

# OTW

May 2023

One Team Wessex  
brings people together.



## Welcome



### Isayas Tecleberhan

Framework Director

Welcome to our second newsletter which once again gives you key updates and lookaheads. It's great to share a selection of our collective highlights and challenges from the last period.

As we embark on the last year of the Control Period CP6, Year 5 of the SMD Framework, it never fails to amaze me the volume of tremendous and diverse work delivered over the last four years to renew and enhance the railway infrastructure, bringing enhanced passenger services.

In undertaking our works, it is paramount that we do not lose our relentless focus on health and safety and equally put similar attention on wellbeing. Nationally in the month of May, it was great to dedicate a whole week focused on Mental Health Awareness and I do hope you took the time to reflect and engage on this significant topic.

Personally, I do think it is equally as important

as physical safety, in order achieve our collective ambition of 100% safe, well and healthy outcomes.

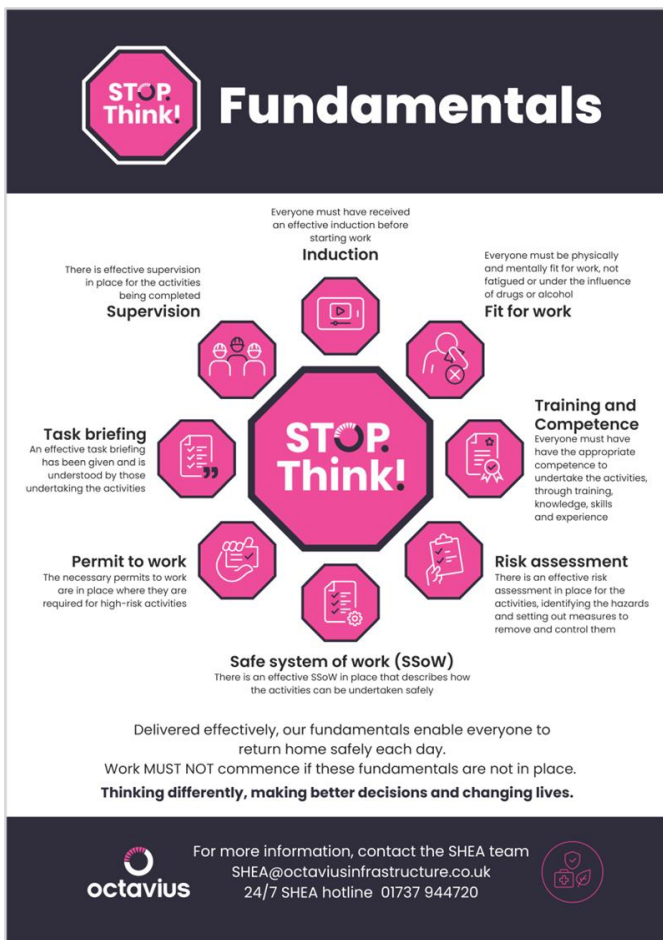
Our safety ethos remains core as “we always plan the work we undertake, and we work to the plan that we have set out to do”. Undoubtedly change does happen, and critically we must replan the works before we recommence the works.



### What is One Team Wessex?

One Team Wessex (OTW) is the collaborative relationship between Network Rail and Octavius Infrastructure. Together we deliver infrastructure enhancements and renewals in the Wessex route to provide a reliable and modern railway for the traveling public. We cover some of the busiest areas of London including south west, from London Waterloo to the south and west of England.





Our E&P team continues to outperform in achieving commissioning volumes and targets set. It is testament to the way of working the teams have established which will be a great foundation to CP7 as we embark on the SID enterprise model with the pedigree gained in CP6.

Our Geotech portfolio have mobilised and completed Bugley embankment as a rapid response scheme and have already mobilised to yet another rapid response scheme, Grazeley. Clearly, our Victorian age infrastructure requires massive investment to build resilience to ever changing climate impact.

Since our last update, we have fully mobilised into our biggest scheme to transform the Waterloo Station roof concourse, and similarly we have mobilised into multiple Access for All (AFA) schemes, which are all due to be practically complete within the Control Period delivering much needed accessibility improvements to the travelling public.

