



octavius



STOP.
Think!

January 2023

**Make better
decisions.**

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

Content

Section	Page No.
Introduction	
John Dowsett	3
Looking after our planet	
One Team Wessex build welly racks for local school	4
Community Wood Recycling	6
STOPThink! moments	
On track plant points run through at Fareham	7
Electrical incident	8
Piling – casing removal	9
Learning and sharing	
STOPThink! Fundamentals	10
Sustainability workshops with Supply Chain Sustainability School	11
Driving safely: understanding Red X signals	11
Lean learning sessions	12
Efficiencies and cost savings at A46 Binley using Lean tool	12
Wellbeing Wednesday	13
Sharing our successes	
Hard working holiday is injury free	14
Gade Valley Viaduct	15
What good looks like	
An assured and safe culture for everyone	16
What good feels like	

Section	Page No.
The A46 Binley Thrive report	17
The Chelmsford North East Bypass Thrive report	18
The Gade Valley Viaduct Thrive report	19
The Hertfordshire Framework Thrive report	20
The Flitwick transport interchange Thrive report	21
The NE & NW Service Delivery Framework Thrive report	22
Looking after yourself and each other	
Health and wellbeing calendar 2023	23
Healthy heart	24
Safety Statistics	
Improvement Opportunities	27
SHEA performance summary – December 2022	28
Toolbox Talks	
Cholesterol	29
External alerts	
Manual handling injury	30
Test Before Touch for Overhead Line Equipment	31
ADT skip overturns during stockpile works	32
Dropped scaffolding tube	33
Lifting incident	34
Asbestos discovered in concrete spacer blockers	35
Holophane Vmax street luminaries	37

Welcome



Welcome to our first STOP Think! Cascade Briefing of 2023. I would like to take this opportunity to wish you all a happy, healthy and safe New Year! I hope you managed to spend some quality time with your family and friends, relaxing, recuperating, and having an enjoyable break over the festive period. I would like to extend a special thanks to everyone who was out working for us over Christmas, supporting our projects and our reactive services. I am particularly pleased that it was all completed without any injuries, and everyone was able to return home safely.

A new year – a new operational focus!

As we start the new year with continued economic uncertainty, I am delighted to announce an organisational change that I have implemented to ensure that we continue to delight our customers and truly understand the challenges that they are facing and their individual needs. To enable them to grow and reach their full potential, our rail and highways business have now been structured to be specific customer focused units under the leadership of managing directors. Gavin Pritchard becomes Managing Director for Highways and Matt Smith becomes Managing Director for Rail.

This model provides a single point of accountability for driving each of our complementary business units forward, bringing the pre-delivery, operational and commercial teams closer together, whilst giving a greater depth of understanding of different customer requirements and expectations and allow us to respond with agility to the changing environment. Please do join me in wishing Matt and Gavin every success in their new roles.

A fresh focus on assured and safe delivery

Providing safe and assured delivery is the most important aspect of everything that we do and at the end of last year we experienced an increase in the number of high potential events that could easily have had very different outcomes.

We must all work together with our customers and suppliers to get our safety performance back on track, prevent these things from happening and ensure that when they do happen, we report them more effectively. To help with this challenge, we launched our STOP Think! Fundamentals, which are our 8 principles that must be in place prior to any work commencing on any of our projects. Please ensure that these are always in place. Shortly we will be introducing Fair Culture Assessments where it is identified that work is being undertaken without all the fundamentals in place.

“Back to Work” briefings have also been undertaken across all our projects, to ensure that we have started each site in the right way. Showing strong safety leadership and engaging with the people working on our projects is critical to creating the culture that will ensure that our performance gets back to where it should be, where we can confidently say that our people will go home safely every day.

Exceptional value – enhancing the value we offer

With the ongoing financial crisis and recession having increasingly detrimental effects on businesses, communities, and households alike we must support our customers through this difficult period through enhancing the value that we offer.

We must focus on being lean in everything that we do through eliminating waste and focusing on efficiency. We must maximise productivity on our projects, tightly controlling our valuable resources and ensuring that they are deployed in the best way. Also, maximise productivity in our support functions; understanding and prioritising the value adding tasks and ensuring they are delivered as planned, controlling the costs of our business in the same way that we manage our own personal costs.

Our future is certainly bright, and our success is only possible due to the strength of our people, and our wider supply chain and the fantastic relationships that we have with our key customers. It is these valued relationships that have helped to make our business what it is today. Thank you for your continued support. I am really looking forward to an exciting year ahead in 2023, as we continue our journey together.



John Dowsett
CEO Octavius Infrastructure Limited

One Team Wessex team are supporting the local community and need your help!

Do you have any unwanted/unused wellies or a DIY enthusiast who can build a welly rack?



Delivering social value and leaving a sustainable legacy for the communities we work in is at the heart of our projects. That's why our One Team Wessex team have partnered with Barnsbury Primary School in Woking, to help students explore the great outdoors and learn about the environment.

The team have already constructed several fantastic welly racks using leftover timber and delivered the first set of items to the school earlier this month. The school were delighted to have received them and they're already making a huge difference to help the children get outside and explore during the wet winter months.

The team would like you to get involved in this valuable cause and would be grateful for donations or if you'd like to challenge yourself to build a rack.

Do you or your family have any unwanted/unused wellies?

If you can't use a saw or a screwdriver you can still help by donating wellington boots (child size 8 to adult size 4). Now is a great time to have a clear out of your wardrobe!

“

Thank you for the welly racks, they are great and both classes are happy to have them, They are going to make such a huge impact in getting the children outside easily, we can't thank you enough.

Forest school teacher at Barnsbury Primary School

”

Can you help build a welly rack?

