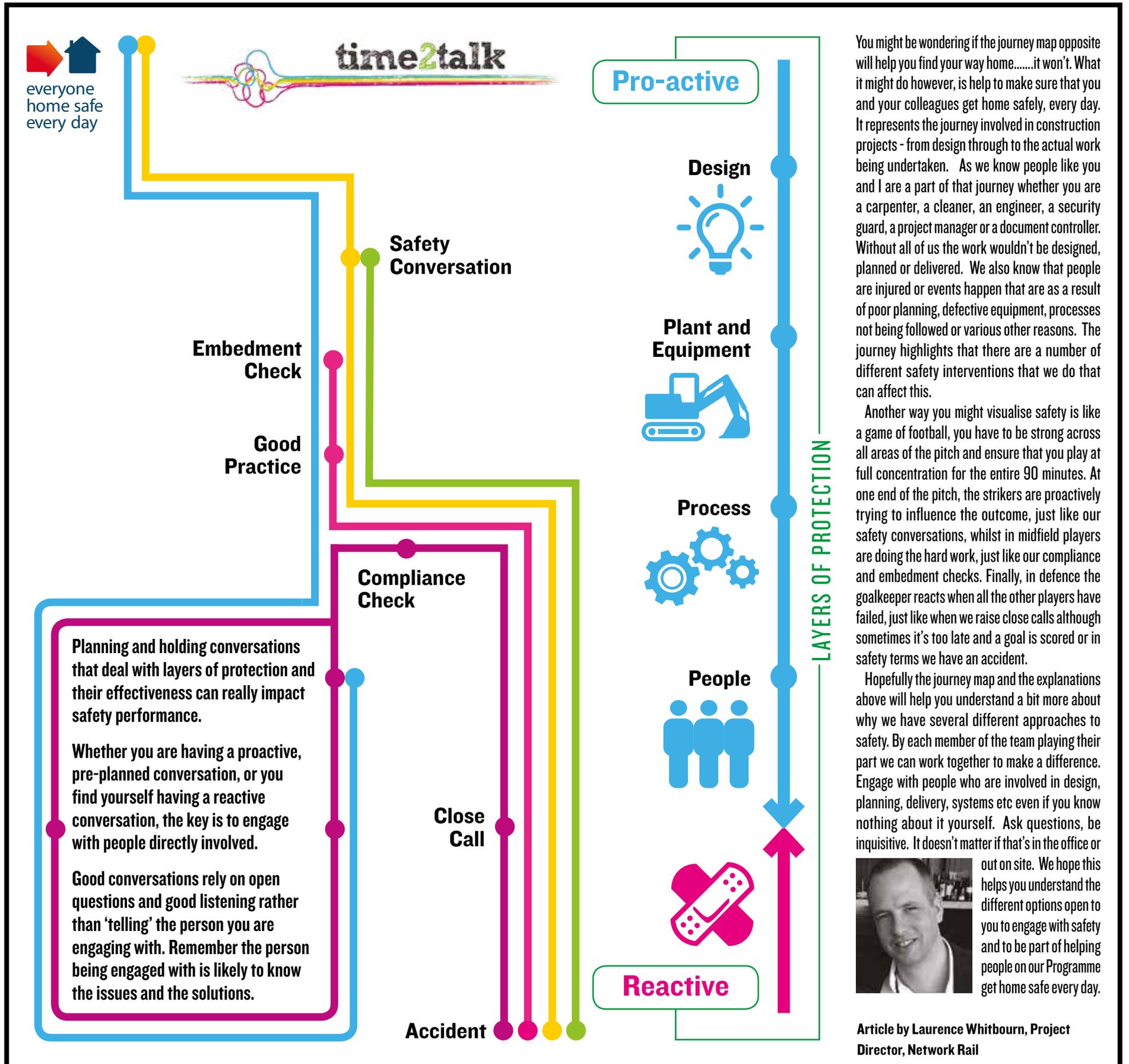


FREE!

Hi-VIZ

EVERYONE GETS HOME SAFE EVERY DAY!



You might be wondering if the journey map opposite will help you find your way home.....it won't. What it might do however, is help to make sure that you and your colleagues get home safely, every day. It represents the journey involved in construction projects - from design through to the actual work being undertaken. As we know people like you and I are a part of that journey whether you are a carpenter, a cleaner, an engineer, a security guard, a project manager or a document controller. Without all of us the work wouldn't be designed, planned or delivered. We also know that people are injured or events happen that are as a result of poor planning, defective equipment, processes not being followed or various other reasons. The journey highlights that there are a number of different safety interventions that we do that can affect this.

Another way you might visualise safety is like a game of football, you have to be strong across all areas of the pitch and ensure that you play at full concentration for the entire 90 minutes. At one end of the pitch, the strikers are proactively trying to influence the outcome, just like our safety conversations, whilst in midfield players are doing the hard work, just like our compliance and embedment checks. Finally, in defence the goalkeeper reacts when all the other players have failed, just like when we raise close calls although sometimes it's too late and a goal is scored or in safety terms we have an accident.

Hopefully the journey map and the explanations above will help you understand a bit more about why we have several different approaches to safety. By each member of the team playing their part we can work together to make a difference. Engage with people who are involved in design, planning, delivery, systems etc even if you know nothing about it yourself. Ask questions, be inquisitive. It doesn't matter if that's in the office or



out on site. We hope this helps you understand the different options open to you to engage with safety and to be part of helping people on our Programme get home safe every day.

Article by Laurence Whitbourn, Project Director, Network Rail

Pulling together in the wake of London Bridge terror attack

Article by Sharon Fink & Paul Cross, Network Rail

On Saturday 3rd June 2017, London experienced its second terrorist attack this year when terrorists drove a van into pedestrians on London Bridge and then launched a knife attack in Borough Market area.

