



octavius



STOP.
Think!

March 2023

**Make better
decisions.**

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

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Introduction

John Dowsett



Welcome to the March Edition of our STOPThink! Cascade Briefing. Firstly, I would like to take this opportunity to thank my Highways Managing Director, Gavin Pritchard for his great introduction last month and his focus on safety learning with a link to our STOPThink! Fundamentals. Providing safe and assured delivery is the most important aspect of everything that we do and delivered effectively, our STOPThink! Fundamentals enable everyone to return home safely after every shift. I am increasingly encouraged by how they are being embraced by our teams. Thank you for your continued focus.

International Women's Day – Embracing Equity

Earlier this month I was delighted to join many of our people to celebrate International Women's Day. This year's theme was "Embracing Equity" and understanding that to create a truly equal and inclusive world we must recognise that people come from different starting points. They have different experiences, backgrounds and needs. Hence, true inclusion and belonging require equitable action. In the simplest terms:

"Equality is giving everyone a shoe. Equity is giving everyone a shoe that fits."

Susan K Gardner. Dean, College of Education, Oregon State University.

Whilst we know that as an industry we have a long way to go before we can say all our women have "shoes that fit properly", I am proud of the progress we have made in the last year in Octavius. We are pleased to have increased our female workforce by 5% and have a plan in place to improve the gender pay gap.

We recently launched a survey to understand how our female colleagues feel across the business and are working on launching networks that focus on several protected characteristics.

We have signed up with the Global Equality Collective to support us to promote inclusivity and diversity, along with the Disability Confident Charter to give individuals who identify as disabled the confidence to approach us for roles. We have signed the Armed Forces Covenant to support individuals from the Armed Forces community to join our business and have put in place an immigration sponsorship licence to encourage diverse talent into the business regardless of borders.

We can all play our part to actively embrace and support equity. Please take time to learn about your female colleagues, understand their needs, value and support their differences. Challenge gender stereotypes and call out discrimination and bias to help all the fantastic women working in our businesses and who play a vital role in our industry to be successful.

One year on...

I can't believe that at the start of next month we have been "Octavius" for one year, and what a great year it has been. In celebration we have decided to support charities that represent our focus on Highways and Rail and the importance of both women's and men's health. We are also making donations to great causes that are local to our projects, sites, depots, and offices as chosen by our people. So please do look out for more as we reflect on our achievements and the benefits to the wider communities that we serve.

Please Subscribe!

Finally, please do share this publication with your friends and colleagues, no matter what industry they work in! It is quick and easy to [join the mailing list on our website](#), and you can also find previous editions back through this year and 2022.

Stay safe and well over the coming month.

John Dowsett CEO – Octavius Infrastructure Ltd

Roof wire system failure

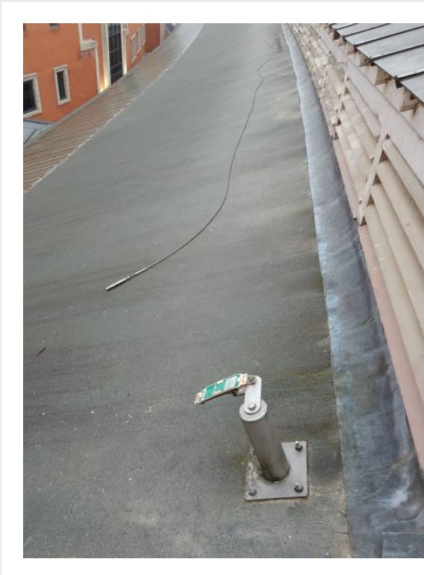


Photo 1 - Failed horizontal wire system

On 14th February 2023 at Windsor and Eton Station, the horizontal wire system failed (often referred to as Man Safe System). This occurred when the operative connected his harness to it whilst traversing from another section of the system using a twin tailed lanyard.

Had the incident occurred when the operative was connected to it a serious outcome could have resulted.

Key Actions

The investigation will be focussing on the system’s tensioner (see image 2) as this appears to have failed for reasons to be determined as part of the investigation.

Therefore, pre-use inspection by users should focus on the tension in the wire and on the tensioner(s). In particular, the lock nuts used which should not be loose when visually inspected or move when checked for tightness by hand.

Other Advice on Safe use of Such Systems

If you are planning to use one of these systems on your project or for reactive maintenance work, ensure the following:

- It is used in accordance with the specific manufacturers’ instructions
- It has been inspected within the last 12 months by a competent person
- The harness and lanyard have been inspected within the last 6 months
- The system complies with EN795 Class C
- The harness and lanyard comply with EN365:2004
- The user is familiar with the specific system and is trained in its use
- The wearer of the harness/lanyard is trained in its safe use and that it is inspected before each use by the wearer
- The correct traveller device is fitted/available and in use (see image 1)
- Number of users connected to the system at any one time are not more than that specified by the manufacturer
- It has been subject to a pre-use inspection by the user
- Weather conditions are considered e.g., ice could make it unsafe to use
- Is the correct/recommended fall restraint PPE available
- A rescue plan has been prepared and rescue equipment is available
- Risks to others are considered and if necessary, exclusion zones are established and tools/equipment etc. are tethered
- Only use these types of personal system where safer alternatives such as equipment with guard rails are not reasonably practicable



Image 1 – Typical traveller device

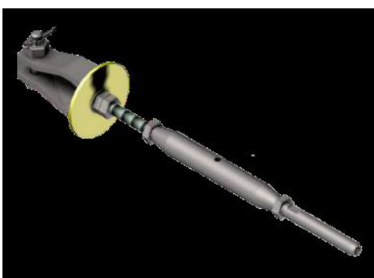


Image 2 - Typical tensioner

Remember that when using these systems, a higher level of competent supervision will be needed to ensure that they are used correctly.

Always seek advice from a member of the SHEA team if you unsure how this system should be used as part of a safe system of work.



Crush injury



Reconstruction

Stabilising foot of 3CX hydraulically lowered onto IP's left foot

What happened?

During the reconstruction of A1101 Mildenhall Road, Cambridgeshire a sub-contractor's foreman suffered a fractured toe, lacerations and bruising following a crush injury caused by the lowering of stabilising feet on JCB 3CX Streetmaster.

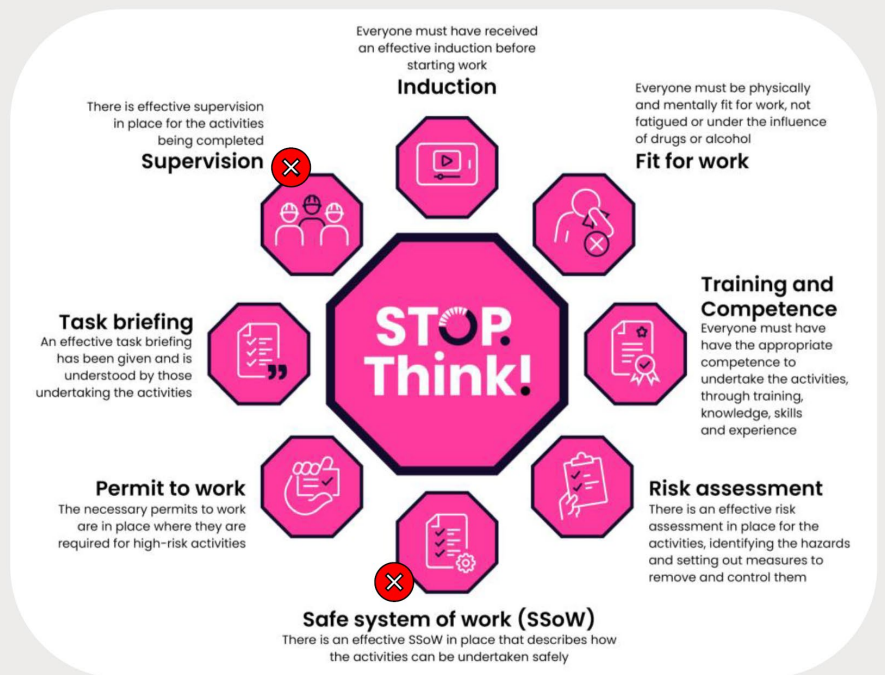
At the end of his shift, the IP had left the work area and removed his PPE including safety boots. He then returned to the work area to assist with corralling the plant (chaining the 3CX to a roller ready for collection later that evening). When doing so his toe was trapped under the stabilising plate that was being lowered by the 3CX driver as part of his process.