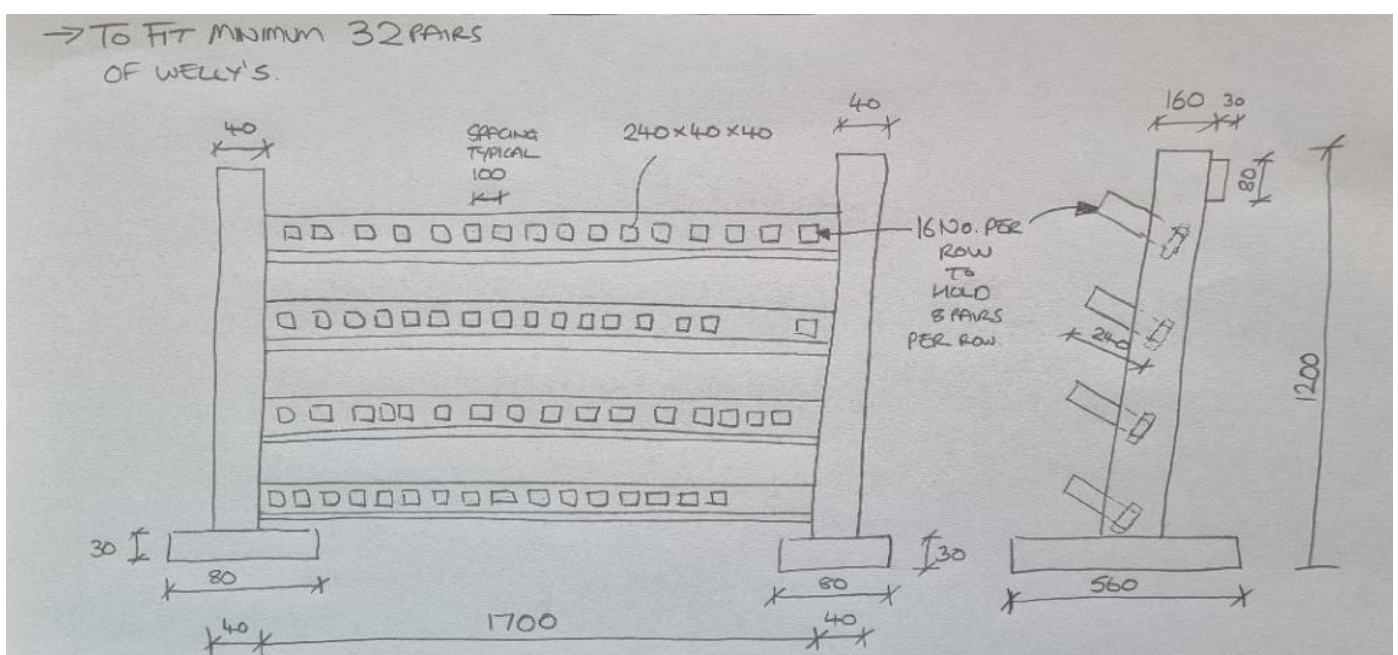
The rack should hold at least 32 pairs, approximately 2m wide x 1.2m tall x 500mm deep and ideally similar to the design drawing below.

What you will need (excluding screws)

- Sixty four 240 x 40 x 40 – welly holders
- Four 1700 x 80 x 40 – horizontals.
- Two – 1200 x 160 x 40 – verticals.
- Two – 560 x 80 x 30 – feet.
- Eight – 80 x 40 x 40 – end blocks for verticals.

Where you can drop wellies and racks off:

- **Reigate Office** - 4th floor, 45 London Road, Reigate, RH2 9PY.
- **Hatfield Amberley House** - 33-35 Wellfield Road, Hatfield, AL10 0BY.
- **Woking Office** (collection box is in the foyer area). Long stay car park at Woking Station, Oriental Road, 85 Oriental Road, Woking, GU22 7AS.
- **Puddle Dock, box is located on the kitchen on 5th floor north area, 1 Puddle Dock, London, EC4V 3DS.** Contact [Sam Mitchell](#) for help.



If you can help or would like anymore information please contact [Catherine Whitehead](#) as soon as possible.

Together we're creating a better planet

Community Wood Recycling

Community Wood Recycling, is voluntary organisation who take waste wood from sites at cheaper rates than having a skip and reuse/recycle the timber waste into other wood products. Our partnership with Community Wood Recycling not only helps to preserve resources, but also provides opportunities to contribute to a fairer, healthier and more inclusive society.

Their invaluable work provides life-changing opportunities for disadvantaged people to gain the skills and confidence they need to get back into the workforce, saves precious resources and reduces carbon emissions to help fight climate change.

An infographic with a teal background. At the top left is the Octavius logo. At the top right is the Community Wood Recycling logo, which consists of a stylized tree icon and the text "Community Wood Recycling". In the center is a circular icon containing a globe and a leaf. Below the icon is the text: "14.3 tonnes of wood diverted from waste and recycled as wood chip plus 8.0 tonnes of CO saved at the Flitwick Interchange, Brinklow Road and Essex Walk projects between January to December 2022." At the bottom is the website address "octaviusinfrastructure.co.uk".

14.3 tonnes of wood diverted from waste and recycled as wood chip plus 8.0 tonnes of CO saved at the Flitwick Interchange, Brinklow Road and Essex Walk projects between January to December 2022.

octaviusinfrastructure.co.uk

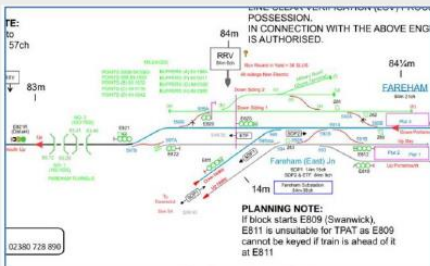
Thank you to our project teams for helping to create a sustainable legacy, helping towards achieving our net zero target.

Please do consider using Community Wood Recycling on your sites. If you would like further information about how you can recycle wood or would like to arrange a collection on your site contact [Sarah Askey](#).

On Track Plant points run through at Fareham



Example of damaged points ends.



Routes set through points must be planned.



'Til dawn lamps' and visual reminders.



What happened?

Materials delivery works using a Road/Rail vehicle (RRV) were planned during an abnormal weekend possession at Fareham. The RRV and trailer were required to access the railway line at a siding where it was loaded with materials before it travelled onto the main lines to distribute the materials for later works along the cress.

A number of sets of points needed to be manually operated to enable the RRV to travel safely from the sidings to the main lines. The works were completed on Sunday as planned, however, on Sunday evening, an incident occurred where the RRV crossed a set of points that had not been set in the direction needed for the required movement. Consequently, the points were damaged due to the wheels of the RRV and its trailer striking the switch toe and rendering the points unworkable.

Initial indications are that the incident was caused by misinterpretation or poor communication of a message given by the Points Operator to the RRV Machine Controller regarding confirmation of the authority to move the RRV. The incident was reported to the PICOP and WICC and a detailed investigation has been launched in order to understand the cause of the incident and how similar issues can be prevented in the future.

Impacts

- No one was injured
- Due to the damage to the points, significant disruption to passengers has been caused and trains between Fareham, Botley and Hedge End are not running

Immediate action

1. Incident reported as an Operational Close Call and investigation launched
2. Red Reviews held with Octavius Senior Management Team to understand the details surrounding the incident
3. Arrangements to repair the damaged points are ongoing

Immediate action

- Points operation must always be pre-planned, documented and briefed to all staff involved. Such requirements must be identified and communicated by the Responsible Manager
- Only staff who hold a valid 'Points Operator' Sentinel competence may undertake points setting duties
- Where practical, red 'Til Dawn Lamps' should be placed in the 4ft at 10m either side of points that are to be manually operated and a strict authority process should be put in place to confirm the points are set correctly as required before permitting OTP/RRV movements to proceed
- Always observe Safety critical communications protocols to confirm correct understanding of OTP/RRV movement related messages on site
- Always report any incidents on the 24/7 SHEA Hotline 01737 944720

Electrical incident



Substation Power transformer

What happened?

On 10th November supply chain operatives working for Octavius were undertaking ground works at the Ashurst substation using a concrete breaker. The operatives plugged the equipment to a 110v power transformer located inside the existing substation. Another Octavius contractor on site witnessed smoke releasing from the substation and informed the Civils team undertaking ground works.

The investigation concluded that the transformer had been overloaded while undertaking the ground works.

Impacts

- No one was injured but the personnel and the substation were at risk of a major fire.
- As a precaution the ECR suspended all train operations on that route until the substation was inspected by the NR maintenance team.