While the incident did NOT take place at the station, it was close and had a significant impact on the railway, the station, and on our projects generally including some of our own project staff. Injured people were taken into the station to be treated and staff dealt with stranded passengers overnight at London Bridge.

London Bridge station reopened on Monday 5th June after police cordons around the station were lifted.

On the Sunday, John Halsall, Route Managing Director, South East Route, Network Rail said "I would like to thank the teams at all managed stations, but particularly London Bridge colleagues for their extraordinary response last night dealing with affected passengers and members of the public, many of whom were directly impacted by this terrible event. This was South East route at its very best – thank you."

Simon Blanchflower, Thameslink Programme Director, said "Following the terror attack at London Bridge over the weekend, I'd like to thank everybody that was involved in organising site evacuations, communicating information to our teams and to those now re-planning the work that was lost".

Some of the team have told us their stories...



Paul Cross Network Rail Programme Manager Construction

I first heard about the incident from a news bulletin and then I received a call from Fred Arnold (Balfour Beatty PC Manager) advising he was leading the evacuation of staff from the London Bridge Area to New Cross Gate (NXG). I contacted Nick Peacock NR CM to ensure he was ok as duty CM and asked him to manage NXG facilities to ensure all staff were accounted for and safe.

Nick took control of NXG and gave me regular updates throughout the night and confirmed all works were cancelled and all operatives were accounted for and sent home. All details were escalated up to Mark Somers NR Project Director to ensure the Exec team were aware of the teams situation.

On the Sunday morning Keith Clarke NR Construction Manager contacted me to advise that RRV operators and materials were at Hayes for daytime works. As you can imagine to get all communications to all contractors (Tier 1, 2 & 3) that works were stood down would be difficult. Keith ensured all staff were advised of the stand down and arranged with Southeastern for materials to be left in the car park until pick up could be arranged on the Monday.

All of this demonstrates that all the hard work prior to every shift in ensuring contact details and planning of works along with On Call support worked in a time of a major incident. Albeit it wasn't a Railway Incident but the safety of our staff was everyone's priority on the night!! It really demonstrates how clear communications are needed during a major incident and action plans are put in place for everyone's safety.



Brian Duffy Balfour Beatty Senior Project Manager

I received a call from Sean Docherty around 22:30-45 Sat night tell me have I seen the news, and that LB was under some form of terror alert my first question was are all K02 staff safe!

With the call I contacted Fred Arnold (PC manager BBR) to gain a better understanding of the situation and to make sure he felt he had the Senior Management support, with various calls to my Works Manager, and escalated it to my Line Manger (Chris Ottley), and as I live within 30mins of London I got in my car and drove to Gemini again to support the staff managing the situation on site and to ensure we got all staff back to Gemini for a roll call and then make sure we get everyone home safely via minibuses or hotels if required. I cancelled other works that night that were not affected by possession as I felt staff /contractor would not be in the correct frame of mind to be working safely. In short I felt the staff needed to see Senior Management support on site and I personally wanted to ensure the safety of all K02 staff.



Nick Peacock Network Rail Construction Manager

I learned about the terrorist incident upon my arrival at NXG. After watching the news unravel and a text from Paul Cross I contacted as many supervisors as possible to alert them to the situation asking them not to enter the area around London Bridge, I asked them all to return and remain at NXG until further notice – I asked them all if they could forward the information to the contractors that were working with them that night, some staff were already at Jubilee Yard. I spoke to Fred Arnold who was at Jubilee Yard, he informed me that they had accounted for all of the staff that had signed in there.

We delayed the 23:00 meeting to allow time to gather more information, at midnight I sat in with Dave Cunnea on the conference call to learn more. During the conference call the decision was made to cancel item 14 as we could not get protection staff to access points Items 4 and 70 would have a delayed start but no inking as to when.

At 01:00 myself and supervisors had a meeting to explain the situation, Brian Duffy informed me that all BB staff and contractors would be stood down for the night due to safety implications. At 02:00 staff attended a briefing at Gemini Business Park. At 02:15 we started to allow staff to return to their homes re-iterating the fact that should still avoid the wider London Bridge area thus not adding pressure to the Emergency services carrying out their duties in the affected area.



Dave Cunnea Network Rail Operation Delivery Manager

I knew something big was kicking off by the amount of police cars and vans that passed me on my way to NXG and it flashed up on my watch from Sky news.

When I got into the car park I rang Kent control to let them know I was at NXG to offer any assistance. Then rang Bridgeway's duty Manager Alex Allcorn and Fred Arnold/Nick Peacock to make sure we don't send any staff towards London Bridge. Fred informed that he had spoke with the staff at Jubilee yard and cleared them.

Numerous phone calls between all to make sure we accounted for all staff booked to work that night. All Bridgeway staff were held at the Deptford office.

Midnight I was on the conference to discuss plans for all the possession in the area. Item 14 was cancelled as it covered the London Bridge area, Our over works and possessions for that night would have a delayed start if staff were happy to stay on and set up the possessions and work sites.

I got the permission to start setting up our other possession about 02.45 Sunday.



Peter Cole Siemens Rail Automation Tester

I had just arrived at the NXG depot when I received a phone call from Nick Peacock (Network Rail Construction Manager) informing me that there'd been a terrorist incident at London Bridge Station.

He asked me not to go to the Station, that I should report to him at NXG and I must inform my staff to do the same.

Nick spoke to all of the supervisors, he asked us to account for our staff, he asked everyone to remain at NXG and he asked the supervisors to attend a meeting chaired by him at 01:00.