Immediate action

1. Initial first aid given at the scene by the project team
2. IP was taken to hospital. Subsequent x-rays followed by an appointment at a fracture clinic confirmed fracture of big toe
3. Investigation immediately commenced

Octavius staff and our suppliers must confirm that they:

1. When construction plant is in use, an effective safe system of work is in place and adhered to, which keeps people and plant separated.
2. Are working within the Octavius site rules and adhering to their own company risk assessments and method statements at all times while within the site boundaries
3. Ensure that all elements of the STOPThink! Fundamentals are in place prior to work commencing and remain in place throughout.
4. If in any doubts "Stop, Think" and consult your line manager or SHE Advisor.



Badger awareness

Whilst working on transport and infrastructure you may commonly encounter various species or wildlife on a project site. Badgers can be found along the railway network; within embankments and many other areas of railway land. Carrying out construction activities including routine operations, maintenance, or enhancement activities are likely to impact badger territories and affect badgers in a number of ways. If not managed correctly can lead to badger setts being destroyed and badgers being disturbed by noise and light.



Ecologists aim to reduce and avoid the risk of harming and disturbing species in their natural habitat by carrying out an initial Protected Species Risk assessment survey followed by more detailed surveys. As part of these surveys ecologists usually use remote “trail cameras” to monitor species.

A recent sighting at one of our sites

At one of our CP6 rail projects, a baby badger was captured appearing to be blind and lost. The footage shows the badger eventually being saved by the male badger.

Whilst this might not be particularly unusual, it’s a great example of how critical this time of year is for badgers who are breeding and why surveys are an essential part of the project processes.

Facts about badgers

- Badgers are the UK’s largest land predator and are one of the most well-known British species.
- Badgers are fully protected by The Protection of Badgers Act 1992 and improved previous legislation including the Badgers Act 1991.
- It is a serious offence to kill, injure or to take a badger. Also, to damage or interfere with a sett unless a licence is obtained from a statutory authority.
- If anyone damages or interferes with a badger sett, they can be prosecuted
- People can also be prosecuted for having a dead badger . If you see a dead one report it to you line manager.

If you notice a badger on your site contact your site manager or a member of Octavius SHEA team.

With thanks to Graeme Skinner MRSB, Director of Naturally Wild Consultants LTD



Lean learning sessions

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

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

| Date | Time | Teams Link |
|------------|-------------|---|
| 11/04/2023 | 12:00-12:30 | Production Control |
| 09/05/2023 | 12:00-12:30 | 5S |
| 13/06/2023 | 12:00-12:30 | Root Cause |
| 11/07/2023 | 12:00-12:30 | Critical to Quality (CTQ) |
| 08/08/2023 | 12:00-12:30 | SIPOC |

Prevent waste on your project by leaning on Lean

Do you know the eight wastes?

If you can see them, you can eliminate them! Not all activities that are conducted in a business add value.

The main wastes are often referred to as the acronym TIMWOODS : transportation, inventory, movement, waiting, overproduction, over processing, defects and skills. Lean is proven to cut costs, increase production and efficiency.

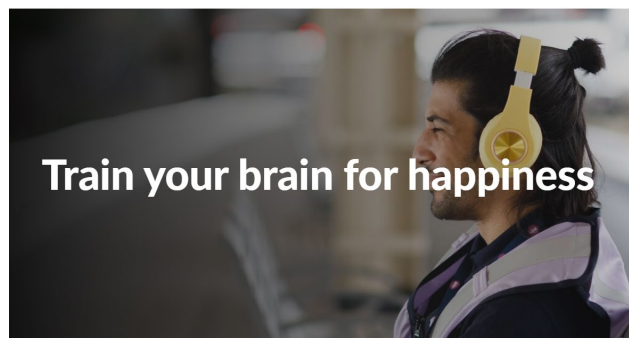
TIMWOODS



If you would like to know how to enhance productivity and find efficiencies on your project, join our next Lean Awareness training on Wednesday 22nd March 9:30-12:30. All Octavius people can book on Your Learning system via SharePoint or contact [Kimberley Coxon](#) if you're an external supply chain colleague.

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

Rail Wellbeing Wednesday



Did you know that...you can train your brain for happiness?

Psychologist Bruce Hood discussed the process of training our brain to feel happier, more connected, and more motivated, through cutting-edge insights, exercises, and techniques.

Recent studies show that with proper practice, we can trick our brains into a positive state of mind. Even small changes to the way we think can have a very big effect on our emotional outlook. To learn more about process of training our brain to feel happier, more connected, and more motivated you can watch the session on demand.

[Rail Wellbeing Wednesday– Train your brain for happiness](#)

Sign up to April's session

The “Eating green” session will help you discover how making simple changes to your diet can help reduce the risk of many chronic illnesses while still enjoying a balanced meal plan.

Safer working with National Highways

The February 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 – February 2023](#)



This edition includes useful alerts and updates including upcoming Home Safe and Well Webinars, Highways Supervisor Training, looking after your hands and arms and wearing the correct glove protection and blue light incursions.



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](#)

Asbestos and You

Did you know that...5000 people a year die from past exposure to asbestos.

Asbestos use has been extensive and wide spread - and it is such a dangerous material. It can be found in any building built or refurbished before the year 2000.

Lots of "Asbestos Containing Materials" (ACM's) were originally used in buildings, structures and plant in such a way that they were hidden from obvious view. Their use was often not recorded on drawings or in other documents. It's important all projects complete relevant surveys and follow the correct guidance to prevent exposure and disturbing Asbestos.

Please take some time to [read the HSE guidance and information](#), part of their Asbestos and You campaign.

Ramadan 2023



Ramadan is expected to begin on 22nd/23rd March, depending on the moon sighting until 21st/22nd April. As one of the five pillars of Islam, Muslims fast for 30 days. This involves not only abstinence from eating or drinking during the daylight hours, but also a high control level of one's thoughts, attitudes and behaviours.

It is important that you understand how this could affect people you are working with and how you can support your colleagues in the workplace.

You can find more information about Ramadan on page 27.

Wishing all our Muslim colleagues a Ramadan Kareem!

Improving inclusivity Race Equality Matters #MyNameIs campaign

At Octavius we want everyone to feel represented, respected, included and fully embrace equity. Pronouncing someone's name correctly is one way we can all make all our colleagues and teammates feel valued and important. Names are personal to us, part of our heritage and pride, mispronouncing someone's name can be hurtful

Race Equality Matters have launched a #MyNameIs digital tool, helping people share their real names by translating it to phonetics which can be included in email signatures.