Immediate action

1. The operatives immediately stopped and evacuated the work site and reported this to the internal and external parties.
2. The MCB was isolated and locked off preventing further use. Signages stating, 'DO NOT USE' were applied at the 110v outlets.
3. The NR maintenance team attended site and advised that these outlets were for task lighting only and should not have been used for small power.

Octavius staff and our suppliers must confirm that they:

1. Ensure that supply points are suitable and compatible with the tool or equipment used on site.
2. WPP and TBS must be reviewed and ensure that this activity is added to check suitability of power supply.
3. Identify and consider alternate safe working practices i.e., use of a standalone generator when using small plant.
4. Brief all staff on the STOP Think! Fundamentals.



Signage installed post incident



Piling – casing removal



Piling rig in use at time of incident



Auger showing missing tooth



Broken off Tooth

What happened?

On Friday 18th November 2022 a piling operative suffered a minor cut to his forehead and bruising around his eye.

An auger was being inserted into the temporary casing to remove it from the ground. When an outer BK47 bullet tooth (sometimes referred to as a molar) broke away from the auger, it was ejected and stuck the IP on the safety glasses.

Impacts

- The piling operative sustained a minor laceration to their eye brow area of their left eye, and bruising around eye socket area.

Immediate action

1. Ensure temporary casing removal operations are conducted using either a casing extractor unit and attendant crane; or a Kelly assist attachment, enabling auger to be removed before removing casings.
2. Ensure sufficient checks are being conducted before first use and daily of auger teeth conditions.
3. Ensure Exclusion zones are demarcated and adhered to. Minimum 2m, but if possible 10m as per Federation of Piling Specialist Plant restricted zone guidance.

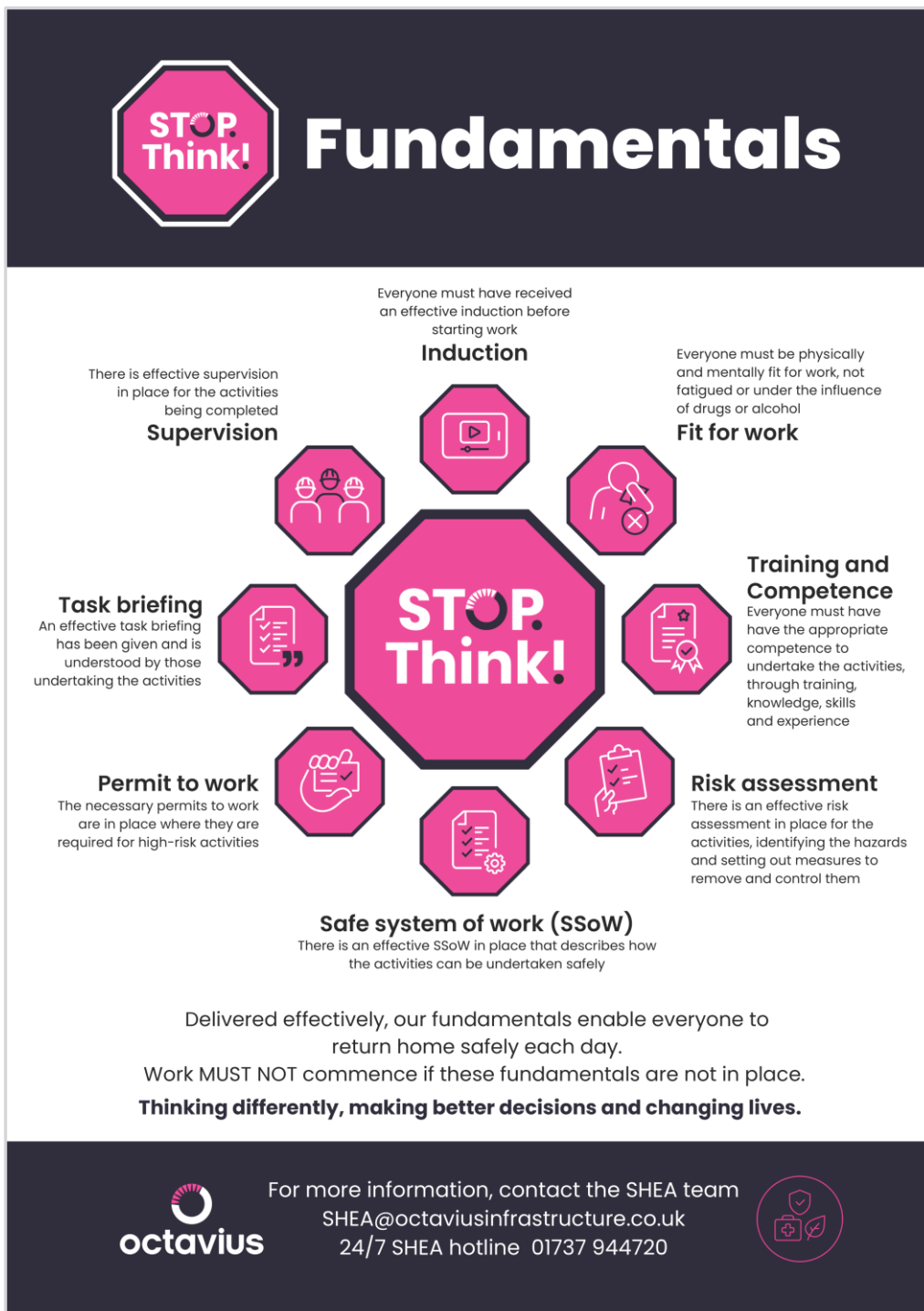


STOPThink! Fundamentals keeps everyone safe

Last year we proudly launched our STOPThink! Fundamentals. These 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.

It's important we all re-focus ourselves to deliver as safely as possible in 2023.

If you believe any of these fundamentals aren't in place before works commence, speak to your site manager or supervisor as soon as possible.



Creating a greener and cleaner environment with Supply Chain Sustainability school



In collaboration with our partner Supply Chain Sustainability School, we are running a number of sustainability and social value online workshops over the next few months that you might like to join:

Webinar - Understanding and Addressing Public Procurement Notice and Social Value Model

Tuesday 31 January 14:00-16:00

[Register here](#)

Webinar - Designing out carbon

Wednesday 22 February 09:30-12:30

[Register here](#)

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

Please let us have your feedback if you attend!



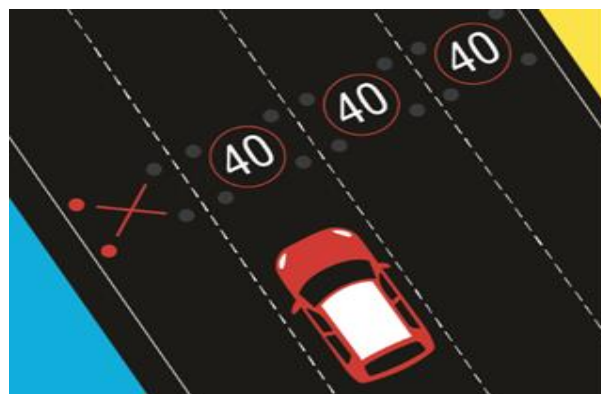
Do you follow the red X signal on motorways?

Driving safely

National Highways have launched a campaign to ensure everyone understands signals during lane closures.