We attended the meeting where Nick briefed us on the incident, he informed us that in the circumstances the High Level Possession has been cancelled, but a decision will be made about the Hayes Possession at approx. 03:00. He thanked everyone for their cooperation and that we should send any staff not required home. I would like to thank Nick for his help. Throughout

the Incident Nick kept calm, dealt with the situation in a very professional manner and made sure everyone was accounted for and got home safe.

Security protocols

It is now more important than ever for us to remain alert for anything suspicious and if anything is seen report this to the confidential Anti-Terrorist Hotline on 0800 789 321. In an emergency you should always call 999. The BTP depend on information from rail staff as we are their eyes and ears. We need to be vigilant and report anything suspicious. Suspicious activity is anything that seems out of place, unusual or just doesn't seem to fit in with day-to-day life.

The W-H-A-T protocol is designed to help rail staff gather as much useful information as possible when receiving a report of suspicious behaviour:

W – What are they doing?

H – How are they behaving?

A – Alone or acting with others?

T – Threat: What type of threat are they believed to pose?

If suspicious behaviour has been reported to you by a member of the public, it is important you find out:

- When the member of public saw the person displaying this behaviour.

- How long has it been between witnessing the behaviour and the reporting of it.

- Their contact details from the witness (ideally a mobile phone number) so police can speak to them directly.

Information that we feed into BTP, could prove a vital link in a chain of events. We should always keep our eyes open as we go about our business. When walking around stations, trains and depots. Visually inspect any areas of concealment as you walk around or anywhere where something can be hidden from view. If you are travelling to site or working in a public area, be particularly mindful of keeping your tool bags with you at all times, as if left unattended these could be easily deemed as suspicious to a passer-by.

If you see anything apply the HOT protocol:

H – Has a deliberate attempt been made the HIDE the item?

O – Does the item have OBVIOUSLY suspicious characteristics?

T – Is the item TYPICAL of what you would expect to find in this type of location?

We all have a role to play in keeping our railway safe



Working Together

Article by Laura Dowman, Workforce Health, Safety and Environment Advisor, London Bridge Delivery Unit

Network Rail Maintenance explain the benefits of working together

Network Rail Maintenance (London Bridge Delivery Unit) and Thameslink (TLP) have to closely collaborate to ensure TLP activities and Maintenance regimes don't conflict. TLP have removed and remodelled loads of old, dated, life expired assets and track and replaced them with 'state of the art' infrastructure. In combination with improvements made in maintenance, we have seen a significant reduction in the total number of service-affecting incidents. There is an established process for managing faults between maintenance and TLP which helps to improve the safety of our staff and assets. We are also able to build in maintainability more effectively due to Maintenance Engineers being directly involved with the design reviews.

One of the biggest challenges maintenance face is access as we have to share what is limited night time access and coordinate our activities very closely with TLP activities. In addition, time on tools has been reduced

due to the reduction in the number of line blockages we can obtain. The network around London Bridge is in a state of flux from stage-stage and the maintenance teams need to continuously be informed of what the tracks are going to look like in preparation for the next stage e.g. asset types, training requirements, access arrangements, track layouts.

Working closely with TLP has and will enable us to reach our "Metro Style Railway" Stage.

- Long term benefit to the train operating companies – allowing them to run 24 trains in an hour.

- Working closely with the route, the K02 project is currently on schedule and meeting all the proposed deadlines.

- Additional works are being carried out to remove life expired track that is currently in the ground, that wasn't previously identified at the beginning of the project.



Good news London Bridge DU relating to TLP

Stairs at (the recently improved) Spa Road access point (XTD 2mile 142yards) have been enhanced following an accident to a member of London Bridge



Signals and Telecoms. The steps have been smoothed out, some anti-slip laid down and some high viz paint used to highlight the steps. Staff are reminded to use the hand rail and maintain 3 points of contact at all times.



Making time - John Ryan in action

The 3-4-3 bulletin and briefing covers:

Any one of us can go through tough times and life isn't always easy:

- It is vital that we look after ourselves and each other.

- Asking for help and support is a sign of strength. It is not a weakness. Bottling things up is not healthy.

- People feel so much better when they have shared their troubles with someone that they trust. Sometimes, a problem shared is a problem halved.

- Does a workmate not seem like their normal self? Show that you care and ask them if they are okay? They could well thank you for it and you will be glad that you took the time out to ask. Maybe one day, someone will

be good enough to do the same for you. ■ If you feel you are being affected by personal wellbeing or mental health issues, let your HR team / Line Manager know. All issues are treated with discretion and in confidence.

In June Bridgeway carried out a mental well being session with comedian John Ryan. John was booked as a result of seeing John in action at the Thameslink Suppliers Safety Event in May at Bermondsey. John is an award-winning comedian who also works in men's health. By combining comedy with practical advice, John is living proof that laughter really is the best medicine. Getting people to laugh means that they are at least listening to important health and well being information. John conveys some serious subjects in a brilliantly entertaining and interactive way.

Personal and Mental Well Being – Bridgeway Taking Time to Talk and Time to Listen

Article by Bridgeway team

Following on the success of recent health and well being events at The Bridgeway Possession Control Centre at Deptford (briefings, safety conversations, personal commitments and mini medicals), Bridgeway aim to continue with this by a number of events planned for the Summer/Autumn for Thameslink possession staff.

They include the Summer edition of our Safety 3-4-3 bulletin which includes a dedicated article on personal and mental well being. As an industry have struggled to get our male workers to consider their own health and mental wellbeing, so its about time we all became a bit more proactive and a little less embarrassed!