How you can get involved

1. Download, use and share the free [#MyNameIs guide](#).
2. Use the [Fuh-Net-Ic Tool](#) to create and share the phonetic pronunciation of your name.
3. Create and share your name and image on social media tagging Race Equality Matters and using #MyNameIs.
4. Add this spelling to your email signature and other communication channels e.g. meetings, social media, name badges etc.
5. Download and display the [social media icon](#).
6. Check you are saying other people's names correctly.
7. Encourage colleagues, employees, and your networks to do the same.



For more information visit the [Race Equality Matters website](#)

Company fined for polluting a brook Our fundamentals help to protect the environment



Winvic have been fined £160,000 for polluting a brook while working on the East Midlands Gateway development site in 2019. The contractor admitted causing pollution following a prosecution by the Environment Agency.

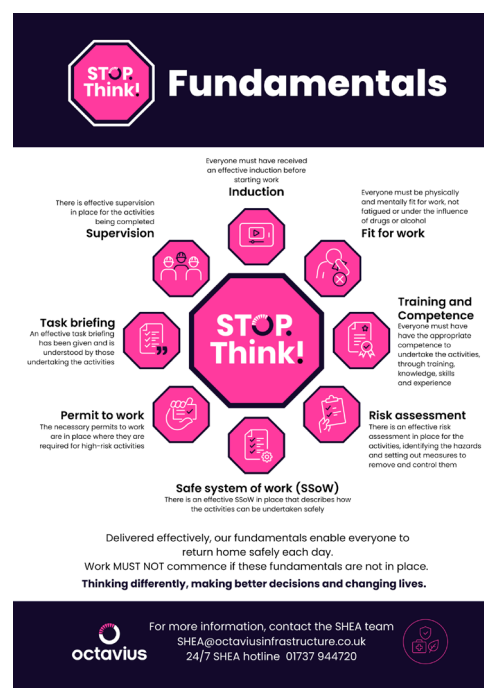
At the time the company were working at a site near Kegworth adjacent to East Midlands Airport; when Hemington Brook became highly turbid and discoloured with clay solids.

Due to a period of heavy rainfall, significant volumes of water built up in the approved siltation ponds on the site which attracted large numbers of migrating birds. The water was discharged from the ponds so that it did not attract the birds however, it had not been suitably cleaned before it was released causing the pollution to the brook

A biological survey revealed that the discharge of contaminated run off from the site had caused “gross and chronic” pollution adversely affecting invertebrates. Breaching the requirement from the Environment Agency (EA) to hold and clean water prior to discharge.

How to prevent water pollution on project sites:

- Utilise topographical and ground investigation (GI) data to identify the potential for high / perched ground water scenarios.
- Engage with the design and environment teams early, to determine the level of controls and mitigation required to manage site water.
- If works may affect drainage, excavations, ground water or surface water, be aware of outfalls into receiving waters
- If pumping operations are being undertaken, ensure that the appropriate permits or consents are in place to discharge the water.
- Always use a permit to pump when undertaking pumping operations. Also, regularly monitor the process to confirm that mitigation remains effective.



Our STOPThink! Fundamentals are the 8 key ingredients that we believe are essential for assured and safe delivery across our business. All of the fundamentals must be in place before works commence.

Driving safely in and around Heavy Good Vehicles (HGV)

HGVs have limited visibility. Don't linger around them.
Know the zones

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

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

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

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

How to stay safe when driving around HGVs and other large vehicles

1. Stay visible

HGVs have areas of limited visibility along both sides. Don't linger in these zones.

2. Overtake with care

Ensure that you have enough space ahead to complete your overtake before committing to the manoeuvre.

3. Don't tailgate

Dropping back will make it easier for you to see ahead and the driver of the large vehicle will be able to see you in their mirrors.

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



Safely providing high power in the New Forest Our E&P team complete Switchgear programme



Our One Team Wessex E&P team safely and successfully commissioned high voltage (HV) switchgear equipment at Ashurst substation in the New Forest; completing our programme of works to replace life expired HV equipment at six substations within the Wessex route.

As a site located in the heart of the New Forest National Park, the project team had to think differently throughout the programme to overcome specific constraints working in a Site of Special Scientific Interest (SSSI) and to protect adjacent rare species of fauna and flora. As limited space was available, our team designed a two-module solution to fit within the constrained land. The team sourced two smaller modules; a HV module and a low voltage annex module, providing the perfect solution for the restricted area.

The switchgear replacement programme commenced in November 2021, with the final Ashurst substation modules being successfully delivered in October 2022. Through collaboration with our customer, stakeholders and supply chain and by implementing lessons learnt from all six substations, we were able to seamlessly complete this final key milestone.

Well done to everyone involved for safely delivering and working together with our customers to provide effective, safe and reliable power on the rail network.

Safe and assured delivery at Guilford to Petersfield

Blockade completed early with exceptional feedback from local neighbours



Well done to our One Team Wessex E&P team who successfully handed back the Guildford to Petersfield line ahead of schedule to delight our customer, following a safe and successful 9-day blockade.

These important works to prepare the line for modern signalling systems was the third phase of the Network Rail Farncombe to Petersfield Resignalling Scheme (F2P).

Some of the works we completed include:

- Station platform Route works
- Installed Under track crossings and Under road crossings at two Level Crossings
- Fitted Signal Piles and laydown areas at 21 locations
- Positioned 16 signposts.

Whilst we carried out the vital works, we tried to help our lineside neighbours wherever we could. Our team helped one lineside neighbour with their hawthorn hedge and we received some fantastic feedback from another delighted neighbour.

“ A big thank you for all your hard work tackling our hawthorn hedge, we are absolutely delighted with the result!

We are really impressed with your commitment to communicating with us effectively about the works and the kind consideration that you have shown us. ”



Before

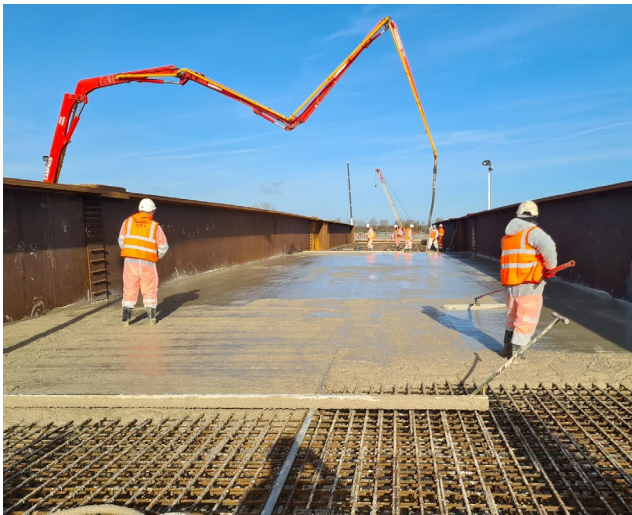
After

Lineside neighbour by Milford station

“ I found the staff very understanding and extremely attentive with regard to working with the local residents. They appeared to understand how disruptive the upgrade was, but were happy to help where they could. The area was left clean and tidy between works. I would like to congratulate Octavius on their 'can do' attitude. ”

Lineside neighbour by Kingsfernden Crossing

Progressing at high speed in Aylesbury



Our team working on the EKFB Joint venture to deliver Phase 1 of the HS2 scheme at Aylesbury recently achieved a significant milestone. They completed a large deck slab pour for the bridge structure, casting more than 250m³ in one go for the new three span overbridge that will carry the Princess Risborough to Aylesbury railway line.