The Red X sign tells you when a lane is closed, helping any drivers and their passengers who may have got into difficulty. It also provides a safe place to work for the emergency services, recovery operators and our road workers.

If you notice a Red X signal when driving move to an open lane, do not use the closed lane until you see a message informing you the lane has re-opened and leave gaps in traffic to allow other drivers to move into the open lane.



It is illegal and dangerous to drive in a Red X lane. You could receive a fixed penalty up to £100 and three points or court action.

National Highways [Driving safely: understanding Red X signals campaign](#).

More information can be found in the Highway Code (rule 258) and The Traffic Signs Regulations and General Directions 2016.

Lean learning sessions

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

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

Date	Time	Teams Link
14/02/2023	12:00-12:30	Waste Goggles
14/03/2023	12:00-12:30	Voice of Customer
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

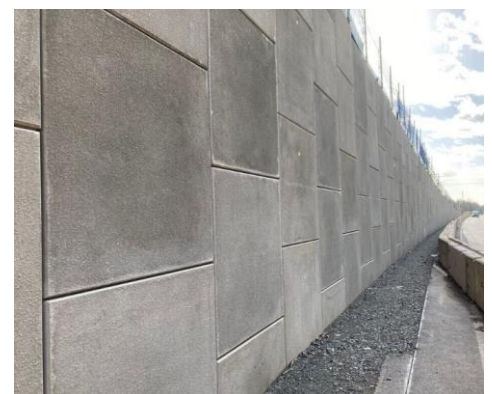
A46 Binley save £120,000.00 using Takt Time

Increased efficiencies whilst installing RECO wall



Takt time is a Lean tool to help meet customer expectations and find efficiencies for repetitive outputs. It is a measure of the amount of time between the completion of one unit and the beginning of the next. The cycle time is the average it takes to complete a single unit.

Whilst working on the RECO wall at our A46 Binley site, the team came across many problems including supply chain issues and calculated a Takt Time of 56-56 minutes to construct each panel. To meet the target the team came up with innovative solutions to manage and keep stock of all materials coming into the site each day.



Through using Takt Time and measuring exactly how long each panel took to install as well as how many were installed each day, the project team mitigated key risks and increased efficiencies to make sure the works could be delivered on time for our customer. [Watch the short video about Takt Time.](#)

Want to know more about how to make efficiencies on your site?

Book your place on the next Lean session on Wednesday 25th January 2023 at 9 am via the LMS system via SharePoint or contact [Kimberley Wild](#). Everyone across our supply chain is welcome.

Wellbeing Wednesday



The first session for 2023 focused on fitness goals. Dan Abrahams and fellow Performance Psychologist Katie Mobed explored the psychology behind motivation, what smart goal setting is and how to truly stick to your goals to achieve better results in fitness and sport.

Whether you are at the beginning of your journey to become fitter and healthier, or you've been training for some time, this session will take you to the next level.

If you missed the session or want to watch it again you can watch it on demand on the [Rail Wellbeing website](#).

February's session will focus on heart health

[Register your attendance for the February session on the Rail Wellbeing Live website.](#)

Wellbeing Wednesday livestreams are hosted on the first Wednesday of each month. They can be viewed live at 11am or later on catch-up. Please do subscribe via their website!

Whilst it is being delivered in partnership with Network Rail, the content applies to **EVERYONE** and you are all welcome, regardless of where you work. www.railwellbeinglive.co.uk

Wellbeing wisdom

“

The new year gives us chance to re-think our diets and exercise to give us the best chances of a healthier future. We must remember that it's a marathon and not a race so do it at your pace and take small steps. Don't forget that we are in the depths of the coldest darkest dampest season and so sometimes a little bit of joy from indulging isn't so bad. It's all about balance.

”

[Jarrod Parkin, Senior Project Manager during the A46 Binley site Back To Work brief.](#)

Hard working holiday is injury free

A huge thank you to everyone who was out delivering critical maintenance works over Christmas supporting our projects. All completed without injury; ensuring that everyone was able to return home safely to their families and friends during the festive period.

Around the country there were more than 300 railway projects underway to help create a more reliable infrastructure and improve services for passengers. Highlights for Octavius included templating repair areas for adjacent bridges at Carlisle Lane and Lambeth Road in Waterloo and our Rail Services team successfully replaced a life expired footbridge which was originally built in the Victorian era over the Brighton Mainline at Horley. Over a 24 hour period from Christmas Eve the project was delivered safely, ahead of schedule for our customer, Network Rail and with minimal impact to the local community.

51 planned trackside shifts over Christmas week.

27 shifts for essential civils and building works within possessions and line blockages.

24 shifts spent monitoring the stability of earthworks at Honiton and Wormley.

Over 40 Octavius colleagues on call to support and delight our customers.



Delighting our customers at Gade Valley

Project leaves a lasting legacy after 6 years on site



After 6 years on site we have successfully completed strengthening and maintenance works at Gade Valley Viaduct, on time, to scope and assured over £2 million efficiencies for National Highways.

This vital structure which transports over 200,000 vehicles everyday is a continuous 11 span structure, approximately 440 meters long, carrying dual 4-lane carriageways of the M25 between junctions 20 and 21.

Our Octavius team began working on the scheme in 2015 to support Connect Plus who operate and manage the M25 network on behalf of National Highways; following an inspection of the structure which discovered significant shortfalls in the life of several sections and fatigue cracks including in welds.

From the offset we were determined to think differently, be more sustainable, create innovative and efficient solutions and improve the lives of people working on or near the site. Through collaboration with our supply chain we delivered some key achievements including launching a holistic health and wellbeing programme for everyone working on site. Developing a technique to extend the service life of bearings, built a mock-up girder to minimise disruption and delivered extensive community engagement.

Congratulations and thank you to everyone involved in the project including Alltask, Mistras, Civil Safety, SMS, SMS, Techjoint and Atkins for your safe and innovative delivery of this complex project. Improving the reliability of the structure wouldn't have been possible without everyone's hard work and commitment.



500,000 hours worked without any lost time injuries.



Over £17,000,000 social value delivered.



90% carbon emissions reduced using HVO fuel.



Over 600 tonnes carbon emissions saved annually by using technologies including Solatiner hydrogen lighting and battery packs with low carbon generators.

Safe and assured delivery

STOPThink! workshops with safety critical staff



We're extremely proud of our award-winning cultural development STOPThink! programme launched as a concept in 2011. We're committed to ensuring that everyone who works on our projects including our suppliers and customers are aligned with our safety culture journey and everyone feels empowered to think differently and make better decisions; so our Assurance Team have recently held STOPThink! Introduction workshops for our safety critical colleagues.

In December 2022 we held workshops for our railway safety critical personnel including COSSs, across different locations and during night shifts discussing common causes of operational Close Calls, reflecting on recent incidents and sharing personal experiences to learn from lessons.

We've received some great feedback and after completing the workshops several attendees have since stopped works and replanned as they believed works couldn't be carried out safely, with all the key fundamentals and processes in place. Challenging culture and thinking differently during these events may have prevented someone being injured or worse.

We will be holding quarterly workshops this year and welcome all Supervisors, Site Managers and delivery suppliers to attend. Together we can help to foster the challenging culture and work together across the industry to deliver safely. If you would like to attend or would like anymore information contact [Daren Norris](#).