Summer 2017 Issue 51

Safety 3-4-3™

Bridgeway Consulting Limited

We are delighted to announce that Bridgeway Consulting Limited has been awarded The Queen's Awards for Enterprise: Sustainable Development 2017.

Managing Director Pino De Rosa said, "We are so proud. To be recognised as leaders in our field demonstrating that our values and actions are truly sustainable is a great honour. It is testimony to the commitment and hard work of our Management Team and Staff, as well as the on-going support of our loyal contractors, suppliers and clients."

3 Items 4 the next 3 months

1 Close Calls – They Are a Good Thing!

There is a belief that reporting a Close Call may be a bad thing to do. You are reporting something that could mean a finger is pointed at someone. Remember, it is not about blame – it is very much about making the railway a safer place.

Every Close Call reported is potentially preventing an accident, an injury, some damage or loss to either yourself, a colleague or a member of the public.

How would you feel if you walked past and ignored it, and an accident or incident

Close Calls should always be reported and here are some examples:

- Missing catch pit / troughing lids.
- Loose cables.
- Overgrown access points.
- Missing or loose handrails / steps.
- Access gates left open.
- Poor safety behaviours / communications.
- Hypodermic needles.
- Low parapets - potential for fall
- Equipment left too near the line



Stop Make A Change

Article by Seye Otegbayo,
EHS&S Specialist, Siemens

On Tuesday 11th April, all personnel working in the Siemens Southern Portfolio "Stopped Work to Make a Change!"

In conjunction with the nationwide initiative from CECA, Siemens held a Step-Up event to refocus all personnel on safety in the run up to the Easter Commissioning.

On arrival at the event staff were met by a mock-up of an unsafe work situation to see how many people challenge unsafe acts even if it is not directly related to them. Thankfully, we had a few people do just that! Although some people also walked by...

The main event began with an opening speech from the Southern Delivery Director – Steve Wright; with a summary of recent Siemens national safety incidents as well as a reminder on the 4 Steps to Zero Harm. The 4 Steps have been key in ensuring that everyone in Siemens goes home safe every day.

A drama presentation from a learning & development specialist company "AKT" was the main highlight of the day. The play titled "The Easter Blockade" featured characters Frank and Bob and depicted their actions in the run-up to Easter works. It addressed the impact of

fatigue which could be brought on by excessive travel, working long hours, not getting enough sleep or personal circumstances. The actors explained what colleagues needed to look out for such as yawning, dozing, change in behaviours and how to address them such as making sure the person is fit to work, keeping an eye out, notifying the supervisor etc. At Siemens we employ a 12 hour door to door rule to help manage working hours and the effects of fatigue.

The drama also touched on electrical safety and the need to ensure compliance to the lifesaving rules on competency testing before touch and also ensuring that the right plans and permits are in place before starting work.

A topic which was also brought to the fore front was mental health. Many people generally do not want to talk about it but Frank and Bob did! They advised everyone that mental health is not a taboo and should be a topic of open discussion. Seeking help for mental health issues is not bad! Siemens have local mental health first aiders who have been trained to provide immediate support and guidance when help is needed. In addition this, an Employee Assistance Programme is available to all employees. The mental health charity "MIND" provides support and guidance as well. Visit www.mind.org.uk to find your nearest branch or contact them on 0300 123 3393.

All in all, a well-attended event with all round positive feedback

"A completely accurate portrayal of life on a typical site. This really helped get people's attention and enable them to think how to change."

"First time of 'live' event like this I have ever attended in 25 years on the railway. Excellent format – puts a 'real' touch on the messages."

"Very relevant and timely. Covered some excellent topic issues around process and culture."

"Best safety stand-down attended. I enjoyed the reality, the drama and the interaction. Brilliantly presented – great job."

"It raised the re-occurring issue of assumption and complacency. A point that needs to be addressed."

"Made safety more interesting using humour."

"Really innovative way of presenting a very serious subject matter. Made it both enjoyable and thought provoking."

"Highlights the pressure of the working environment and how it effects the safety and wellbeing of you and your colleagues."

"The topics covered today were relevant to current conditions on site and in my opinion were a true reminder of what we are about to undertake on the project and helped re-focus mind-set."

Don't forget to Stop. Make a Change Today!



A Day in the life of...

Veronica Tattersall, Costain Staff nurse

Article by Alex Madgwick, Network Rail H&S team

For those on the Thameslink Programme involved with Costain and the London Bridge station redevelopment, staff nurse Veronica Tattersall will be a familiar face whilst others may have also met her at the recent TLP Suppliers Conference / Roadshow where she conducted over 40 health checks throughout the event. This issue we took time out to chat with Veronica and find out what a typical day for her entails.

For Veronica, the day starts early at 0700 hrs with drug & alcohol testing new starters which also gives her a chance to meet them and let them know she is available. Once the D&A testing is out the way it's then on to "Fit For Work Medicals" on the safety critical workers i.e.: scaffolders, crane operators, plant operators, traffic marshals, banksmen, slinger/signallers, MEWP/Scissor lift users (all the people that have IPAF cards) and any others that want a full medical. She will also do annual health surveillance on all site based operatives, HAV, Respiratory, Skin and Musculoskeletal. A normal day can go through to 1700 – 1800 hrs with some occasional evening and weekend work.

"Often one person will start and as they see results their colleagues want to participate too"

Veronica encourages all staff, office & site to attend for regular health checks: Cholesterol & Blood pressure. "We have discovered several team members with very high Cholesterol; if they choose to try to lower it with diet & lifestyle I help with the plan and then monitor progress, if not responding I refer to their own GP. There has been a very good success with many people lowering Cholesterol themselves" she says. Cholesterol



Veronica at work with one of the Operatives from site

is not the only area she has had success in helping people with and has helped people identify underlying health problems and deal with existing issues. "We find people with Diabetes who were not aware, they are referred to their own GP and I monitor while they have initial treatment or permanently if they choose. We encourage stop smoking plans, weight loss and healthy eating, often one person will start and as they see results their colleagues want to participate too. People come in to talk about various mental health issues and I see them regularly or if necessary refer to one of the MH providers available. If anyone has sexual health problems, they can attend the sexual health clinic at the hospital too."