As we entered the last year of CP6, the workbank we planned to deliver has had to be prioritised against a backdrop of funding and affordability challenges. This means some schemes have been deferred to next Control Period; However, we now understand the work we must deliver in the remainder of the current Control Period. Fundamentally, we must deliver the schemes within the funding envelopes allocated as part of the prioritisation and RF13 baseline.

I hope you enjoy reading the newsletter and find it insightful, highlighting the tremendous work being carried out by the collaborative One Team Wessex, supply chain partners, and wider stakeholders.

Thanks  
Isayas

**“Plan the Work and Work to Plan “**

This is where our STOPThink! Fundamentals, which we all believe are essential for assured and safe delivery across any organisation, cements that approach. To ensure our teams have the information handy, we have distributed pocket-size Z cards to help everyone remember and use as part of checking if we have the right plan or as part of any “Take 5” moments before starting work.

During the Easter blockade, our teams at Clapham Junction successfully removed old stairs, installed and commissioned new stairs ready for passenger use on the Monday morning, truly showing what is possible when hearts and minds do work together to achieve true collaboration. It was great to see the finished photos of the new staircases at Clapham Junction fully open to the public.



# OTW Collaboration



## Zen Nichols

Senior Programme Manager

I recently had the opportunity to visit Fleet site with Julian Wisbey, Programme Manager and Site Manager, Jamie Hedgcock.

As soon as we arrived on site Jamie met us, offered tea and got straight on with the site induction – he’s a busy man but made sure we had all the key information about the site, the hazards and the controls to keep us safe. Good to see a rigorous approach from the off!

The site is deemed a ‘Hot Site’, which meant additional PPE was required to protect against electric shock – large yellow wellie boots were duly provided.

This sparked a conversation about the incident on the Isle of Wight a couple of years ago when an electrician working on one of our projects received a serious electric shock and was off work for a long while. To his credit Jamie was familiar with the incident and was able to talk about the lessons learned from it and how the systems and processes on site protected against a recurrence – there’s an example to us all.

The Fleet site is in a nature reserve with a large lake, so the team are very aware of the environment and keen to minimise impact – the solar powered welfare unit was evidence of that.



Strong relationships have been forged with the nature reserve’s management team, Jamie and Project Manager Liam Green are planning to do some improvement works to a pontoon and some steps. They’re seeking funding from the Southern Green Fund to help make it happen – a good example of our teams giving something back to the communities in which we work.

All in all, Julian and I found the site visit really rewarding – I’d encourage everyone to take any opportunity you can to get out of the office and onto a site. It’s a great way to learn something, share some new perspectives and contribute towards keeping everyone safe.



## Double Gold!

We're delighted that two of our sites have been awarded gold in the Network Rail, Southern region Route Gold supply chain initiative.

You can find out more about the projects and how they achieved gold status throughout the newsletter.

## An egg-cellent and safe Easter

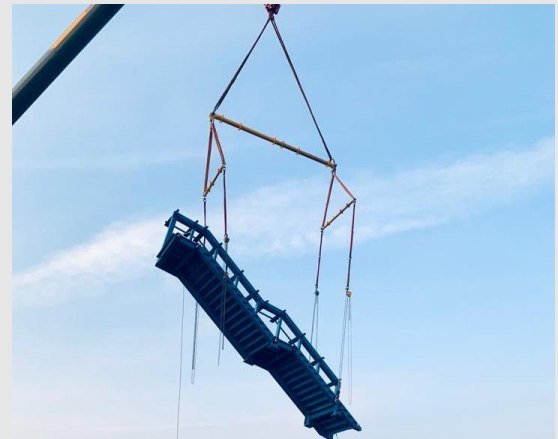


While many of us were celebrating Easter with our family and friends or simply enjoying sweet treats over the long weekend, our team were out delivering critical enhancement and renewal works at Clapham Junction Station. All completed on time and without a single accident or incident; ensuring that everyone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

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

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

Since the Easter blockade, the team have been installing the new roof and new containment for the cabling which was initially moved to install the new stairs. Over the next three months the team will be progressing with cladding to the stairs and completing the passenger waiting room.



Thank you to all involved for completing all works safely and successfully.

