by the police and National Highways to enable recovery to a secure location for a forensic investigation
- Council highways and recovery company contained and cleaned up leaked oil and hydraulic fluids
- From provisional analysis of the vehicle tracking data, the truck was being driven in a competent manner and was not exceeding the speed limit.
- All Tarmac OneCard driver competencies were valid, and the driver was inducted.
- Initial visual analysis at the scene suggests the lower off-side supporting member of A-frame (supporting the rear of the drum) failed and allowed the drum to slide off the mixer body.



Making  
the  
**Right**  
Choice

# Shared Learning



## Minor foot injury exacerbated by incorrect footwear

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

Ref: NRL23-02

Date of issue: 13/06/2023

Location: Westbury Aggregate Handling Depot

Contacts: Mark Farrow, Project Manager (HSE),  
SCO Capital Programmes

Aonghus McGinn, Health & Safety Manager, SCO  
Capital Programmes



## Overview/Underlying causes

### Overview

Whilst hand digging a trial hole, an operative came into contact with a buried sharp steel spike which penetrated the non-reinforced sole of their boot, causing a minor puncture wound to their right foot. Had they been wearing the correct boots with midsole protection, this would most likely not have resulted in an injury.

The operative received first aid treatment and attended hospital where a precautionary tetanus shot was given.

### Underlying cause

The sponsor had allowed the operative to purchase their own PPE with insufficient guidance and did not carry out adequate PPE checks / assurance prior to them starting on site.

Incidentally, the same Principal Contractor (PC) had reported a similar incident four years ago. Although appropriate actions were implemented at the time, with memory fade and staff changes, the importance of continually re-emphasising lessons learnt is evident.

The poor protection offered by unsuitable boots was discussed with the individual and they were made aware of the importance and need for high standard, compliant footwear for the construction work they were undertaking.

PPE checks were immediately undertaken across all sites to ensure compliance with Network Rail's Standard and the content of future sub-contract orders is to be reviewed to include full PPE specification requirements.



### Key message

- Check your boots. They should comply with Network Rail’s Standard NR/L2/OHS/021 – Personal Protective Equipment (PPE). This standard “applies to all NRIL employees, and contractors / suppliers working on NRIL’s behalf” and states that “All safety footwear provided shall comply as a minimum with the requirements of EN ISO 20345:2011” which, in turn, requires midsole protection (SBP, S1P, S3 or S5)
- For Network Rail employees, any footwear you request through Network Rail and the official NR iProc ordering system will be compliant.
- As a reminder to our Suppliers, Reg.4 of the PPE at Work Regulations 1992 (rev.2022) state that PPE must be provided by the employer.
- Suppliers / PC’s – What assurance do you have in place for your supply chain to ensure safety standards are embedded?



Footwear on site should conform to standard EN ISO 20345: 2011 Personal protective equipment – Safety Footwear. S3 – midsole protection

Q SAFETY  
E H LEARNING

MORGAN SINDALL  
INFRASTRUCTURE

## CRF A11: Unsafe act by a Site Engineer

A Site Engineer was conducting survey works with two others when he chose to take an unsafe route alongside a CAT Dozer. The Dozer engine was running and the operator was preparing to move off in a forward direction at that point.

The Site Engineer passed the Dozer without incident however this was a breach of the exclusion zone established and was immediately noticed by the plant operator who isolated the plant immediately.



### Findings

1. The Site Engineer had engaged with the 2 plant operators and a Traffic Marshall.
2. The Site Engineer was given the okay to commence work as it was in between the locations where the two pieces of plant were operating (Roller behind and Dozer in front). This was deemed as a safe location.
3. The Site Engineer took a call from a Site Supervisor asking him to look at an area of the mainline that was beyond the position of the Dozer. After ending the call, the Site Engineer decided to take the shortest route to the area without considering the risks.

This advice should be used, where the above is applicable, and the information discussed with your team highlighting the following points:

- **EXCLUSION ZONE:** Personnel non-essential to a task, are not permitted to enter a “Live” work area where mobile plant equipment and vehicles are operating. The term “Live” includes when equipment and vehicles are stationary with the engine running
- The southbound work area is split into 2 linear strips or lanes. At all times, a route for plant and vehicular traffic must be maintained by utilising either lane 1 or lane 2 to allow construction to pass.
- For each linear work area 200m + in length, the movement of all traffic through will be controlled by Traffic Marshals - Traffic Marshals wear yellow coloured safety helmets
- A Traffic Marshal barrier is in place at the start of each work area, and to control the delivery of stone by tipper wagons. Traffic marshals in each work area are also in radio contact with each other. Permission to enter a defined work area can only be given by the Traffic Marshall once the worksite is safe and all plant have ceased operating.

SHEQ Alert date:	May 2023	Display until:	31 Aug 2023					
Distribution:	Morgan Sindall	x	Supply Chain	x	Plant Hire Desk	x	Morgan Sindall Group	x
Communication:	Toolbox talks / briefings	x	Noticeboards	x	SHEQ update	x		

Everyone has the right to be  
**100% Safe**

# Safety Advice



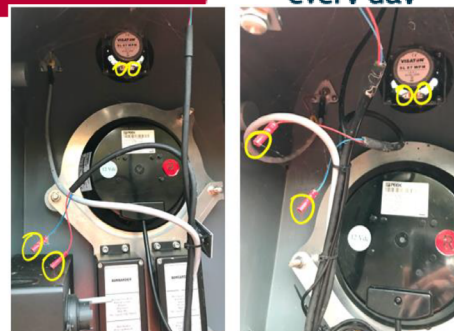
## Tampering with Signalling Equipment

Issued to: **All Maintenance Personnel & Level Crossing Managers**

Date of issue: 24 May 2023

Location: Southern Region

Contact: [Barry Wilson](#)



### Overview

Two failures of audible warnings at Hadfold No.2 and Vale Wood User Worked Crossings have been reported on Sussex Route in the last eighteen months, the cause of both failures was found to be wiring having been disconnected from the audible warning device sounders on site in both the Upside and Downside cabinets.