In the unfortunate event that anyone has an accident, the operative will come or be brought to the medical room and Veronica will give initial care, if necessary escorting them to hospital for treatment, call 999, or treating them on site if minor (her background is A & E). They then bring back the printed diagnoses/treatment and plan, which the team scan onto the individuals medical record. If serious, but not needing an Ambulance the team will

take injured people to St Thomas' A&E, all people sent to hospital are accompanied by Veronica herself or colleague/supervisor.

Veronica reflected on the recent Thameslink supplier conference / roadshow and said she very much enjoyed the day, and felt it was great to have the nutrition stall right there as if a person had high Cholesterol she sent them on to speak with the lady about which foods are the best to eat/avoid. "A couple with high Cholesterol who do not work at London Bridge will pop in to see me and have it checked" she says and John Ryan's act went down well with her "The comedy man was genius!!".

Veronica is also a Mental Health First Aider and has completed over 36 consultations with staff on site this year for issues such as stress, cancer, marital issues, depression and her door is always open to discuss these issues too.

Veronica is a larger than life character, always with time for anyone who wishes to discuss a medical condition or needing advice. She loves being with people and helping them. So if you have a concern at any time, pop into see her... she will only be too happy to help.

Point of Work Risk Assessment – (PoWRA) Change Management

Article by Mark Johnston,
Costain SHE team

The management of changes to planned work activities had been identified at LBSR due to a number of reasons including but not limited to the list below

- Inclement weather
- Interfaces with other workers
- Lighting
- Noise
- Dust
- Safe access and egress from the work area

The changes cannot generally be foreseen when writing the Work Package Plans and Task Briefing Sheets as they are generally environmental and interface issues that may not be present until the works are due to start weeks after the works are planned.

To encourage the Supervisors to identify change and manage hazards if the change presented new hazards presented since the work was originally planned or appeared during the shift a PoWRA system has been rolled out and implemented.

The PoWRA Hazard identification list is reviewed prior to work starting on every shift as an aide memoir to prompt and assist the supervisor to ensure they assess the foreseeable hazards for construction work activities.

If no unforeseen hazards or changes are identified a standard briefing is completed. If hazards or changes are identified the PoWRA is completed and control measures appropriate to the identified hazards are put in place and briefed to the workers involved in the activity.

The PoWRA checklist is on a paper based pad for completion at the work face but the completed PoWRA results are submitted on an App on a daily basis so trends can be identified with the management of change on the project.

The PoWRA has improved the management of change and ensures that hazards are identified and assessed on every shift.



Pigeon Guano

Diseases from work involving bird droppings

Article by Mark Johnston, Costain SHE team

Often referred to as 'rats with wings', feral pigeons have become just as much of a problem in towns and cities as their furry, four-legged counterparts.

What is the issue?

Fresh droppings, whilst unpleasant, pose no risk to health. It is dried droppings that can potentially spread infection. Spores from the droppings can be inhaled as dust and carried on the wind. It can cause a flu like illness in healthy people, but poses more serious problems to those with low immunity. Breathing dust contaminated with bird droppings can lead to several diseases including:

- Histoplasmosis is a respiratory disease that may be fatal. It results from a fungus growing in dried bird droppings.
- Cryptococcosis is caused by yeast found in the intestinal tract of pigeons and starlings. The illness often begins as a pulmonary disease and may later affect the central nervous system.
- Salmonellosis often occurs as "food poisoning" and can be traced to pigeons, starlings and sparrows. The disease bacteria are found in bird droppings;

dust from droppings can be sucked through ventilators and air conditioners, contaminating food and cooking surfaces in restaurants, homes and food processing plants.

- E.coli. Cattle carry E. coli O157:H7. When birds peck on cow manure, the E. coli go right through the birds and the bird droppings can land on or in a food or water supply.

General Control Measures:

- **Clothing** – use disposable coveralls, gloves etc where appropriate. This clothing should be kept separate from personal clothing worn outside of work hours.
- **Personal Hygiene** – washing is an important control.
 - wash hands and forearms thoroughly after exposure
 - avoid hand-mouth or hand-eye contact when in contaminated areas

- dispose of all contaminated waste safely.
- **Breaks** – avoid contamination by taking rest and meal breaks away from the work area.
- **First aid** – Cover existing cuts and grazes. Wash any new cuts or grazes immediately with soap and running water and apply a waterproof dressing.

Supervise: Ensure that controls such as work methods, PPE and welfare washing facilities are appropriate, effective and used by the workers.

Site Control Measures

Ensure contaminated areas are reported so our specialist contractor can be contacted to clean it up.

Prevention and protection is put in place to prevent pigeons entering our work areas.

If you're not sure stop work and ask your supervisor

Now we're rolling...

By Greg Thornett – Project Manager, Rail Systems Track

Since concrete sleepers have been introduced to replace timber ones, it has become standard practice to use rollers on 1 in every 12 sleepers when pulling rails into position using an RRV. This helps to prevent damage to concrete sleepers, particularly on the corners, which can crack every time rail is dropped on them and as the rail is pulled along. However, these rollers are often pulled out of position which risks damaging the sleepers.