Completion of the deck pour is a great achievement on our EKFB journey, and a significant milestone for completion of the project.

This complex project will accommodate trains to travel at 100 mph. The existing railway line will be diverted to run across the new bridge and embankment; allowing the public easier and faster connections to the city.

[You can watch a great short video of the concrete pour works in action.](#)

Overcoming a sea of challenges at Ryde Pier

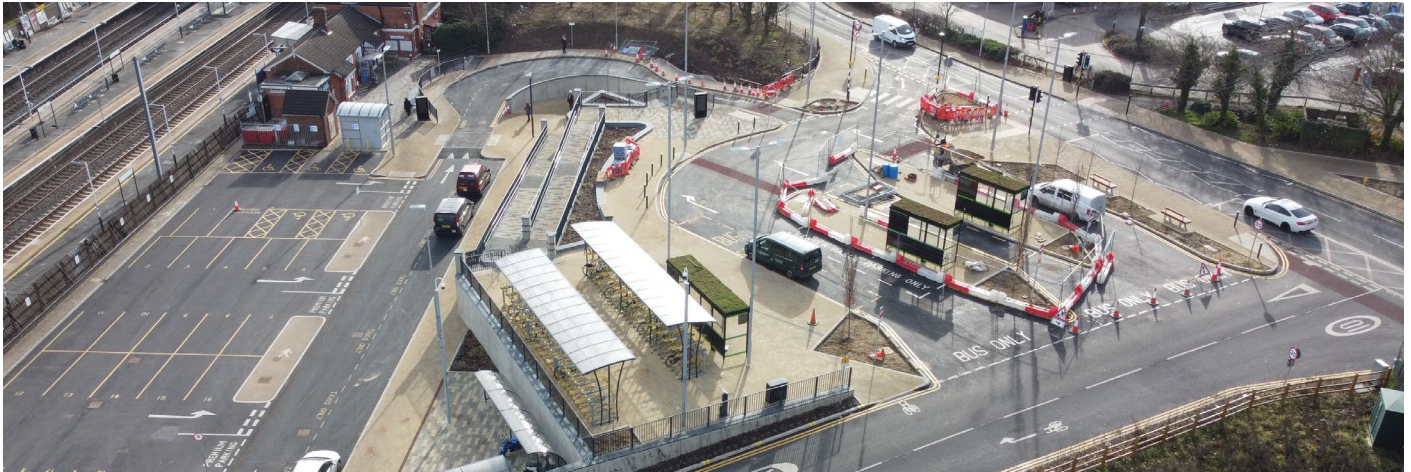


After battling severe winter storms, our team in collaboration with our customer have successfully resolved rail bearer defects which were discovered earlier this year. The defects temporarily paused some aspects of the works due safety concerns. This excellent turning corner means the team are now able to begin track works.

Due to delays, the completion of the works has been extended to springtime. To reduce the impact of delays to the travelling public our team have developed a new methodology for the weather screen works which will allow the track work and weather screen works to be completed simultaneously. Also, we have been working closely with SWR and agreed to support their vital track improvement works to prevent further delays to passengers.

The strengthening works to the 686-metre-long Victorian structure originally built in 1880 is part of a wider programme of maintenance and improvement works on Ryde Pier.

Improving modal connections at Flitwick Interchange completed three months early for the public



Congratulations to our Flitwick Transport Interchange team for completing the project safely and opening the interchange for passengers three months ahead of schedule.

Our project team started on site in November 2021 to enhance and upgrade the outdated area; part of Bedfordshire County Council's regeneration plan. The new £5.3m transport interchange hub will provide easier travel for the passengers as it connects bus and rail services for the community and features several improvements, including:

- A new station forecourt with pedestrian, cycle and vehicle access
- A new passenger drop-off and dedicated taxi areas
- A public transport interchange with three bus stops, passenger waiting areas, including real-time departure information
- Improvements to integration to both the station and Tesco opposite
- Dedicated facilities for Center Parcs passenger collection and drop-off.

Only due to excellent collaboration with several stakeholders nearby including Tesco, Network Rail, Thameslink, CBC and managing interfaces with Centerparcs buses we were able to overcome challenges working in the busy area; allowing us to work more efficiently and complete ahead of schedule.

Following the successful delivery of the scheme we're delighted to have been appointed as main contractor to deliver a package of improvements works at Clophill roundabout on the nearby busy A6/A507 junction.

Well done to everyone involved on this project for truly bringing everyone together.



Over £4,000,000 social value delivered.



Nearly 4000 tonnes of waste diverted from landfill and recycled.



Delivered sustainable travel including electric vehicle charging points and environmentally friendly cabins on site.



57 hours spent on community engagement and integration.

Thinking differently to enhance the most elegant viaduct in Britain

Our project at Ouse Valley Viaduct is moving into the onsite build phase, having recently completed the installation of the environmentally semi permanent haul road from the adjacent road to the bridge.

The team originally planned to use temporary track mats that they would lay down and remove to access the viaduct. Recognising that this would be time consuming and a risk of damaging the fields, through collaboration and research with suppliers and colleagues the team discovered a soil stabilisation solution from Soil Science. This solution allowed the haul road to be constructed using soil bespoke for the area, prevents damaging the environment and it can be easily ploughed into the local field when the works have been completed.

Well done to everyone involved for delivering better solutions and looking after the environment.



Going the extra mile to manage difficult environments

Safe solutions working rail over road

Across the Wessex area our Rail Services team have set up on five sites to complete essential refurbishment and strengthening works to five metallic rail underbridges across Surrey and Wokingham.

Carrying out works under a live railway and above a public highway presents several challenges requiring innovative solutions and collaboration with several stakeholders. So, to minimise disruption and address all safety risks our team have been busy working with a specialist traffic management consultant and the local authority to finalise bespoke traffic and pedestrian/cyclist management plans. Whilst on site our team will also be replacing bird proofing systems and replacing height warning chevrons.

We're delighted to be part of this exciting programme of works that will extend the life of these structures whilst also providing a safer passage for the public.

Watch this space for progress of the works which are due to be completed in July this year!



Women's health



March's Health and Wellbeing focus is Women's Health.



Did you know that... Two thirds of working women have never taken time off for period pain, including 40% of those who regularly get pain bad enough that it affects their ability to work.

At Octavius we want to inform and empower women to take responsibility for their health, understand their health options, and identify services, thereby increasing equal access to services, resources, and products that best help them prevent and reduce poor health.

We know that some health issues exclusively or predominantly affect women and it's important to us that everyone feels supported, healthy and able to be their best at work. Some of the things we've done at Octavius to support our female colleagues include; increased maternity benefits, provide flexible working, completed a Women's Network survey and recently launched Menopause Champions.

Useful resources:

- Supporting women's reproductive and gynaecological health - [Wellbeing of Women](#)
- Common Women's health FAQs - [NHS](#)
- Sociocultural factors that prevent women from quality health services/support - [WHO](#)
- Expert women's health guidance - [Patient](#)
- [Women's Health Magazine](#)
- [Women's Mental Health Speakers](#)
- Improving physical health - [Get running with Couch to 5K](#)

Some common women's health conditions

Endometrioses

A painful condition where tissue similar to the lining of the womb grows in other places, such as the ovaries and fallopian tubes. It can affect women of any age.