Thank you to everyone that has so far attended sessions and to Daren Norris, Mick Reeves and Matt Hewett for delivering these sessions so that everyone can become leaders in the health, safety and wellbeing culture.

The A46 Binley Thrive report

until December 2022



£33,973,461.38 total social value added*



Local value

- 10 Job creations
- £1.1m Spend with SMEs
- £19m Local 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 December 2022



£230,069.20 total social value added*



Enable Inclusive Economic Growth



£38k Local spend

£9k Spend with local SMEs

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

12 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

22.7 MTCDE reduction in emissions of greenhouse gases

10800 Miles driven by low or no emission staff vehicles

Transform Essex County Council to achieve more for less



£700 Community donations

31 People hours spent supporting community initiatives

The Gade Valley Thrive report

Until December 2022



£17,094,473.89 total social value added*



Local value

67 Job creations (of which 63 local hires)

£12.8m Local spend

£186k Spend with SMEs

£2.5m Value contributed to local hires & job creation



Employment, education & skills

2143 People hours learning interventions delivered

11 Work placements & 32 Apprenticeship weeks completed

198 People hours spent on education engagement activities



Sustainability

255 People hours spent protecting & improving the environment

Solartainer & Hydrogen Tower lights used instead of generator

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



Social, wellbeing & community

417 People hours supporting the community

£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 December 2022



£1,608,696.02 total social value added*



Local value



6 Local hires

£712k Local spend

£708k Regional & National spend

£40k 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



866 People hours spent protecting and improving the environment

7.7 MTCDE Reduction in emissions of greenhouse gases

140 Tonnes reduction in waste to landfill

Social, wellbeing & community



£2k Community donations

253 People hours spent supporting community initiatives



Octavius Infrastructure Working in Partnership
with Hertfordshire County Council

*including local economic value, measured using the IES framework

The Flitwick Transport Interchange Thrive report

To end December 2022



£4,500,444.02 total social value added*



Local value

6 Local hires

£430k Local spend

£3.1m Regional & National Spend

£474k 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 NE & NW Service Delivery Framework Thrive report to end of December 2022



£1,717,291.92 total social value added*



Local value

5 Contracts awarded to local business

£270k Local spend

£1m Regional & National spend

£222k Spend with SMEs



Employment, education & skills

440 People hours of learning interventions delivered

We are actively exploring opportunities to support local schools



Sustainability

9.7 Total reduction in emissions of greenhouse gases in MTCDE

Eco cabins on site

240 People hours spent protecting and improving the environment



Social, wellbeing & community

94 People hours supporting the community

£500 Community donations

£1030 Community fundraising



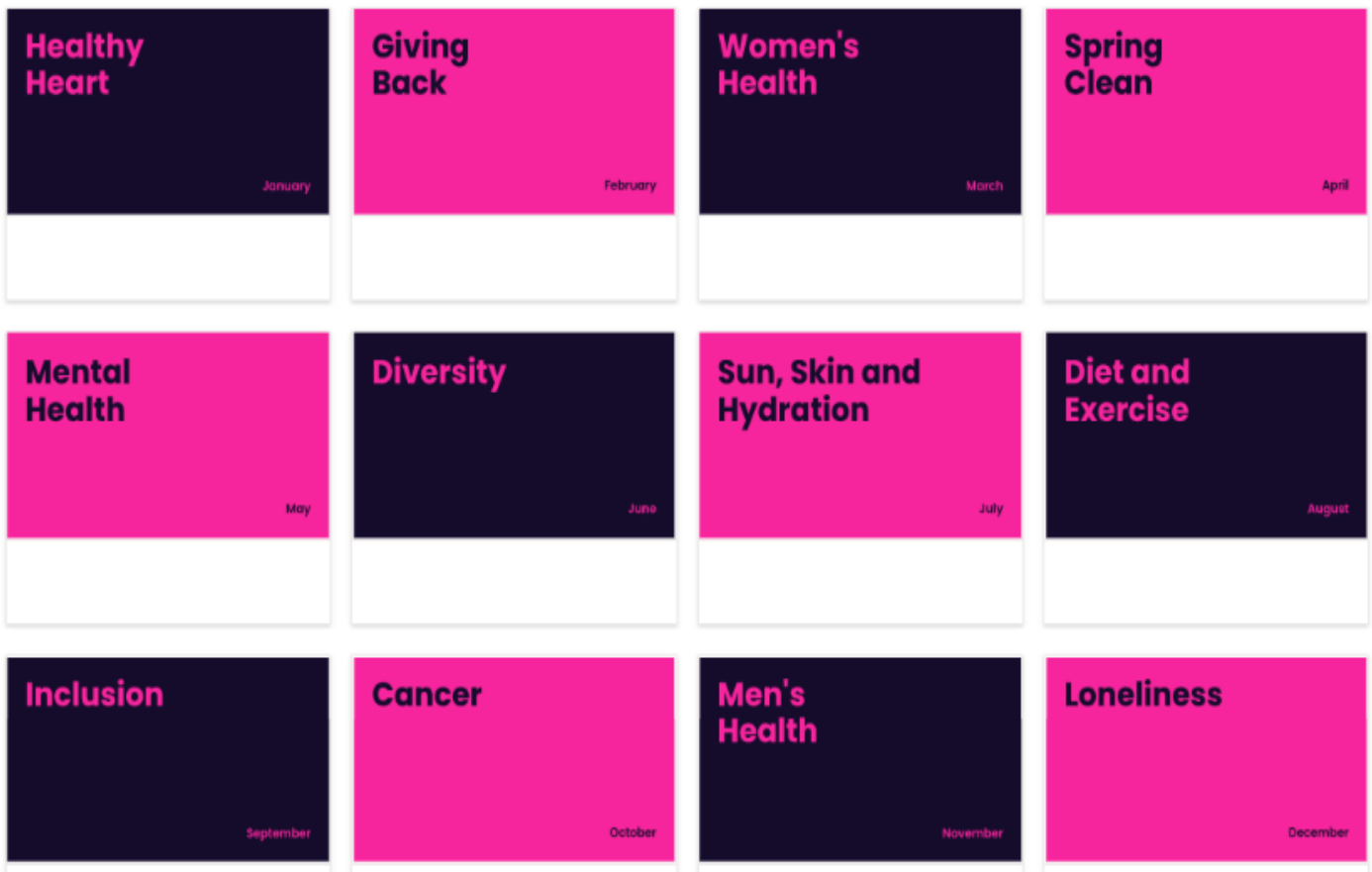
Octavius Infrastructure Working in Partnership with National Highways

*including local economic value, measured using the IES framework

Health and wellbeing calendar

As part of our ongoing commitment to the health and wellbeing of our people, we've launched our new health and wellbeing calendar for 2023, with tools and tips to support everyone.

Each month provides information on specific health and wellbeing topics including useful booklets, websites, videos and posters. All resources are supported by our AXA Employee Assistance Programme and can be [accessed via our Atlas SharePoint site](#).