Balfour Beatty Rail has now developed a set of saddles that sit over the sleepers and prevent the rollers sliding out of position. The range of saddles allows the track team to adjust the height at which the rails are pulled, which also prevents damage to other track equipment such as AWS and TPWS and also allows the rails to be pulled over Switches and Crossings.

The saddles were used in stage HL11, where the new Cannon Street lines were installed through London Bridge Station and over Artillery Street bridge (XTD 67), which was strengthened by the SSP team before Christmas. Balfour Beatty Rail's Project Manager, Jonathan Wright,



Rail Roller directly on sleeper



Rail Rollers secured in the new saddles

said: "The old way of doing things was to use ironmen, which is a manual process and has previously resulted in injuries on site. The use of an RRV to move rail is safer, quicker and more cost efficient and has been proven to work by our teams on many sites this year. However, we have to consider the additional risks introduced of damage to infrastructure, hence the development of the saddle to work with the rollers. My thanks to Dave Galbraith, Steve Holter and Steve Dunn in the development of the saddle, and to the teams on site making use of them".

The new lines were commissioned and brought into use during stage HL12 at Easter.

CEEQUAL – a tool to drive sustainable design and construction

Article by Annamarie Compton, Consents Manager, Network Rail

CEEQUAL (the Civil Engineering Environmental Quality and Assessment Award Scheme) is widely used in civil engineering, infrastructure, landscaping and public realm projects to encourage high levels of environmental and social performance.

The Network Rail Thameslink Programme has been applying CEEQUAL (version 4) to many of its stations, civils and most recently track and signalling projects to drive sustainable choices in design and construction with resounding success. Aside from being an awards scheme the Thameslink Programme has recognised the value of CEEQUAL in improving sustainability performance supporting both our sustainable development policy and Network Rail's Infrastructure Projects sustainability commitments.

CEEQUAL's Methodology assesses the extent to which the project or contract team has exceeded the statutory and regulatory minima. The Award thresholds,

based on the maximum possible score for the work, as scoped by the Assessor and Verifier, are:

more than 25% – Pass
more than 40% – Good
more than 60% – Very Good
more than 75% – Excellent

The different levels of Awards should not be seen as inferior to each other when comparing a 'Pass' to an 'Excellent', for example, as they are both beyond the legal minimum of environmental and social performance in the industry. Also some levels of achievement may be unreachable with certain types of projects.

It is not possible to achieve a 100% score due to conflicting environmental or social issues in the assessment.

A Sustainable Thameslink Programme

Sustainability is right at the heart of the Thameslink Programme (TLP) and our vision is to 'deliver transport benefits to budget that represents value for money and creates an overall positive impact on the community and the environment'. To do this we're working to ensure that not only do we achieve the highest standards in sustainability, but we uphold this principle on all fronts. As part of our vision the TLP has committed to "use CEEQUAL to help us strike a balance to achieve high standards of environmental and social benefits whilst achieving value for money".

The Thameslink Programme with our Suppliers has achieved the following:

- **Blackfriars Station** – a CEEQUAL Excellent Whole Project Award (92.4%) CEEQUAL with an Outstanding Award for Blackfriars Station in the energy and carbon category
- **Farringdon Station** (90%) with an award in the biodiversity and ecology category
- **Borough Viaduct** (88.9%)
- **Tanners Hill** (77.7%)
- **Bermundsey Dive Under** (96.3%), CEEQUAL Excellent Design Award for which is not only the TLP's highest score but one of the highest ever achieved globally.
- **London Bridge Station** has two CEEQUAL assessments; one for the Western Approach Viaduct (where the designer was Tony Gee) – CEEQUAL Excellent (94.2%) and the other for the main station (where the designer was HWS). The main station is on

track to continue this success and its submission will be made in 2018.

Recognising the value that CEEQUAL has added to the TLP we have also applied the newer CEEQUAL Term Contracts model to all our track and signalling projects, which is the first application of CEEQUAL to a linear project in Network Rail.

Over the last three years we have improved our sustainable design and construction performance from 43% to 58% through the application of CEEQUAL Term Contracts.



Bermundsey Dive Under team receiving their CEEQUAL award. Left to right: Gerardo Austria (Consents Manager, NR), Charl de Kock (BDU Project Manager, Skanska), Kevin Sullivan (Programme Manager, NR), Kirsten Velthuis (Environmental Specialist, NR), Chris Broadbent (Director of CEEQUAL & BREEAM Infrastructure), Nick Gray (Principal Programme Sponsor, NR)

Health & Safety Roadshow

Article by Alex Madgwick, H&S team, Network Rail

The 17th of May saw the Thameslink Programme host its fourth suppliers conference / roadshow with 211 attendees from 31 companies coming on an overcast Gemini Park, South Bermondsey to learn about a variety of technological, health & wellbeing and standard developments and issues.

This roadshow saw a big presence of health & wellbeing stands with "The lighter side", a comedy performance by John Ryan with a serious health message and "Stress at work", an audience driven drama proving very popular with attendees. Lyndsey Smith, who will be familiar face for some having delivered a lunch & learn to the programme some time ago provided a frank and open discussion about drug and alcohol use and its dangers. Veronica Tattersall, the occupational nurse from Costain offered health metrics to those who wanted a health check and for those who felt they wanted to make

lifestyle choices, The Healthy Employee were offering advice on healthy eating choices and highlighting some of the detrimental health effects of a poor diet. The charity MIND addressed mental health in the work place and in particular addressed the stigma attached



Pedal powered smoothies

Living with Type 2 Diabetes – My Dad

Article by Cathryn Gander, Network Rail

Learn about Type 2 Diabetes at <http://www.nhs.uk/Conditions/Diabetes-type2/Pages/Symptoms.aspx>

My Dad was diagnosed with Type 2 Diabetes over 15 years ago. He controls this through diet, medication & insulin. He needs to check his blood sugar level daily to see how much insulin he needs to inject himself with. The reading tells him how much insulin he needs to inject himself with.

