Programme Director recognises achievements during 2015

MERRY CHRISTMAS

WELCOME TO THE Christmas edition of Hi-Viz. The last year seems to have flown by, however, if we pause and look back we can see the huge amount of progress that we have made in 2015.

London Bridge station is really taking shape with the new Charing Cross platforms nearing completion and the scale of the concourse evident to all, whilst behind the scenes the M&E fitout is gathering pace. Down at Bermondsey the demolition was successfully completed back in the summer and now we are well advanced with the piling. The railway systems team have re-built a significant part of the eastern approaches to London Bridge and new signalling gantries have been installed from Waterloo East to Bermondsey. Further afield Three Bridges depot has been formally opened by the Secretary of State, trains are now using Cricklewood sidings, Peterborough is nearly finished and Horsham is progressing well. We have let a contract for Traffic Management, the first test train using in cab signalling has been driven through the core area between Blackfriars and St Pancras and gauge clearance and station stopping works have taken place at numerous places throughout the south east of England. There is much to be proud of and whichever part of the Thameslink Programme you are working on you are contributing to the most complex rail project in the UK, one that is going to transform rail travel across the South East.

As well as leaving behind a legacy in terms of the rail infrastructure transformation that the Programme is delivering I also want this Programme to leave a safety legacy. A safety culture that is truly inclusive and that everyone feels part of, where people are comfortable about reporting close calls and filling in observation cards because they know that this is a really good way of improving the safety performance of the site they are working on. Where lessons learnt are regularly talked about and positively influence our working methods and equipment. Where the Network Rail lifesaving rules are a cornerstone of all that we do and are recognised as fundamental ways of making sure we go home safe every day. I am delighted at the way that companies across the supply chain are now engaged with our safety culture programme and am looking forward to 2016 as a year when we continue to reduce the number of people who are injured on our work-sites in order to achieve our aim of everyone going home safe every day. I honestly believe that every accident is preventable and with your assistance we can make significant progress towards this goal.

May I take this opportunity to wish you and your families a peaceful and safe Christmas and New Year.

Director recognises achievements during 2015
**THE SHARP END**

**S. Dhaliwal (Gog) – Supervisor**

**Ian Gregory – Senior General Foreman**

**Flavious Sersea – Storeman**

**Shiv Mandeep hans – Foreman**

During a recent visit to the Ber...
FOCUS ON SAFETY

Planning for safety is a key part to Costain’s approach to London Bridge Station and to possession planning. This is reflected within the integrated plan which is used to control the workforce, train movement and safety plans. From the beginning of the possession and at the works progress the plans are coordinated to remove any conflicting needs for plant movements, exclusion areas and access requirements. The picture below shows the amount of work, operatives and plant that are required for possessions. Planning for safety with a detailed, coordinated plan is key to a successful possession.

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The planned PTS zone is shown in red and non-PTS zone in green.

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THIS YEAR SEES a 10 day blockade of both the Cannon Street and Charing Cross Lines from the tunnel to New Cross and Deptford. The picture runs from 00.00 hours on 4th December to 04.00 hours on 4th January.

Successfully completing this programme will not only by forming a new construction site. A significant hoarding to demark the Eastern Route and the Train Operating Company, in concert with the community, have been working closely with the communities to bring both the track alignment will run through platforms 7, 8 and 9, creating space for the new construction site. The stations team will be erecting a hoarding to demark the area. This will take into account the travelling time during the blockade. There are only 10 engineering days to complete the works.

The stations team will be erecting a hoarding to demark the area. This will take into account the travelling time during the blockade. There are only 10 engineering days to complete the works. The briefing packs need to be read and understood. The rules are there to protect us from harm. If one of your colleagues is doing something that you consider is putting him or her in harm’s way, or may affect you or others, then you have a duty to intervene. It’s not being a gras or a troublemaker; it is looking out for yourselves and others. Stand down, talk about the risks, re-group if it’s necessary and carry on safely.

After you’ve taken the action, remember to discuss it with the Group Safety Leader. Our safety record during blockades is already pretty good, but it can be better. By sticking to the lifesaving rules and reporting anything that you think is wrong we can prevent harm to ourselves and others. Stand down, talk about the risks, re-group if it’s necessary and carry on safely.

The runs take place over Christmas, and the weather is unpredictable. Although the long range forecast is favourable at the moment, the weather can be very changeable. We need the Thameslink through services. Track works include the bringing into use of new platforms 5 and 6. The Charing Cross lines are removed to create space for the new platforms. The stations team will be erecting a hoarding to demark the area. This will take into account the travelling time during the blockade. There are only 10 engineering days to complete the works.

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WARMING UP FOR WINTER

As we enter the colder months, it’s more important than ever to look after your body to prevent injury.

WHEN THE BODY IS COLD, the muscles and joints are stiff and less able to absorb shock. Cold, stiff muscles and joints are more likely to happen when taking part in physical activity such as structured exercise, work tasks, gardening, housework, walking the dog and DIY. Avoid staying in the same posture for long periods of time, and change position regularly.

WARM UP

It is recommended that you should spend at least 10 minutes warming up before you start any activity.

Start with some gentle walking or jogging to increase your heart rate and gradually increase the pace. No matter your exercise, such as knee bends, ankle rotations, shoulder rolls and leg swings, is a better way to stretch muscles whilst keeping warm, and can help reduce tension and improve circulation.

SO WHY AM I SHARING THIS WITH YOU?