Supporting you – AXA Employee Assistant Programme (EAP)

All permanent Octavius employees have free access to the “BeSupported” website. This will provide you and your immediate family with information, resources and options to help with a many issues both at home at work. For more information and login details visit Atlas SharePoint site.

Healthy heart

January's focus is Healthy Heart.



Keeping your heart healthy, whatever your age, is the most important thing you can do to help prevent and manage heart disease. Coronary heart disease (CHD) happens when the blood supply to your heart muscle is reduced because the arteries taking blood to your heart become narrow or get blocked. This is caused by a gradual build-up of porridge-like fatty deposits inside your arteries.

Coronary heart disease is the UK's biggest killer -but things could be very different -most of these deaths are preventable!

Heart and circulatory diseases cause around a quarter of all deaths in the UK; that's more than **160,000 deaths each year.**



Every five minutes someone is admitted to a UK hospital due to a heart attack.

Workplace and poor heart health

On average, one third of your life is spent working. That's around 90,000 hours over a lifetime. With 44,000 people under the age of 75 dying from heart and circulatory diseases each year, adopting healthy behaviours at work matters.

There are many factors known to increase risk of poor heart health: low physical activity, smoking, increased alcohol consumption, high blood pressure, stress and poor lifestyle behaviour behaviours like poor diet and sleep.

Risk factors

Age

As you get older you are more likely to experience a build-up of fat in your arteries, as well as hardening of the arteries themselves, which causes high blood pressure and can increase the risk of heart disease.

Location

The areas with the highest risk of poor heart health in the UK fall mainly in the north-west of England and parts of Scotland, whilst the lowest risk is in the south of England.

Industry

A study has suggested that middle aged employees who are not in management positions are more likely to develop heart disease or strokes, with the highest risk being in sales, offices or the service industries.

Shift workers

Shift workers are at higher risk of many diseases, due to the difficulty of adequately adjusting to changing shift patterns. There's a 40% increased risk of shift workers having issues with heart health.

Stress

Raised stress levels can cause you to be tired, irritable and even increase your blood pressure, potentially causing your heart to race, headaches and sweating.

Top tips for a heart-healthy workplace



Quit smoking and encourage your colleagues to quit together.



Reduce stress levels - encourage office or team chats, take a break from your desks or try walking meetings.



Reduce alcohol - cut back on socialising outside of work and have a soft drink between alcoholic drinks.



Conscious snacking - choose healthier snacking options, such as fruit or nuts.



Physical activity - take regular breaks from desks to take a short walk or practice stretching. Try walking meetings, or stand for part of them.

Behaviours at work influence your heart health. Support yourself and your team in having a healthy heart!



HEART ATTACK?

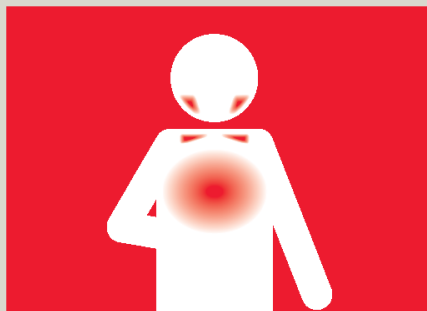
Know these signs and symptoms



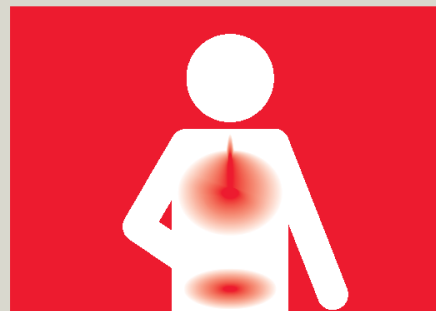
pain or discomfort in the chest that doesn't go away



the pain may spread to the left or right arm



or may spread to the neck and jaw



you may feel sick or short of breath

think quick... act fast
call 999 immediately

FIGHT FOR EVERY HEARTBEAT

bhf.org.uk

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Improvement Opportunities (IO)

December statistics

After a great few months, during the month of December the level of engagement within the IO system reduced compared to previous months.

There was a great range of themes raised including highlighting improvements to systems and site conditions. Many IOs reported work that is underway without an opportunity to improve. Please make sure when raising a 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 IO Originators in December

Adam Miller	22
James Buckley	18
Gary Johnson	17
Jonathan Blackman	16
Robert Armstrong	14

Top categories in December

Access/egress/site security	36
Site housekeeping	22
Site welfare	14
Tools and equipment	12
Design Close Call	8

Top projects in December

GEO Witley embankment	44
HV switchgear renewals	32
A46 Binley	30
Gade Valley	28
Winchester, Micheldever and Waterloo substation NSCD works	26

Infrastructure Improvement Opportunities

Month	Total no. IOs	Total no. people raising IOs
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
April 2022	251	61



SHEA performance summary

December 2022

Accident Frequency Rate (AFR) Days since the Last RIDDOR Accident: 292
The Current Rolling AFR Is: **0.04**

Service Strike (SSFR) Days since the last Service Strike: 35
The Current Rolling SSFR is: **0.44**

**December
Total Number IOs
217**

**December
No. Safety, Health &
Environmental IOs
193**

**December
No. Business IOs
24**

Reference Number	Date	Project	Description
Injury			
11452022-15-12	15/12/2022	EKFB	Operative slipped over on icy walkway whilst laying rock salt
Operational Close Call			
11462022-19-12	18/12/22	OTW E&P NSCD Fareham	RRV ran through and damaged point
Dangerous Occurrence			
11422022-11-12	10/12/22	Chelmsford	Uncontrolled retraction of crane boom caused by mechanical failure
High Potential Near Miss			
11482022-19-12	19/12/22	EKFB	Wingwall rebar cage racked over – no injuries
Service Strike			
11382022-05-12	05/12/2022	Flitwick	Electric cable damaged during excavation for tree pits
11402022-08-12	08/12/2022	Trowbridge	Waterpipe damaged during excavation
Near Miss/Close Call			
11392022-06-12	05/12/2022	EKFB	Operatives using a scissor lift without correct certification
11442022-14-12	13/12/22	EKFB	Hiab lift undertaken without correct outrigger pads used
11492022-25-12	25/12/2022	OTW Honiton	RRV derailed during excavation operations
Theft			
11472022-19-12	17/12/2022	A46 Binley	Break in and theft from project offices
Environment			
11432022-13-12	13/12/22	OTW Honiton	Leak from hydraulic hose into railway drainage

Cholesterol

SAFETY ALERT

WHAT IS CHOLESTEROL?

Cholesterol is a type of fat. It's found in all the cells in your body and forms part of their outer layer. Cholesterol is also an essential part of many important hormones, including oestrogen, progesterone and testosterone. Cholesterol is carried in your blood by proteins, and when the two combine they're called lipoproteins. The two main types of lipoprotein are:

- **High-density lipoprotein (HDL)** - which carries cholesterol away from the cells and back to the liver, where it's either broken down or passed out of the body as a waste product. For this reason, HDL is referred to as "**good cholesterol**" and higher levels are better
- **Low-density lipoprotein (LDL)** - which carries cholesterol to the cells that need it. If there's too much cholesterol for the cells to use, it can build up in the artery walls, leading to disease of the arteries. For this reason, LDL is known as "**bad cholesterol**"

The amount of cholesterol in the blood (both HDL and LDL) can be measured with a blood test.