Menopause

When a women permanently stops having menstrual periods, due to lower levels of hormones. This usually occurs by the age of 52.

Polycystic Ovary Syndrome (PCOS)

A condition that affects how a woman's ovaries work due to hormonal imbalance. It causes missed periods, makes it harder to get pregnant and increases the risk of diabetes.

Pregnancy issues

Some women may experience fertility struggles or post partum depression after giving birth.

Improvement Opportunities (IO)

February statistics

During the month of February it's great to see the number of IO's being raised continuing to increase. There were many good project level suggestions and actions being raised. Please make sure when raising an IO that they highlight opportunities to improve or issues that require escalating.

Our suppliers contributed to over 9% of the overall IO's raised during the month.

Improvement Opportunities are critical to our learning culture and to ensure everyone returns home safely every day.

Please do continue to submit your IO's and thank you for recognising the importance of your continued engagement.

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

Top originators

| | |
|-----------------|----|
| Darren Charman | 48 |
| Adam Miller | 31 |
| David Stevenson | 24 |
| Alan Venables | 23 |
| Gary Johnson | 23 |

Top categories

| | |
|-------------------------------|----|
| Site housekeeping | 46 |
| Site welfare | 36 |
| Access/egress/site security | 35 |
| Tools and equipment | 25 |
| Road space/traffic management | 18 |

Top projects

| | |
|------------------------------------|-----|
| Farncombe to Petersfield – Stage 2 | 142 |
| E&P NSCD | 41 |
| Ryde Pier Zone 4 | 30 |
| Gomshall Rock Cutting | 23 |
| Bugley Bridge embankment | 15 |

Infrastructure Improvement Opportunities

| Month | Total no. IOs | Total no. people raising IOs |
|----------------|---------------|------------------------------|
| February 2023 | 377 | 66 |
| January 2023 | 261 | 55 |
| December 2022 | 217 | 55 |
| November 2022 | 369 | 75 |
| October 2022 | 382 | 80 |
| September 2022 | 241 | 59 |
| August 2022 | 299 | 81 |
| July 2022 | 344 | 71 |
| June 2022 | 425 | 80 |
| May 2022 | 360 | 72 |

SHEA performance summary

February 2023

| <p>Accident Frequency Rate (AFR) Days since the Last RIDDOR Accident: 349 The Current Rolling AFR is: 0.04.</p> | | | |
|--|------------|--|---|
| <p>Service Strike (SSFR) Days since the last Service Strike: 2 The Current Rolling SSFR is: 0.36.</p> | | | |
| <p>February Total Number IOs 377</p> | | <p>February No. Safety, Health & Environmental IOs 342</p> | |
| <p>February No. Business IOs 35</p> | | | |
| Reference Number | Date | Project | Description |
| Injury | | | |
| 11702023-13-02 | 13/02/2023 | OTW E&P F2P | A member of the NR signalling team cut their little finger whilst moving a pedestrian barrier |
| 11772023-27-02 | 27/02/2023 | Cambridge CC Resurfacing | An operative, wearing incorrect PPE, had his toe crushed when a hydraulic leg was lowered |
| Environment | | | |
| 11742023-22-02 | 22/02/2023 | NH SDF - A1T Wentbridge Waterproofing | Hydraulic oil was lost when a piling rig split hose |
| Other Classification | | | |
| 11642023-06-02 | 02/02/2023 | EKFB | During trial lift the frame experienced stress and started to bend. The lift was stopped |
| 11692023-13-02 | 11/02/2023 | A46 | Attempted break in |
| 11682023-11-02 | 11/02/2023 | OTW E&P F2P | Verbal altercation with the NR signaller |
| Theft | | | |
| 11762023-24-02 | 24/02/2023 | NH SDF M62 | Theft of materials from site compound |
| 11782023-28-02 | 27/02/2023 | NH SDF M62 | Theft of materials from site compound |
| Near Miss/Close Call | | | |
| 11672023-07-02 | 07/02/2023 | Rail Services Projects – Windsor and Eton Riverside | A running line safety system was being used during the maintenance works to the station canopy, the connections failed risking a fall from height |
| 11722023-14-02 | 14/02/2023 | Cambridge CC Resurfacing | An operative, wearing incorrect PPE, had his toe crushed when a hydraulic leg was lowered |
| TM Incursions | | | |
| 11662023-06-02 | 06/02/2023 | NH SDF A66 (M) | Broken down vehicle pulled into works |
| 11732023-20-02 | 19/02/2023 | M25 Connect Plus | Moped entered works using slip road the wrong way |
| D&A | | | |
| 11652023-06-02 | 06/02/2023 | EKFB | Non-negative D&A test following random test |
| 11752023-23-02 | 20/02/2023 | M25 Connect Plus | Non-negative D&A at induction |

The Flitwick Transport Interchange Full Thrive Report

September 2021 to February 2023



£4,897,362.33 total social value added*



Local value

6 Local hires

£521k Local spend

£3.3m Regional & National Spend

£496k Spend with SMEs

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

Employment, education & skills

381 People hours of learning interventions delivered

1 Work placement

177 People hours spent on education activities with local schools



Sustainability

9 People supported with sustainable travel

Electric car charging points & direct electric to eco cabins on site

3722.3 Tonnes waste recycled instead of landfill

9,136 MTCDE reduction in emissions of greenhouse gases

Social, wellbeing & community

£6k Community donations

57 People hours spent supporting community initiatives



Octavius Infrastructure Working in Partnership with Central Bedfordshire Council

*including local economic value, measured using the IES Framework

The Gade Valley Thrive report

Until February 2023



£17,277,602.98 total social value added*



Local value

- 67 Job creations (of which 63 local hires)
- £12.8m Local spend
- £200k Spend with SMEs
- £1.4 Regional & National spend
- £2.5m Value contributed to local hires & job creation



Sustainability

- 255 People hours spent protecting & improving the environment
- Solartainer & Hydrogen Tower lights used instead of generator
- HVO fuel used instead of diesel reducing carbon emissions by 97%



Employment, education & skills

- 2143 People hours learning interventions delivered
- 11 Work placements & 32 Apprenticeship weeks completed
- 198 People hours spent on education engagement activities



Social, wellbeing & community

- 417 People hours supporting the community
- £82k Community donations
- £29k Community fundraising
- 3 Mental Health First Aiders and £14k Value contributed to improve the workforce physical wellbeing



Octavius Infrastructure Working in Partnership with Connect Plus

*including local economic value, measured using IES framework

The Hertfordshire Framework Thrive report

January 2022 to end February 2023



£1,678,156.70 total social value added*



Local value

6 Local hires

£718k Local spend

£762k Regional & National spend

£48k Spend with SMEs

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



Employment, education & skills

240 People hours of learning interventions delivered

1 Person employed from underrepresented groups

62 People hours spent on education activities with local schools



Sustainability

880 People hours spent protecting and improving the environment

10 MTCDE Reduction in emissions of greenhouse gases

140 Tonnes reduction in waste to landfill



Social, wellbeing & community

£2k Community donations

284 People hours spent supporting community initiatives



Hertfordshire County Council

Octavius Infrastructure Working in Partnership
with Hertfordshire County Council

*including local economic value, measured using the IES framework

One Team Wessex Thrive report

April 2022 - February 2023



£55,427,349 total Social Value added*



Local value

£18.9m Local spend

£24.7m Spend with MSMEs

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



Employment, education & skills

136 People hours of learning interventions delivered

49 People weeks of work experience provided

50 People hours spent on education activities with local schools



Sustainability

152 People hours spent volunteering on protecting and improving the environment

Environmental Surgery covering Biodiversity delivered to staff



Social, wellbeing & community

48 People hours spent volunteering

3 Welly Racks constructed and donated to a local school



Octavius Infrastructure Working in Partnership with Network Rail

*including local economic value

The A46 Binley Thrive report

Until February 2023



£35,525,871.78 total social value added*



Local value

- 12 Job creations
- £1.3m Spend with SMEs
- £19m Local spend
- £14m 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