Along with that, he takes medication and maintains sugar levels through diet. My mum always carries chocolate and a glucose pen with her in case my Dad's sugar levels drop and he needs sugar quickly. This condition is called Hypoglycaemia or Hypo for short. This is the opposite too Hyperglycaemia or Hyper for short which is treated differently. <https://www.diabetes.org.uk/Guide-to-diabetes/Complications/Hypos-Hypers/The-glucose-pen-is-always-a-last-resort-and-is-only-used-if-his-sugar-levels-drop-very-quickly>. Thankfully this has never been used. The signs are clammy/sweaty look, confusion of surroundings, argumentative. Whenever these signs are apparent, sugar is required urgently.

Over the April Bank Holiday weekend, my family & I (a total of 11) went away for the weekend to Hastings to celebrate



The Gander Family with Dad 3rd from the right

my parent's 40th wedding anniversary. The weather was great – we took advantage of it, visiting the local heritage sites, old town, seaside etc. It was a packed weekend, starting around 10.00am each day. So we made sure we ate well at breakfast and lunch to keep us going all day.

On our last day, we wanted to get out to Hastings for the day so we rushed to pack up and get out, in doing so, none of us ate a decent breakfast. We set off for a walk up the cliffs, through the caves & back down towards the beach. By this time, it was about 1.00pm so we found somewhere to eat. My Dad was fine and sat outside whilst we ordered food inside. About 1-2 minutes later, I turned around & looked outside and noticed my Dad acting strangely. His arms were out-stretched & he was looking around as if to look for us. I went to see if he was ok. As soon as I saw

Healthy eating advice from The Healthy Employee



to the subject. Attendees also had the chance to get a free fruit smoothie however there was one catch... you had earn it by cycling hard to power the blender. Based on feedback received, the health message, both physical and mental resonated with attendees and was what the majority of respondents felt they would take away from the day especially from the "Stress at work" and "The lighter side".

Pulsar and Reactec, the manufacturers of two pieces of equipment subject to recent good practice papers (Good Practice 030 – Improving Noise Safety Making Noise Visible and Good Practice 031 – HAVWEAR) were in attendance giving attendees the chance to see the equipment up close and chat with the manufacturers to learn more about how it can help reduce their noise and vibration exposure. Also at the suppliers conference were SCCS with their range of site survey equipment, Milwaukee Tools with their range of power tools, Selectequip demonstrating their range of site lighting, Crescent Industrial with a range of heavy

SCCS demonstrated their range of survey devices



Duncan Wilkes, Network Rail (below, pictured left) chats to the Tidi Cable suppliers



duty cleaning machines, NLG showcasing their range of tool tethering devices, Tidi Cable demonstrating their range of temporary cable holders, MC electronics with their range of temporary warning signs and DBD Communications with their range of radio equipment.

him, I knew he was not ok – he was very pale, clammy, shaking and trying to speak but couldn't get his words out. His blood sugar level had dropped so fast that he was hypoglycaemic (hypo) – his blood sugar level had dropped dangerously low. I ran inside and shouted to my mum that Dad was in a hypo. I grabbed a bottle of fizzy drink as he needed sugar urgently. I made him drink some, bit by bit whilst my Mum feed him chocolate. He should have started to come round within 30-90s but he didn't. His blood sugar levels were that low that it was taking much longer for them to rise. I asked about giving him the glucose injection but, we didn't have one with us. He still wasn't coming round and his body continued to fit. We were concerned he would soon become unconscious so we decided to call an ambulance.

Due to a major accident in the town there were no available ambulances. We carried on feeding him chocolate & making him drink. It seemed like an eternity but eventually 15 minutes later, he started to come round. Now that he had been given enough sugar, his body needed a carbohydrate based meal to balance out the sugar & sustain him until we could check his blood sugar levels. We fed him a sandwich and sat until he felt well enough to return to our accommodation. Once we knew Dad was ok (apart from the bad headache he now had due to the blood sugar levels being so low), we discussed what had happened and how at the time, instinct kicked in and we knew he needed sugar & fast. Looking back, it was quite frightening how it all changed in a matter of seconds. My Dad believed he was out for a few seconds – he was shocked that it had been 15 minutes! It made us all sit up and take stock of what would have happened if none of us were there. Would someone have seen what was wrong and treated him correctly? It was

only then that we all saw the failings of which we were all responsible for. My Dad doesn't carry ID with him nor does he wear a medical bracelet/necklace stating that he has Type 2 Diabetes & what medication he takes/treatment he needs; we had no glucose pen and none of us had a sustainable breakfast. For all of us, breakfast is the most important meal of the day – for my Dad more so as this would have avoided his hypo.

As a family we have made significant changes. My dad now makes sure he has a sustainable carbohydrate breakfast every morning and my mum checks with him to make sure. (He still has the odd sugary snack when he thinks we're not looking though!) We bought him a wrist band with Type 2 Diabetic written on it. He carries a small packet of glucose tablets that will sustain him until he can get something to eat. He carries ID with his condition written on a card in his bus pass & we now all know how to use his glucose pen.

These small changes have had a huge effect on how he manages his diabetes now and we are all relaxed in the knowledge that he is protected in case this was to happen again. I do think he gets annoyed at us all asking him the same questions when we see him though – Have you eaten properly today? What did you have for breakfast? It's only because we care.