WHAT SHOULD MY CHOLESTEROL LEVELS BE?

Blood cholesterol is measured in units called millimoles per litre of blood, often shortened to mmol/L. The recommended levels of total cholesterol should be:

- 5 mmol/L or less for healthy adults
- 4 mmol/L or less for those at high risk

WHAT CAUSES HIGH CHOLESTEROL?

Many factors can increase your chances of having heart problems or a stroke if you have high cholesterol. These include:

- An unhealthy diet, in particular, eating high levels of saturated fat
- A chemical found in cigarettes called acrolein stops HDL transporting cholesterol from fatty deposits to the liver, leading to narrowing of the arteries
- Having diabetes or high blood pressure
- Having a family history of stroke or heart disease
- There's also an inherited condition called familial hypercholesterolemia, which can cause high cholesterol even in someone who eats healthily

HOW CAN I LOWER MY CHOLESTEROL LEVEL?

- Maintain a healthy, balanced diet. It's important to keep your diet low in fatty food. You can swap food containing saturated fat for fruit, vegetables and wholegrain cereals
- Take regular exercise
- Give up smoking

If these measures don't reduce your cholesterol and you continue to have a high risk of developing heart disease, your GP may prescribe a cholesterol-lowering medication, such as statins.



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

Alert

Manual Handling Lost Time Injury

	Date of incident	19 th December 2022	Incident type	RIDDOR >7 Day Injury
	Incident ref number	INC14411	Contractor	VGC
	Sublot	Delta	Location	Water Orton South
	Keyword search	Manual Handling	Reported by	Jason Handley

Summary of Incident

Three labour agency scaffolders were tasked with building a scaffold around a test pier adjacent to our Water Orton South offices. In between scaffolding they were used as labour for general tasks, and they were asked by their supervisor to move the shutter timbers into an aligned position. This required slightly rotating two beams length-ways and moving them approximately 1 metre forward. This task would normally make use of a crane or telehandler to handle the timbers, but the cranes were winded-off and the telehandler was in-use and not available at the time. The IP attended Good Hope A&E department and was diagnosed with possible right bicep tendon tear.

Findings

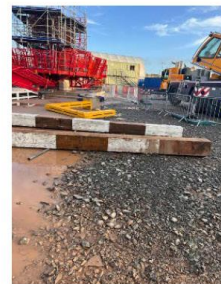
Although they were set this task by the supervisor, it was expected that they would make use of lifting equipment – any problems and they were to report back to the supervisor. Instead of stopping work and reporting back to the supervisor, they tried to align the timbers by hand and used a pry-bar to lift the edge of the timber enough to slide a scaffold tube under and then tried to push the timbers into alignment. They achieved the first, but on the second timber, the IP injured their right bicep/tendon.

Immediate Actions

Work stopped and investigation started. Interviews taken and all relevant documents copied.

The IP has not returned to work following the Christmas break therefore, this incident becomes an Over Seven Day RIDDOR incident.

Photographs



Shared Learning



NR/L3/ELP/27720 – Test Before Touch for Overhead Line Equipment

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

Ref: NRL22-03

Date: 22/12/2022

Location: National

Contact: [Martin O'Connor](#), Network Technical Head of Contact Systems AC/DC



Never assume equipment is isolated – always test before touch.

Overview/Underlying causes

Following recent electrical safety incidents where colleagues sustained life changing injuries due to inadvertent contact with Live Overhead Line Equipment (OLE), a new standard has been published to formalise and improve the Test Before Touch process for OLE.

Test Before Touch for OLE will be completed by an Authorised Person or Nominated Person.

It demonstrates to the COSS (OLP) and members of the working party that the OLE is de-energised at the location of the test. It is an additional check to make sure that everyone in the working party is in the right place in accordance with the Overhead Line Permit.

Please remember:

- The Overhead Line Permit remains the primary electrical safety reference document.
- Any person within the working party can request for the OLE to be tested before they touch (defined as planning to come within 600mm of) a conductor at any time while the Overhead Line Permit is in place.

The standard is applicable to Network Rail and its contractors.

If you hold any of the following competencies, you're required to undertake a detailed briefing on the content of the new standard:

- Nominated Person
- Authorised Person
- COSS (OLP)
- Persons holding OLE2 & OLE4
- Persons holding OLEC3, where the person holds elements 2, 3 and 4 and;
- Persons involved in the planning of the implementation of isolations and associated Overhead Line Permits

An overview briefing has been developed for people who request Overhead Line Permits, which enables their works to be completed safely.

The Test Before Touch for OLE standard and briefing materials are available via your normal means of accessing standards, with a compliance date of **4th January 2023**.

Key message

- Have you had your detailed or overview brief on the Test Before Touch for OLE standard?
- Do you understand when the requirements of the Test Before Touch for OLE standard apply?
- How do you currently assure yourself that the conductor you're about to touch is safe to do so?
- Are you always briefed on the contents of the Overhead Line Permit (Form C) by the COSS (OLP)?
- If you are unsure about any part of the briefing of the Overhead Line Permit, how do you seek further clarification?
- What action would you take if you felt unsafe whilst working on or near OLE?

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

Alert

ADT Skip Overturning during Stockpile Works

	Date of incident	14/12/2022	Incident type	High Potential (HiPo)
	Incident ref number	INC14337	Contractor	BBV
	Sublot	8	Location	Section 7c
	Keyword search	ADT Skip Overturn	Reported by	Alan Murray

Summary of Incident

Three Articulated Dump Trucks (ADTs) were tipping topsoil at a pre-arranged topsoil bund on Section 7C of the works. Two dozers were also working shaping the topsoil bund.

An ADT reversed about 10m to drop the load for the dozer to push out. The driver noticed that wheel ruts had formed so decided to reverse up approx. 1m to the righthand side of these. On doing so, the driver felt the ADT lean to the left, so drove forwards but the skip continued to go over. It appears that the rear wheels have slipped into the wheel rut causing the skip of the ADT to go over.

Initial Findings

- Reversing – this operation could have been planned to avoid reversing.
- Maintenance of tip areas – the access route and tipping area should have been compacted by the dozers.
- Driving over soft material has caused rutting – ADT drivers have failed to follow good practice and have driven along the route of previous vehicles' tracks causing ruts to be formed.

Please remind all ADT drivers that reversing up/down stockpiles is not permitted on BBV.

Immediate Actions

- The operations were stopped immediately.
- Statements were taken from the ADT operator and team.
- The ADT operator was D&A tested (negative result).
- Investigation commenced.
- BBV daily text used to remind everyone that reversing up/down stockpiles is prohibited.

Photographs

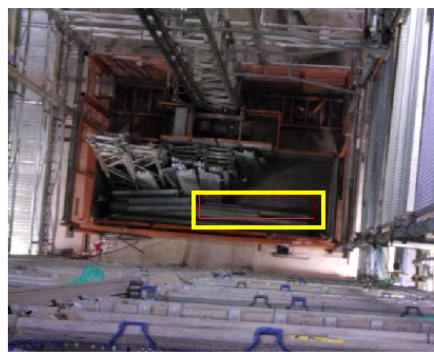


Shared Learning

Dropped Scaffolding Tube

Background

During hoist operations of taking falsework material down from level 8 (Dancefloor) to ground level and unload the equipment at the bottom of the hoist to the laydown area, whilst unloading of a 1T bag loaded with off-cut timber from the hoist, a scaffold tube has fell from height from an unknown location.