In each case the cabinets had been found locked correctly on arrival, with the usual controlled issue RKB221 padlock used by Signalling staff to secure equipment cabinets in place.

It has not been possible to determine whether this is a result of an internal or external action or when the audible warnings were disconnected. It is suspected this may have been disconnected due to the audible warning for trains or engineering work deemed as a nuisance.

The lack of audible warning is a clear reduction in safety at the level crossing and represents an increased risk for both pedestrian and vehicle users.

#### Immediate action required

- Signalling equipment should only be accessed via S&T Staff issued with controlled keys
- Signalling equipment must not be tampered with by unauthorised persons and should only be disconnected in accordance with Signalling General Instructions NR/L3/SIG/10064
- RKB221 and JW442 Grandmaster keys must only be held by S&T staff and issued in accordance with NR/L2/SIG/50019
- Be aware of unusual activity around Signalling equipment. Staff are reminded to report unusual or suspicious activity via Route Control.

Part of our group  
of Safety Bulletins

Safety  
Alert

Safety  
Bulletin

Safety  
Advice

Shared  
Learning

**C23**  
One Team

# SHWACE Alert

Safety, Health, Wellbeing, Assurance, Compliance & Environment Alert



18/05/2023

On 10/05/2023, Natural England (NE) carried out a compliance visit at T2G AMP 42 Finmere Quarry, as a result of information that had been provided to NE anonymously. It was discovered that there were breaches to the great crested newt (GCN) fencing on-site.

Checking and maintaining the integrity of GCN fencing is a condition of the HS2 GCN Organisational Licence. This incident could result in enforcement action from NE.

## What we know

During the NE compliance visit, a number of breaches to the fencing were recorded. These had resulted from a soil slump, erosion from surface water run-off, fallen trees, missing fence and over grown vegetation, all of which had compromised the integrity of the fence.

As a result, there is an increased risk that GCNs could gain access to HS2's working areas, and would then be at risk of death or injury. GCN are legally protected under both UK and International Law.

## Actions taken

Monthly checks of all GCN fencing are a condition of the HS2 Organisational Licence. Ecology Clerks of Work (ECOWs) are required to complete these checks and carry out repairs within a 48 hour period. To aid the efficiency of this process, a new GIS based GCN Fence Check APP has been implemented.

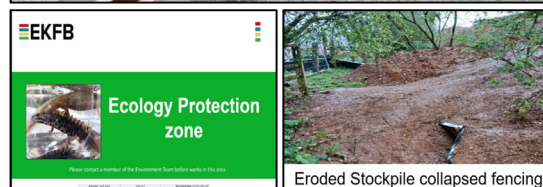
Route wide notifications and information is being distributed to all operatives at EKFB, to ensure everyone is aware of the legal requirements not to interfere or move GCN fencing, and to immediately report any defect to the integrity of GCN fencing if witnessed/found.

A detailed investigation has started.

T2G Finmere Quarry AMP42

## What you must do

- ECOW teams and vegetation management teams will arrange site visits in advance with project teams and must be permitted access to carry out the planned fence checks/vegetation management. **If access is not possible, this must be escalated to EKFB senior management and the visit re-planned and undertaken as soon as possible. Failure to undertake planned checks is a breach of the licence.**
- The GCN fencing must not be interfered with (moved/damaged/flooded/covered).
- **Works within 2m of the fence line are not permitted without prior consultation with the project ecology manager. No storage of materials within 2m of GCN fence.**
- Damaged or missing fencing must be reported and repaired within 24 hours (or as soon as practically possible).
- Consult the project ecology manager if access or egress is required through any area that contains GCN fencing.



# Environment Bulletin



**Risk of Prosecution**

Issued to: **All Network Rail line managers, safety professionals and accredited contractors**  
 Ref: ENV23-02  
 Date of issue: 25/05/2023  
 Location: National  
 Contact: Technical Authority Environment & Sustainability



**Overview - Conditional Warning Letter from Natural England**

On 10th March 2023, the Okehampton Project Team received a Conditional Warning Letter from Natural England’s Enforcement Team.

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

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

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.

**Discussion points**

**What do you need to know?**  
 Any environmental licence, permit, or consent agreed between Network Rail and a statutory authority 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.

Before Network Rail commits to the conditions of any licence, it must be agreed by the Responsible Manager (see NR/L2/ENV/122), the ‘licensee’, and the asset owner that those conditions can and will be delivered.

**It is important that Network Rail then meets those conditions.** Failure to do so may result in enforcement action against Network Rail.

**Where can I find more info?**  
 The Biodiversity Manual NR/L2/ENV/122 provides a clear process for managing ecological risks and opportunities for any Network Rail activity.

It is **essential** in the management of any ecological risk, that it is identified during the planning and/design stages of the work (e.g. for PACE within the Environmental and Social Appraisal (EN1)).

As with health and safety, all teams undertaking works, or Project Teams should consult a suitably qualified professional, i.e. an ecologist, where risks to protected species and habitats exists.

Each Region should have a RACI associated with NR/L2/ENV/122 to enable the identification of appropriately responsible and competent individuals.

Each Region should contact its own Environmental & Sustainability Team for support, including appointment of ecological framework suppliers.

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