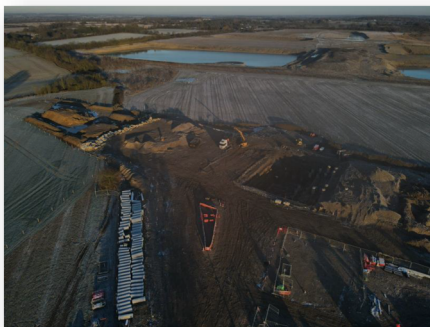
*including local economic value, measured using the IES framework

The Chelmsford Northeast Bypass – Advanced works

Thrive report To end February 2023



£343,950.26 total social value added*



Enable Inclusive Economic Growth



£85k Local spend

£67k 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

30.9 MTCDE reduction in emissions of greenhouse gases

21,000 Miles driven by low or no emission staff vehicles

Transform Essex County Council to achieve more for less



£700 Community donations

31 People hours spent supporting community initiatives





Infrastructure Projects Southern Toolbox Talk

Ramadan

26 May 2017

What is Ramadan?

This year, the holy Islamic month of Ramadan takes place between 27 May and 26 June (+/- 1 day). Ramadan is one of the five pillars of Islam and is the month the Holy Quran was revealed. Muslims will start a month of fasting between dawn and sunset, which at this time of year means avoiding food and drink for more than 18 hours each day.

Fasting is expected to begin at 02:58 and end at 21:06 in London, but will change marginally each day and will vary throughout the UK.

Understand the effects of fasting

- **Reduced concentration**, particularly during the afternoons
- **Dehydration** is common during a fast
- **Headaches** during a fast could be due to dehydration or hunger, poor rest, or the absence of addictive substances, such as caffeine or nicotine
- **Fatigue** Evening prayer, social activities and less eating/drinking habits associated with Ramadan can contribute to fatigue during working hours
- **Stress** Lack of food and water, changes of routine and shorter periods of sleep can cause stress

How could these effects impact their safety and the safety of those around them?

What adjustments can be made?

It is reasonable to make appropriate allowances for Muslims where their job allows. Consider the following;

- Can you be flexible about working hours, work duties and break times?
- Where possible, can work be carried out in cool areas and their physical activities limited?
- If fasting workers are affected by fatigue and a lack of concentration, safety critical tasks should be carried out by a different member of the team.

Discuss Ramadan with your team

- Talk about Ramadan with your team to raise awareness
- Ensure colleagues understand the effects of fasting and what to be mindful of at work
- Identify whether anyone in your team is fasting
- Encourage discussion and be open about possible adjustments, so that a fasting colleague feels they can come to you if they need some support
- Remind workers who are fasting that that they **MUST** stop work immediately and tell their supervisor/manager if they feel unwell or unable to carry out their work safely
- Reassure individuals that they must not report for duty if they believe they are not fit to do so
- Be sensitive to the subject of fasting and what it represents

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

Ramadan 2023 is due to begin on 22nd/23rd March until 21st/22nd April.



Infrastructure Projects Southern Toolbox Talk

Badgers

03 May 2016

Did you know?

It is illegal to carry out any construction work close to a badger sett (burrow) without taking steps to positively avoid damage and without an appropriate licence from Natural England.

How can you identify a badger sett?



- A badger sett entrance is usually D-shaped and at around 300 millimetres wide by 200 millimetres high
- There may be signs of freshly excavated material at the entrance or piles of leaves, dry grass, straw or bracken, which the badgers take inside to use as bedding.

Why does this matter?

Badgers are protected and so are the setts they live in. Under the Protection of Badgers Act 1992, in England and Wales it is an offence to:

- Willfully kill, injure or take a badger or attempt to do so
- Cruelly ill-treat a badger
- Dig for a badger
- Intentionally or recklessly damage or destroy a badger sett, or obstruct access to it
- Cause a dog to enter a badger sett
- Disturb a badger when it is occupying a sett

This can lead to fines of up to £5000 per badger or up to six months in prison

Do

- ✓ Immediately stop work and report any badger sett found on site or close to the site boundary
- ✓ Seek guidance from a competent person before any work within 30 metres of a badger sett

Don't

- ✓ Carry out any works that are likely to disturb, damage or destroy a badger sett
- ✓ Use heavy machinery within 30 metres
- ✓ Use light machinery within 20 metres
- ✓ Work within 10 metres of a badger sett without checking whether a licence is necessary

This and other toolbox talks can be downloaded from:

www.southernshield.co.uk

For further information please contact a member of your Environment Team

Safety Bulletin



Trackworker near miss

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

Ref: NRB23-02

Date: 01/03/2023

Location: Teignmouth Boat Yard, near Dawlish, Western route

Contact: Dean Johns - Health & Safety Manager, W&W Capital Delivery



Overview

On the 14 February 2023 at Teignmouth Boat Yard, near Dawlish, at approximately 01.18am a Controller of Site Safety (COSS) went to place worksite marker boards after being asked to assist the Engineering Supervisor (ES) in taking a worksite.

Believing they had been told to place the marker boards, the COSS accessed the track and walked to the required position and placed the marker board on the Down line, whilst placing the marker board they heard a train coming and moved quickly onto the open Up line as the train hit the marker board.

Permission to place the marker boards had not been given by the ES and both lines were still open to traffic. The forward facing CCTV footage from the train shows the COSS moving clear from the down line 4 foot into the open up line with less than 3 seconds to spare before the train hit the markerboard.

The train came to a stand with the driver and driver trainer believing they had struck the operative.

RAIB attended site and will be producing a safety digest in the near future.

Discussion points

- How do you make sure plans and resources are adequate to undertake the task?
- How do you assess the impact of changes to the possession / worksite plan and availability of resources and you assure yourself those changes are correctly communicated and understood?
- What can you do to make others feel able to challenge any communication if something is not clear or accurate and how do you make sure people clearly understand the actions you want them to take?
- Are you using communication protocols such as, repeating back critical information, using the phonetic alphabet, confirming next actions, locations, lines, mileages and times?
What can you do to make others feel able to challenge any communication if something is not clear or accurate?
How do you make sure people clearly understand the actions you want them to take?



SAFETY ALERT
FEBRUARY 2023

What happened?



During February 2023, a contractor was carrying out a shallow borehole whilst using a cable percussion drilling machine. The borehole was being completed by a fully competent VQ qualified Lead Driller with significant experience in cable percussion drilling. During the progression of this borehole, the Lead Driller was undergoing an Audit from the BDA.

In light of the injury caused by the failure of a wire rope in September 2021, as reported by a BDA safety alert [here](#), wire ropes and their condition remain a hot topic within the industry. During the course of the BDA audit, the auditor identified that the wire rope in use with the main winch was excessively worn..