Watch [the crane in action](#) over Easter.



Ryde Pier received gold status for Period 1 in Network Rail's Route to Gold initiative.



Well done to the team and watch this space for the completion!



## Light at the end of the sea

Our team working at Ryde Pier in Isle of Wight are finally able to see their hard work come together as they're now completing the final stages of the works. Thanks to better weather the team have been able to push on with completing the main works including the weather screen, installed the conductor rail and are now finalising snagging and demobilisation works. They are on track to complete and reopen the railway line in early June, in time for the Isle of Wight Festival.

Working over water is no easy task and the team have faced several challenges since starting on site in October 2022, including stopping work to resolve some defects discovered in the existing rail bearers, bad weather and constantly adapting working methods to manage high tides and swells.

Throughout, the team have maintained excellent collaboration with our customer to overcome issues also with Rebel Marine and teams at Ryde Pier Station to ensure everyone is kept safe.

Once the railway is re-opened, scaffold removal works will continue below the pier until mid-August 2023 and the team will begin mobilising to renew the rest of the pier.



# Electrifying the railway



## Powering and protecting Fleet

Our E&P team working on the Transformer Rectifier Unit renewals (TRU) project have started work on the last unit at Fleet Pond Reserve. So far the team have successfully and safely drained oil, removed the life expired transformer unit, delivered the new rectifier module and transformer via a Kirow crane. They have also completed positive bus bar modifications.

As the largest freshwater reserve in Hampshire the project team had to think differently to overcome specific constraints working in a Site of Special Scientific Interest (SSSI) to protect the 14 acres of lake and vast array of wildlife. To prevent accidental contamination of the adjacent SSSI land, the team are installing the new transformer on an oil bund that has a filtered drainage system and is covered by a bespoke shelter. This will mitigate the risk of the bund filling with rainwater and potentially overflowing and contaminating the adjacent body of water.

As the team have created an excellent collaborative relationship with Fleet Pond Nature Reserve, they have allowed us to set up welfare and access the track via the reserve. To show our appreciation, the team along with Network Rail recently colleagues spent a day volunteering helping to remove vegetation and carried out general maintenance works at the reserve.

The team are now progressing onto E&P installation works and are on track to commission and enter into service in June.



Fareham received top scoring site in Period 12's Route to Gold.

## Improving isolations so everyone can go home safely

Since starting the Negative Short Circuiting Device (NSCD) programme in August 2022, which is to install a total of 20 devices across 10 sites within the Wessex region, the E&P team have been busy working at 5 sites: Tolworth, Kingsworthy, Fareham, Tapnage and Lower Swanwick to make isolations safer and more efficient.

Thanks to excellent collaboration between Octavius, Network Rail, designers of the programme AJMS, RPS & Navitas, the team have been able to overcome several challenges with finalising drawings. As existing faults were discovered on the network and required buried routes to be removed where possible.

Kingsworthy will be the first site to be tested and commissioned in July and several other sites will be commissioned throughout the summer. Recognising the significant benefits of the system to the network, three more sites have been added to the programme of works.

### What is an NSCD?

It provides protection to people working on or around the conductor rail by electrically shorting an isolated section. In an event of an isolated section being re-energised in error, the NSCDs will prevent the conductor rail becoming live, protecting people from danger of electric shock. It also reduces the need for operatives to access the track to apply straps to isolate the track as it can all be done by a flick of a switch!





# Roof renovations to brighten up Britain's busiest station

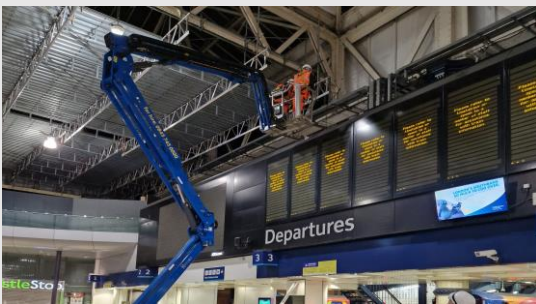
We're delighted to have finally begun works to revitalise Waterloo Station's 100-year-old roof. The scheme includes renewing the glazing on both the main Concourse and Porte Cochere roofs, it's all part of Network Rail's wider programme of enhancement works to provide a more modern and lighter station for the millions of passengers who pass through it every year.