The situation could have been a lot worse yet we unknowingly placed ourselves in that situation & are all guilty of complacency. It's terrible to say but maybe that day had to happen for us all to stand back and see our failings and & how to put the necessary protection in place.

IT IS ABOUT GETTING HOME SAFE EVERY DAY & THAT DAY, THANKFULLY, WE ALL DID

The Family That Eats together Stays together



Kate Cook is a nutritionist who has worked with leading companies for 16 years to improve health through inspiring change in nutrition.

Eating better, she believes, is not only better for individuals but for companies too. She has written 5 books including "The Corporate Wellness Bible" and has a clinic in Harley Street, London.

Kate will be giving us some advice on health and wellbeing. If you have any specific requests for articles that you'd like to see Kate cover contact sharon.fink@networkrail.co.uk.

Is eating together as a family some Utopian dream? For many this ancient art of sharing a meal with loved ones has been consigned to the history books. How did it all go so horribly wrong?

Industrialisation may have been the first nail in the coffin of a shared meal. For many working people in the dawn of the Industrial age, as the connection was lost between who provided your food, where it came from and how it was prepared. Working hours were long and harsh, any pleasure in food was extinguished as food became fuel. For other sections of industrial society who lived in towns, eating was the ultimate pleasure, but still, the connection with who produced the food was increasingly lost, as the great adulteration scandals of the Victorian age illustrate.

Any system of providing meals relied on having

someone in the house preparing food (either servant or the wife) and it was after the first world war where the idea of service started evaporating and women were starting to claim a bigger role in the world, to the downtrodden 1950's housewife, living in austerity dying to escape the drudgery of manual housekeeping and above all, escape the daily grind of cooking with unpromising ingredients.

Gradually in the first half of the last century, women started to claim their rightful place in the world but left a void in terms of how the meals were going to appear on the table and the structure of when those meals would be eaten. The nice people at the food companies, and advertising dream promising solutions stepped in to fill the pull between increasing income, work and the need to provide a square meal for the family. Trust was established between those providing us with food and the person (often still the women) who were expected to land a meal on the table. Instead of listening to our instincts we increasingly listened to the experts with some potentially devastating effects.

One such story is the battle between Fat and Sugar, played out by two scientists Ancel Keys and the British Scientist John Yudkin. A small study, led by Keys, in Minnesota in the 50's seemed to link cardiovascular disease with an increase in saturated fat. The theory

was presented to a meeting of the World Health Organisation in Geneva in 1955 where it was much criticised. Ancel Keys was so passionate about his theory he conducted another study which came to be known as the 7 Countries study which appeared to show that serum cholesterol was strongly related to coronary heart disease at a population and at an individual level. By 1956 television advertising by experts strongly advocated people to stop eating butter, lard, eggs and beef and a low fat diet was advocated. With low fat came high sugar as food with no fat in it is tasteless. John Yudkin disagreed saying that it was sugar not fat that was the problem in critical health. Many years later it was shown that the 7 Countries study had conveniently cut out of the data the countries that did not prove Keys theory about fat.

Handing our power to know to what feed our families has been handed to the food companies by the ad-men who create the story that our dreams are being met by the solutions food companies provide, and the vision that more and more stuff would make us happier. We need to claim back our instinct. We know what is for the good of our families. Food is probably one of the leading instruments we have in influencing our long term health and that of our families. Let's claim our power back.

Buckle Up

Article by Mike Netherton, H&S Manager, Network Rail

There are many hidden dangers on the railway, especially for those that are not familiar with the infrastructure.

One of these is the expansion and contraction of rails when exposed changes in temperature. This can cause rail to buckle when the stress is released through engineering work or in other cases when stored rail is left near the track, it can on the move on the ballast, bringing into contact with passing trains.

Steel rail in direct sunshine can be as much as 20°C hotter than air temperature!

This can not only cause disruption to passenger journeys through having to reduce speeds to prevent derailment but also create safety hazards when we renew and repair the track. Additionally the effect of heat expansion and contraction can be made worse by:

- Lack or disturbance of ballast
- Seized joints through over tightening or lack of lubrication
- Incorrect expansion gaps
- Changing sleepers

Only recently we have experienced an accident where a track workers ankle was trapped between a running rail and a rail stored in the 4ft when the



(Above) Example of buckled track through insufficient ballast on Thameslink



(Left) Foot swollen from bruising

rail buckled inwards as it was unclipped. This was due to the rail being 'clipped' during the night when it was relatively cool and the unclipped during midday when the temperature had risen sharply. This led to the track worker being unable to work for 33 days, due to soft tissue injury and severe bruising to his foot.

Network Rail has standards for managing work in hot weather and the Thameslink Programme has produced a 'Critical Rail Temperature (CRT) Management Plan' to provide guidance on assessing the effect of temperature change in calculating the amount of expansion, monitoring and contingency plans for prolonged hot weather.

Wordsearch

Wordsearch by Tim Witcomb, Network Rail

A wordsearch puzzle: The following 30 words are hidden in the grid above. Words can appear forwards or backwards. Can you find them all?

- | | | | | |
|---------------|------------------|--------------|----------------|-----------------|
| LONDON BRIDGE | NOVEMBER | LAST STRETCH | SINISTER | ABSTRACT |
| MARYLEBONE | SKID STEER | RED ALERT | VACATION | ORANGE |
| WATERLOO | TOOL BOX TALKS | ENTITY | EUSTON STATION | ELDERFLOWER |
| SCOWLING | FOOTIE | FINESSE | VICTORIA | DANGER |
| RADICAL | FENCHURCH STREET | MINDFULNESS | VACCINATE | MAYPOLE |
| TRAGEDY | LIVERPOOL STREET | ALEHOUSE | OBESITY | TRAFFIC CONTROL |

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