The investigation into the incident revealed that:

- Hoist perimeter exclusion zone left with open edges and no brick guards installed.
- There were areas on-site with a potential for a scaffold tube to have fallen through.
- Although no root cause could be identified through witness statements or investigation an anecdotal finding was possibly a scaffold tube left in a position on-site with the potential for it to fall from height OR scaffold tube has been dropped during handling.

CONSIDERATIONS

1. Prohibit the use of the hoist temporarily & conduct an independent thorough examination of the installation.
2. Thorough review of all areas to ensure areas with the potential of an object to fall have adequate means of protection in place i.e. debris netting & brick guarding.

Actions Taken to Prevent Reoccurrence:

- Area around the hoist entirely enclosed / caged.
- All lower levels to the perimeter of the hoist to be enclosed using debris netting.
- Hoist access gates all levels to be reviewed and adaptations carried out to ensure there is no potential for items to breach.
- Crash deck installed within hoist after consultation with sunbelt & signed off by temporary works.

031-08/11/2022

D58 031- 05/01/23

D58 IPT
Integrated Project Team

Shared Learning

Lifting incident -HIPO Near Miss: Shield Door

Background

Specialist contractor LIFTECH Engineering on behalf of Ansaldo (Shield Door manufacturer) were tasked with the transportation and installation of Shield Door number 4 to be installed on wall 2 of the D58 reinforced concrete structure. On the night of the incident, the team from LIFTECH successfully loaded the 1st section of the door weighing approx. 17t onto the flatbed, using a Versa 40/60 forklift. The load was placed onto double stacked packers to allow for fork clearance. Once the door section was secured on the flatbed, it was then transported to LIFTECH's pre agreed laydown area to be offloaded in its flat position prior to lifting into its temporary storage location. As the door section was being unloaded off the flatbed using a same forklift, it started to slide and picked up momentum, which resulted in the load sliding off the wagon onto the vertical concrete barrier that separates an adjacent footpath from the worksite, causing damage to the door and site boundary fence. No injuries were sustained.



The investigation into the incident revealed that:

- Loading and offloading of the door was not suitably identified within the SSOW and methodology.
- Permit to lift issued only focused on the jib attachment and did not include/consider the fork attachment on the Versa lift 40/60 (i.e. the final lifts)
- A cross fall angle of 3° slope on the loading area contributed to the load slipping and reduced the effective clearance for the forks beneath.
- A detailed lift plan would have identified that the loading area was not suitable for the fork attachments
- The frozen and icy underside of the door has been a catalyst for the load to slide off the fork attachments

CONSIDERATIONS

- Review levelling out of off-load area
- Regular review of lift plans and permits to ensure the methodology is adequate and identifies the correct equipment to be used
- Weather conditions must be factored when carrying out lifting operations

Actions Taken to Prevent Reoccurrence:

- Lifting Plans and Safety Systems of works being updated. Designated lifting points and chains to be used for all future lifts rather than fork to ensure that the load is controlled at all times.
- Exclusion zones to be established for all lifting operations, including the restriction of using site pedestrian access routes during the lifting operations adjacent to the area
- All Ansaldo lifting and site operations are now controlled via a General Permit to Work, following a review of the POWRA on each shift



INFORMATION



Safety Alert Concrete Spacer Block Asbestos

09 January 2023

Background information

To correctly position steel reinforcement, in reinforced concrete, concrete spacer blocks have been used since the early 1960's. Today more modern plastic spacers are available, but in the past other materials were also used.

A recent investigation of a concrete bridge deck identified a 'concrete' reinforcement spacer block with traces of white fibres. The sample was tested and confirmed the presence of a small amount of white asbestos fibres in a cement matrix.

Blue (crocidolite) and brown (amosite) asbestos were banned by law in 1985. White (Chrysotile) was also banned in 1999 by The Asbestos (Prohibitions) (Amendment) Regulations in 1999. Amosite and crocidolite are considered the most hazardous asbestos fibre types; however, all types can present a risk to human health.



Lessons Learnt

- Hard concrete spacer blocks used prior to 1999, may contain up to 5% white asbestos fibres and are classed as an asbestos cement product.

Structure records are unlikely to have details of the manufacturer, type, and location of the spacers. Their positioning will not be obvious and they can be difficult to locate.

All concrete removal activities involving structures built prior to 1999, must assume the potential presence of asbestos fibres in asbestos cement spacer blocks. Such works are classified by the Health and Safety Executive (HSE) as non-licensed works.

NHa314

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



Page 1 of 2


INFORMATION

Safety Alert

Concrete Space Block

Asbestos

09 January 2023

- HSE guidance is that the health risks from asbestos cement spacer blocks are extremely low, and activities such as inspection, maintenance and concrete repairs are not defined as work with asbestos. Normal good practices such as dust suppression and prewetting of concrete surfaces during mechanical concrete removal are sufficient to minimise risks.
- Concrete demolition waste can be crushed and recycled but should be kept damp. If asbestos cement spacers are found during works, they should be identified with paint. Workers undertaking work which would involve disturbing reinforced concrete should follow appropriate guidance regarding PPE.

National Highways requirements about asbestos is provided by GG105 Asbestos Management - (<https://www.standardsforhighways.co.uk/prod/attachments/9f7803ca-26aa-49bd-98f8-c514ab051040?inline=true>)

Health and Safety Executive (HSE) essential guidance for Asbestos – (<https://www.hse.gov.uk/asbestos/essentials/index.htm>) and the Approved Code of Practice for Managing and Working with Asbestos - <https://www.hse.gov.uk/pubns/priced/l143.pdf> which expands on the working with non-licenced works.

If you have any queries about this safety alert information announcement, then please contact Leventia.Stoiou@nationalhighways.co.uk or HealthSafety&Wellbeingteam@nationalhighways.co.uk

NHa314

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

**home safe
and well**

Page 2 of 2



SHW Bulletin

M6 J13 – J15 Holophane Vmax street luminaires

Whilst investigating a fault on Holophane V-max LED lighting luminaire head based on the M6 J13 – J15, it was noted rainwater ingressing the lantern head causing both damage to the internal terminals and drivers more importantly a safety issue with water filtering through the gromet in the head pouring down onto the electrical circuit within the lamp column causing the possibility of the column steelwork becoming live.

This type of lantern head has only been installed as early as 2020 on the M6 J13 – J15 project



ACTION

- Check for the presence of Holophane V-Max luminaire
- If work is required, then isolate the column at the feeder pillar
- refrain from touching the column until the column is confirmed isolated

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

24 hour SHEA hotline:

+44 (0)1737 944 720

Octavius Infrastructure

4th floor, 45 London Road, Reigate RH2 9PY

+44 (0)1737 944 830 hello@octaviusinfrastructure.co.uk

octaviusinfrastructure.co.uk



STOP.
Think!

January 2023