To minimise disruption to passengers we have designed a temporary external roof structure that will sit over the current station roof to manage flows into the rainwater catchment system whilst the existing glass panels are removed and replaced. The works will be completed in phases, the scaffolding deck will be moved across the concourse as we progress and eight temporary staircases for workers will be installed across the station. To future proof the roof and make sure it's as stable and secure as possible we will be replacing the existing Georgian glass across a total area of 11150 m<sup>2</sup>, with 10,000 individual new polycarbonate glazing panes. The new panes are 50% lighter than the original glass, and will reduce pressure on the structure.

Since starting the works in April our team have been installing scaffolding access and closely collaborated with several third parties and supply chain to support events for the Coronation.

The team will soon be completing setting up the internal bird cage scaffold and will move onto setting up the external temporary roof and the huge task of removing the glazing panes.

Work is expected to continue until Spring 2026.





## Improvement Opportunities (IOs) help to prevent accidents



Making sure everyone working on or near our projects gets home safe every day is at the heart of everything we do. That's why we've introduced our Close Call of the month award, also known as Improvement Opportunities

Statistically the more Improvement Opportunities reported, accidents are reduced in the workplace.

May's winner was Mihnea Pelinel, Graduate Engineer working at Ryde Pier for challenging someone who had made their way onto the crash deck without their life jacket. He brought them back onto the platform and reminded them of the importance of wearing a life jacket on the crash deck. Well done, Mihnea!

Improvement Opportunities are critical to our learning culture please do continue to submit them and thank you for recognising the importance of your continued engagement.

We should never be afraid to challenge something when it doesn't look right!

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

## Protecting the environment at Gomshall

Congratulations to the Geotech team for successfully completing the main stabilisation works on the north side of Gomshall cutting.

Since starting the works in February, the team have been regrading the crest of the cutting, installing soil nails, rock anchors, geotextile erosion protection and netting to future proof the cutting and prevent it from failing. Ahead of the main works the team constructed a 700m access road through a farmer's field to allow plant to safely and easily access the site.

The team have faced several challenges around managing Badger setts in the area which was known ahead of beginning the works. Specialist measures were required from the outset to manage the mammal as during development work an ecologist surveyed the area and identified that the only solution to exclude the main sett was to create an artificial one away from the site under a Natural England license. By law an artificial sett needs to be in places a minimum of six months before any works can begin and this was all completed in time ahead of the works. Once the construction works began a few months later, new badger movement was discovered on the south side, meaning works could not go ahead lawfully as scheduled.

If you believe there may be badgers on your project, contact the Octavius Environment team [Chris Grimes](#) or [Zach Pears](#).



# Progressing at speed at Bugley

When the railway line is at risk our team is always on hand to get the railway back on track safely and efficiently, even if it means re-planning and starting a whole programme of works sooner than expected.

The Geotech team originally planned to begin drainage works at Bugley embankment in March and piling works in July. However, following discovering increased movement to the embankment in January, the team quickly transitioned the scheme to a rapid response. Speed restrictions were quickly imposed, permanent stabilisation works began and full line speed was restored all within a few months.

To prevent the embankment failing the team have successfully completed the main permanent works including discreet CFA piling works to the upside, replaced the existing drainage system with a collector deep drainage system along the Down Side and under the track through the cattle creep, along with additional tamping works. They are currently progressing with the removal of the extensive pile platform, pile cropping works, reinstatements and removing the temporary access routes until the end of July. Prior to the project turning into a rapid response the piling works were due to start in July /August 23.

Well done to the team for quickly responding and your excellent collaboration to ensure the railway remains safe and secure for passengers.





## Making the railway accessible for all

Works are well underway to improve accessibility across four stations in south London. The Access for All Scheme (AFA) is a government initiative to provide step free access and unobstructed routes within stations to help passengers with reduced mobility or those with young children in prams, to travel easier around the infrastructure.

The scope varies across the locations however, includes new footbridges with lift access to entrances, installing new larger lifts, demolishing part of the stations to make room for the new footbridges and relocating services.