Details regarding the rope on this cable percussion drilling machine were as follows:

- 16mm galvanized wire rope,
- Had been thoroughly examined less than four months previously by an independent competent person,
- Had been re-terminated using U-bolts since the last thorough examination,
- Had been inspected by the Lead Driller as part of his daily inspection on the day of the audit and had been noted as 'worn'.



The driller had also completed a wire rope inspection course within the last six months and obtained certification.

The rope had approximately 50% of its strands entirely broken at the pinch-point of the thimble and U-bolt, a high number broken strands at the bottom of the rope within the thimble and there were also numerous broken strands across the entire rope length.

What went wrong?



Mechanical Causes

- Frequent abrasive contact between the shackle and tooling,
- Excessive tightening of the U-bolts during re-termination, causing crushing and deformity to the wire rope.

Procedure Causes

- Failure of the daily/weekly inspection to sufficiently identify the wear,
- Failure to report damage to plant and machinery team,
- Failure to re-terminate the rope in accordance with manufacturers/industry guidance, tightening the u-bolts excessively and causing damage.
- Failure to apply knowledge learnt during wire rope inspection course,
- Failure to use protection between the thimble and tooling.

Outcome and Lessons Learnt



The BDA auditor immediately stopped the Lead Driller from drilling and informed both the BDA Audit Management and the driller's employer, and terminated the audit. The drilling machine was stood down until a new rope sourced to be fitted.

A toolbox talk was scheduled by the company for all operators of drilling machines to remind drillers of discard criteria for wire ropes, the correct re-termination procedure (including use of a calibrated torque wrench) and the importance of completing accurate daily/weekly inspection information.

Despite a very experienced, fully qualified Lead Driller operating the machine with a documented inspection regime being implemented, the damaged rope was not reported.

The audit criteria requirement to check the condition of the wire rope may have prevented a serious incident. The rope would have continued to be used as the driller had not reported the serious nature of the damage to their plant and machinery team.

All wire ropes in use on drilling machines should be inspected across their entire length on a regular basis by a competent person. Particular attention should be paid to the thimble area of re-terminated wire ropes in use with cable percussion drilling machines. This check should be documented within both official Thorough Examinations and daily/weekly inspections. All daily/weekly inspections should take note of the rope condition across the entire visible length and should be conducted by a competent operator who has received formal training on how to inspect wire ropes.

The BDA is committed to Improving Standards in Health & Safety, Quality of Workmanship and Technical Proficiency for the Drilling Industry and its Clients

www.britishdrillingassociation.co.uk

British Drilling Association Ltd – Registered Office: 55 Crown Street, Brentwood, Essex, CM14 4BD. Reg No: 1341987



SAFETY ALERT
FEBRUARY 2023



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Safety Alert





| | |
|-----------|-----------------------|
| Reference | Safe use of chainsaws |
|-----------|-----------------------|

Introduction

A recent incident involving an employee sustaining lacerations to a finger and thumb on his left hand from a chainsaw during de-vegetation and crown raising operations, has highlighted the importance of following machinery training and best practice guidance.

The incident occurred when a trained NPTC Chainsaw operative performing a planned task, selected the wrong tool for the task and used a chainsaw outside of the training and manufactures guidance, resulting in the injury. The use of a polesaw may have prevented the incident from occurring due to the nature of the works.

Selection and use of the right

| Chainsaws | Polesaws |
|--|---|
|  <p><i>Stock photo provided by google</i></p> |  <p><i>Stock photo provided by google</i></p> |
| <ul style="list-style-type: none"> Chainsaws should only be used on vegetation that is easily accessible from the ground with a two-handed grip, without raising the chainsaw above shoulder height. Operators should keep close to the saw – this will also reduce the risk of kick-back. It is important operators work to the limits and restriction of their training, for example “NPTC ground based chainsaw” works is to a limit of branch or trunk diameter of 380mm. | <ul style="list-style-type: none"> Polesaws should be used when the vegetation to be cut cannot be reached by standard size handheld tools and machinery. Using a polesaw allows the operative to position themselves safely, away from the “drop zone” of the vegetation being cleared. When using polesaws, the unit can put additional strain on the operator’s lower back, due to the length of the machine, this can be combated with work rotation of suitably trained operatives. |



Safety Alert



| | |
|-----------|-----------------------|
| Reference | Safe use of chainsaws |
|-----------|-----------------------|

Planning

Chainsaw operations are extremely hazardous, and it is crucial that only properly trained operatives use chainsaws and other powered tools. Planning is as important as knowing how to use the chainsaw:

- Operatives must have appropriate training and competency to perform the work safely, including recognised training for the machines they are to use
- All high-risk tasks should be adequately supervised by a competent individual
- Only use a chainsaw if you are wearing ALL the appropriate protective equipment
- Carry your personal first aid kit with you and, it is fully stocked
- Make sure you understand and follow the controls and guidance set out in your briefings onsite, this includes your daily and Method Statement briefings
- Completing a daily onsite briefing and giving it the proper attention can help identify hazards and ways to improve safety onsite
- Inspect the vegetation being cut, ensure the working area is free from any items that could damage to the chain or cause a hazard to you or others. It is important the vegetation being cut is continuously monitored and assessed to ensure the right tool is being used for the task at hand.
- Maintain a good footing at the work area, and always have a clear escape route in the event anything goes wrong.
- Plan and be aware of the position of your body and equipment in relation to operation of the saw and a potential 'kickback' arc
- Do not operate the saw above shoulder height and always maintain a good grip with both hands
- Check your PPE, tools and equipment are in good working order to complete the task ahead. This includes deadman switches and safety cut-off devices.

Onsite

It is important every person onsite has the right and responsibility to highlight any potential hazard onsite and if necessary, call a stop to works.

- Before attempting any task ensure you have and use the right tool for the job
- Things can change onsite. If there is something stopping you doing the job safely, stop and raise this issue with your supervisor or manager.
- Maintain safe distances from anyone operating chainsaws, take into account the felling area / drop zone
- If you approached by the public or another person onsite, stop the moment you become aware of their presence
- Encourage each other to challenge working practices, Remember STOP. THINK SAFETY

Lessons Learnt

MORGAN SINDALL
INFRASTRUCTURE

Accident Incident Near Miss Environmental Quality Design

LOCATION: NLP - Ashington **DATE OF INCIDENT:** 23/01/2023

SUMMARY DETAILS:

Sub-contractor was cleaning and replacing manhole covers as part of their works.

The IP assisted another member of the team to replace a manhole although this was not originally planned. The lid was on the manhole cover but not in the final position.

Lifting keys were used and both team members were trained in manual handling and deployed correct lifting procedures.

The IP twisted while lifting and injured their back.

They left site that day and attended physio sessions returning to work on the 25th of January.



IMMEDIATE CAUSE:

Manual handling injury caused when lifting and twisting at the same time

LESSONS LEARNT:

Lessons Learnt are based around the four currencies of 'Your Choice'

Challenging bad habits – manual handling is a familiar habit. With such a short distance to lift the IP twisted to move the cover instead of walking with it

Risk perception – IP decided to be helpful and offer assistance for a routine task to colleague

Time vs risk – saved time twisting rather than lifting and walking a couple of steps to then lower the load

When making Your Choice make sure you are not putting yourself or others at risk and that this is the best way to undertake the task.