Working in a high risk industry means that, unfortunately, I am regularly involved with accident investigations. This is often difficult, but it helps us to identify how we can prevent the same type of accident in the future. My daughter’s accident has however made me much more aware of the effects that an accident has on the family and friends of an injured person. So when we place someone in danger, or they are doing anything that could cause you to lose control of your vehicle.

If you do aquaplane:

- Reduce the accelerator
- Grip the wheel firmly and gently steer into the skid
- Avoid sudden braking

FINALLY, LOOK OUT FOR EACH OTHER

- Some helpful tips to get out of a tricky situation:
  - Paint the front wheels straight ahead
  - Get into a lower gear earlier, let your speed go down, and brake gently. If a polar bear can slip, so can you!
  - Increase your distance from the vehicle in front of you
  - Rock the vehicle back and forth (DO NOT spin the wheels)
  - Avoid sudden braking, sharp turns, or sudden increases in speed.

BLACK ICE

Black ice is most commonly found on roads that run around bodies of water (such as lakes and rivers), in trenches, on bridges or overpasses and in shady or rural areas where the road surface freezes more quickly. In icy conditions, turn off your radio and listen. If you are driving on black ice on the bar of road noise. As soon as your car begins to slide or skid on black ice:

- Take your foot off the accelerator
- Turn the steering wheel into the direction of the skid
- Do not brake suddenly.
BUCKLE UP

A LUCKY ESCAPE

Construction Manager survives serious injury to tell his story

WHILST I DO a lot of cardio exercises, I still find it hard to lose weight, especially around the waist, and I often wonder why. I saw a TV documentary recently that said, and may well hold the answer...

The documentary was about sugar. Jamie Oliver said it was the root of all the diseases, and if you watch the extra video, you will see the impact of the sugar tax on our health. I recently saw an article in the newspaper discussing the impact of the sugar tax on our health and wellbeing. It was a really interesting read, and I think it’s important to get involved in the debate.

The next time you go shopping, I challenge you to look at the sugar content of all the products you buy. Not only is sugar bad for you, but it can also put you at risk of developing diabetes and other health problems. So, the next time you go shopping, try to make healthier choices and avoid products with too much sugar.

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SUGAR? KNOW THE RISKS...

How much sugar is in 1 serving?

Would you like to find out more, please visit the website of the Australian Government's "Sugar: where does it come from?" campaign, which provides comprehensive information on sugar and its impact on health.
ICI IS ON ITS WAY...

FROM 1ST JUNE 2016 the Industry Common Induction (ICI) is mandated for undertaking all Network Rail Infrastructure Project sponsored sites. The ICI covers the safety procedures and risks that are common across the rail industry, whatever the role and type of site. Network Rail and its supply chain who work for Infrastructure Projects must have the competence or they may be denied access to site. We may need to be able to induct some workers/staff into sites who do not have ICI, i.e. engineers who visit for one off specialist discussions, senior managers who bring support staff for specific issues etc. In these cases a briefing on the risks should be available.

More information on how to get this training will be provided in due course from your employer.

From Sharon Fink, Health & Safety Manager, Network Rail

KNOW YOUR LIMITS

A large (250ml) glass of wine takes your body about 3 hrs to break down the alcohol.

One pint of lager takes your body about 2 hrs to break it down. One pint of strong lager is equivalent to three units, so this will take longer.

You cannot speed this process up with exercise, eating or coffee!

REMEMBER

Christmas get togethers are not a reason to be over the limit. Drink sensibly, know your units, stop drinking in time for the alcohol to clear your system or book the next day off work.

Anyone can be tested at any time. It’s not worth the risk!

If you drink a bottle of red wine (around 9 units) finishing at 23:00hrs, at 06:00hrs the next day you will still have at least 2 units of alcohol in your blood, which is over the Network Rail limit.

If you drink six pints of Stella Artois (nearly 18 units) in the course of an evening finishing at 23:00hrs, you will probably be over the Network Rail limit for an early shift and could still be over by lunchtime the next day.

Any ideas or suggestions email sharon.fink@networkrail.co.uk

Editor, Sharon Fink, Health & Safety Manager, Network Rail

Kreat the risk

Fairy lights
Trees and star
Displaying day
Frolic
Brandly snaps
Cracker
Carrier bag
Respect others
Glasses
Slippery ground
Trips ‘n’ slips
Espout
Parcels
Staying indoors
Peace
New year
Away there
Assess
Efforts
Elasted
Number
Safe method
Lavish
Snow and rain
Slept in
Reindeer

Christmas is here! Have a happy and safe festive period. 33 words are hidden in the grid below words can appear forwards or backwards!

Tipple
Frozen surface
No unsafe
Assess the risk
Hard hats
Timet
Keep wrapping up

H S I V A L E S N I T P E L S
S A S S E S S T H E R I S K X
R F S L C T P A R C E L S E F
E E P I A H O Y T H E R E P R
H M I P E G U I S E S Y S T O
T E L P P I T N T R A A N W Z
O T S E E L C G A A N D O R E
T H N R L Y R I H E D G W A N
C O S Y B R A N D Y S N A P S
E D P G I I C D R W T I N P U
P E I R O A K O A E A X D I R
S T R O F F E O H N R O R N F
E A T U C A R R I E R B A G A
R L O N O U N S A F E Z I U C
R E E D N I E R B M U N P E

Our limit on alcohol is tougher than the drink-drive limit

Network Rail is a registered trade mark

Never work or drive while under the influence of drugs or alcohol.