- **Barnes** – Currently in the pre-construction phase and due to start on site in late June. The team are currently developing the permanent works designs, engaging in temporary works design and finalising agreements with local stakeholders.
- **Motspur Park** –The ticket station office has been closed, enabling works have commenced including casting foundations for ticket machines and help point relocations, a temporary bridge has been installed and water supplies have been relocated.
- **Stoneleigh** – The team are currently setting up the site and recently had cabins delivered.
- **Isleworth** - Piling works have begun and currently progressing with enabling works. The team will be moving onto excavation, forming reinforced concrete pile caps, lift pits and superstructure foundations.



**3D visualisation of Motspur Park.**



**3D visualisation of Barnes Station.**



**Barnes Station before improvement works.**



**Cable bridge construction underway at Motspur Park.**



# Looking after the communities we work in



## Social value delivered between January and April 2023



Over 300 students supported through education engagement activities with schools.



£1.4m in Social Value created through spend with SMEs.



99% of waste (2074.54 tonnes) diverted from landfill.



£5.3m in Social Value created through spend with local suppliers.

## Spring cleaning with our partners

As the weather is looking brighter, our Farncombe to Petersfield project team spent two days collecting litter at Petersfield and Farncombe train stations with our partners to brighten the area for the community.

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

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

Following the successful delivery of Phase 1 of the F2P scheme, we have been awarded the next phase of E&P works.



# Social media spotlight


**01** Network Rail @networkrail

London Waterloo's 100-year-old station roof is being given a face-lift to provide a lighter and brighter welcome to the capital. ☀️

Approximately 10,000 new glazed panels will be installed across 12,000 square metres of roof:

[networkrailmediacentre.co.uk/news/network-r...](https://networkrailmediacentre.co.uk/news/network-r...)


@LondonWaterloo



**02** Network Rail Wessex @NetworkRailWssx - Apr 11

At Clapham Junction, our teams (with an 80m crane) worked incredibly hard to demolish, remove and install a new staircase on platforms 13 and 14

A mammoth task in just four days, look out for some videos and tweets later this week as we show you behind the scenes of this work



## Social Media Captions


- 01. Waterloo Station roof** – Network Rail, Twitter.
- 02. Clapham Junction** – Network Rail, Twitter.
- 03. Employability support** – EBP South LinkedIn.
- 04. Ryde Pier** – PWAY supply chain, LinkedIn
- 05. Motspur Park Station AFA** – Rail Business Daily
- 06. Bank holiday success at Clapham Station** – Tim Walden, Southern Capital Delivery Director.
- 07. Ryde Pier** – SEKISUI FFU Railway Technology, LinkedIn.

**03** EBP South 936 followers 1d • Edited •

Today we held a Business Speed Networking event at Fareham Academy. Volunteer Chris Koster from Coastal Partners said "A really enjoyable couple of hours taking the time to learn about the future generations aspirations and ideas, and to share my experience with the Year 10s. A great experience that I wish I had had!"

Thank you to our fantastic volunteers from **BAE Systems Maritime, Hair Ott Ltd, Octavius Infrastructure Limited, Coastal Partners, Fareham College, Solent NHS Trust, University Hospital Southampton NHS FT, Viridian Consulting, VIMA Group and Taylor Wimpey plc.**


#volunteer #giveback #events



**04** Charles Hammerton • 2nd Pway Engineer 10h •

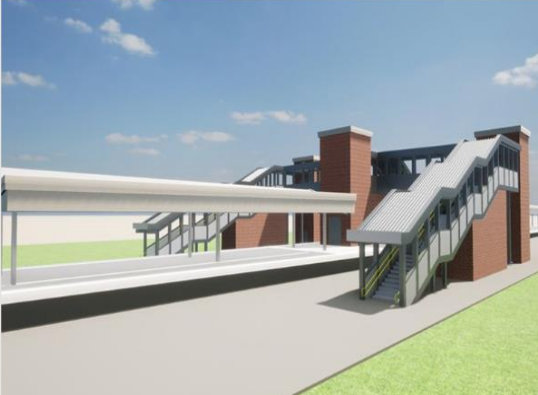
Week 8 - Ryde pier renewal

The first zone is coming to an end shortly with this section of install being completed **Sonic Rail Services Ltd**. Working along side **Octavius Infrastructure Limited** and **McNealy Brown Limited**