CONTRIBUTING FACTORS:

- IP had previous lower back injury
- Weather was cold, can affect muscles when lifting
- IP assisted colleague with a task they were not allocated to
- Manual handling part of risk assessment but not specific or documented in detail

ACTIONS TO BE TAKEN:

- Specific risk assessment for manual handling completed
- Alternative lifting systems to be used where possible
- Alternative options to be reviewed for future works for manual handling tasks

DATE REPORT COMPLETED: 13/02/2023 **DISPLAY UNTIL:** 28/02/2023

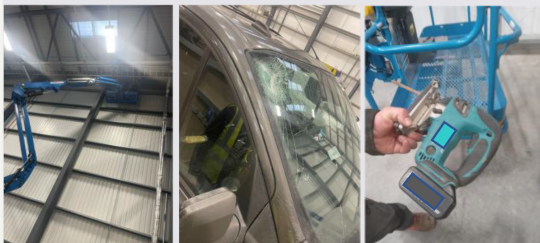
| Document Reference | Process Parent | Rev Status | Doc Owner | Date | Page |
|--------------------|-----------------|------------|---------------|-----------|--------|
| SH FRM 618e Rail | SH PRO 618 Rail | 01 | Judith Devlin | Sept 2019 | 1 of 1 |
| Applies to: | | Rail | | | |

SIEMENS

BR082
Safety Alert – Battery Fall From Height
 Issued to: All Siemens Mobility - Rolling Stock & Customer Services locations
 February 2023
 Signatures Required: NO

Overview

This Safety Brief outlines an incident that occurred at the Siemens Mobility Goole Main Site involving a contractor using a battery powered tool to cut a hole in a roof panel.



| Work platform | Damage to windscreen | Involved tool |
|---------------|----------------------|---------------|
|---------------|----------------------|---------------|

The contractor inserted the battery into the tool (18v power saw) and tested the tool for power, the tool worked as expected.

Whilst using the tool, working at height from an elevated working platform (see pic 1) the battery worked loose and fell from the tool. As the battery fell, it struck a cable tray and changed direction, and subsequently struck a van windscreen that was parked in the area.

At the time of the incident the area below the working at height did not have a work exclusion zone in place.

Following the incident, the tool was tested. It was found that the battery could be placed onto the tool without being locked in the home position, but the tool could still be powered up. The battery should lock into the tool to prevent it accidentally falling during use, as occurred with this incident.

Action Required

Subsequent enquiries with the manufacturer of the tool have identified that the battery will power the tool without a need to be fully locked into place.

It is therefore critical that any battery powered tools are checked and checked again to ensure the battery is fully locked, and not rely on its operation as being a check of safe condition.

As a secondary control, all tools used at height should be tethered to prevent falling to the ground if dropped. This may not provide protection against battery drop though.

Points for Discussion

Discuss this information with your locations and teams. Use the following points to aid your discussion.

- All power tools need to be routinely inspected before use and also whilst in use to ensure the batteries lock into the home position before they activate
- Faulty power tools are not to be used and are to be tagged as out of service and placed in quarantine, or for contractors, removed from site
- Any work being undertaken by contractors must have an associated RAMS completed before work begins. The risk assessment must include a pre use tool check as a control measure
- Work areas must be set up correctly and checked before work begins and during work. Any deviation from the prescribed safe method must lead to the work being stopped and corrective action implemented, an example being effective exclusion zones put in place below works at height.

For further information, please contact your local HSEW Adviser.

| | | | |
|---|---|--|---|
| <p>Red – Safety Alert Issued following a safety event for other locations to act. Usually issued following a serious event.</p> | <p>Orange – Bulletin Issued following a safety event for other locations to be aware of the event and discuss with their teams.</p> | <p>Green – Learning Issued following an event or where information has been discovered which may help other locations learn.</p> | <p>Blue – Best Practice Issued to share good practice found within other areas of the business, to promote improvement.</p> |
|---|---|--|---|

Safety Bulletin

A serious incident has taken place



Reminder of Live Exposed (RoLE) Equipment

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

Ref: NRB23-03

Date of issue: 07/03/2023

Location: National

Contact: [Martin O'Connor](#)

Network Technical Head of Contact Systems AC/DC



Overview

The use of Reminder of Live Exposed (RoLE) equipment is mandated as part of NR/L3/ELP/29987. On 17th April 2022 during a planned isolation, the Nominated Person, while completing inspections of the RoLE equipment installed within the isolation, discovered that the rail mounted RoLE equipment used within the isolation had been removed from its position and was in the cess.

If RoLE equipment is removed without authorisation, this will contradict the brief and Overhead Line Permit (Form C). This might increase the risk of electric shock to those involved.

The Nominated Person immediately reinstated the RoLE equipment to the rail. The Nominated Person raised a Close Call and reported this to the maintainer.

RoLE equipment provides a reminder to check the Safe Working Limits as detailed on an Overhead Line Permit. Where appropriate it is also used to remind of Residual Electrical Hazards.

There are different types of RoLE equipment (freestanding, attached to the running rail, lineside structures or isolated OLE). Make sure you have selected the most appropriate RoLE equipment for the worksite.

RoLE equipment can only be installed, inspected, or removed by a Nominated Person, or an Authorised Person working under the Nominated Person's direction.

During temporary removal, the Nominated Person or Authorised Person will remain in a position of safety at the location and give verbal reminders of live exposed equipment until it is replaced.

If you are unsure about the purpose of RoLE equipment within an Overhead Line Permit, please speak to your COSS (OLP). If you're the COSS (OLP) then speak to the Nominated Person.

Where your work does not involve an Overhead Line Permit and you come across RoLE equipment that needs moving, please speak to the Engineering Supervisor who will contact the Nominated Person.

More details on the use of RoLE equipment can be found within NR/L3/ELP/29987 Module 7.

Discussion points

- What would you do if you came across RoLE equipment in a place you weren't expecting it?
- If you were operating On Track Plant (OTP) or On Track Machines (OTM) and saw a Rail Mounted RoLE device, what would you do?
- Who would you contact to find out more about RoLE equipment?

Safety Advice



Theft of Network Rail vehicle

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

Ref: NRA23-04

Date of issue: 24/02/2023

Location: Doncaster

Contact: [Safety Communications](#)



Overview

On Saturday 11 February 2023, a Network Rail vehicle being used by a member of the Overhead Line Equipment (OLE) team in Doncaster was forced off the road by three other vehicles as it entered the motorway.

Once stopped, persons wearing balaclavas and carrying crowbars forced the driver from the vehicle before it was driven away from the location. No one was injured during the theft.

At the time of the incident, the Network Rail vehicle was pulling a trailer containing a full reel of OLE cable.

The vehicle had just left a storage unit located in Armthorpe, Doncaster, and the theft happened a few minutes later.

Immediate action required

- Workforce and Security staff should be aware of any vehicles loitering around depot entrances, especially in the hours of darkness. Note the make / model of the vehicle and the number plate if possible.
- When leaving depots, be aware of any vehicles potentially following and if safe, do not pull over if indicated to do so.
- All staff are to be vigilant and check ID / vehicle registrations as there is a risk that stolen equipment may be used to gain access to other NR sites to undertake further theft of metal resources.
- Consideration to be given to using heavy goods vehicles or covered vehicles for the transportation of expensive equipment.
- Report anything suspicious to British Transport Police (BTP) via 61016 or if immediately concerned, dial 999.
- Project / programme management teams are to engage with Route / region security leads to consider security measures for the protection of resources.

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

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STOP.
Think!

March 2023