**05** railbusinessdaily.com 21,923 followers 1mo •

Network Rail has announced that £8.9 million is being invested in new lifts and walkways installed among other upgrades at Motspur Park station in south London. ...see more




**06** Tim Walden • 2nd Capital Delivery Director at Network Rail 1mo •

With the completion of the Mounfield Tunnel works this weekend just gone we have successfully seen our Easter programme of works delivered. Many thanks to **Rhomberg Sersa Rail Group (UK)** and everyone else at Mounfield for getting the work delivered.

But this wasn't the only work that we've delivered together. The **South Rail Systems Alliance (SRSA)** completed two cracking jobs at Streatham and Basingstoke. **Octavius Infrastructure Limited** got the new stairs in on Clapham Junction platforms 13/14 making access to those platforms so much easier, plus the vast volume of other works delivered by NR and all our supply chain colleagues.

**SEKISUI FFU Railway Technology** 1K followers 1d •

**07** This is another project SEKISUI had in the Great Britain. Ryde Pier Head railway station is located in the Isle of Wight. Ryde Pier was opened in 1814 and by 1880 a direct steam rail line was built. Now in 2023, its platforms are owned by F...see more



# What's next?

## June – August 2023

- **Waterloo Ticket Office re-location** – progress with developing surveys for new ticket office and associated areas.
- **Waterloo Station Roof** – Progress with installing the external temporary roof, glazing removal, painting, steelwork installation, new glazing installation and scaffolding to the next phase area.
- Complete and hand back Campbell Road Overbridge.
- Progress with floor tiling, cladding and stripping out existing toilets at Clapham Junction 2A (Brighton Yard).
- Complete waiting room and cladding to stairs at Clapham Junction 2B (Platform 13/14 Stairs)
- Complete final snagging works, remove scaffolding works and hand back Ryde Pier Zone 4.
- **AFAS:**
  - **Barnes** – Set up site, progress with enabling works, service diversions, groundwork, off site lifts and steel fabrication of structures
  - **Motspur Park** – Progress with enabling works which includes demolishing ticket office station building and part of the canopy structure. Also, begin piling works for constructing the lifts, stairs and footbridge.
  - **Isleworth** – Piling and constructing lift pits, install steel, brickwork and steel fabrication of structures. Also, install new Distribution Network Operator.
  - **Stoneleigh** – Progress with enabling works including ground works, piling, off site lifts and steel procurement.
- **Bugley Embankment** – Complete cropping permanent pile to design level, remove extensive piling enabling works to upside – piling platform including West Brook crossing, haul road and compound areas.
- **Grazeley Embankment** – Complete embankment permanent sheet piling and embankment reprofiling to priority areas, to allow the speed restriction to be lifted. Continue progressing sheet piling and embankment reprofiling to remaining areas outside the priority zone.

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



## What's next?

- **Star Lane** – Complete permanent works including king post piling, embankment reprofiling, soil nailing and installing gabions.
- **Honiton** – Progress with permanent works on the tunnel portal including soil nailing, along with drainage and infill works to the cutting slopes.
- **Farnborough Cutting** – Work to finalise a minimal design scope anchor/ mesh install to the main areas of the cutting, along with clearance of the existing drainage ditch located on the crest.
- Complete a possession to carry out refurbishment works including clearing cess debris at Deane.
- Demobilise **Gomshall site**.
- Progress with designs and costings for **Gillingham, Crewkerne, Evershot Tunnel, Yeovil Penn Mill South, Mortimer and Pound Green**.
- Following being awarded the Putney Station Roof Remedials Grip 6 – 8 contract we will be starting on site, setting up site, beginning scaffold access and start roof waterproofing works.
- Progress with CP7 E&P early development and design.
- Commission and enter service transformer rectifier unit at Fleet.
- Commission Winchester substation
- Complete Week 17 blockade at Farncombe to Petersfield to install signal and REB Bases and Platform Routes.
- Test and commission several NSCD sites and progress with installation works at some sites.

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