

**H**ello again and welcome to our latest newsletter. After a very busy final quarter I am pleased to announce that we have had a very successful year which we will be able to build up on in the year ahead. It has been a busy period across the business, with the team successfully delivering many significant project milestones throughout the country and work continues towards what we are expecting to be a busy Christmas period.

The Summer period has presented the business with some challenges which we have worked hard to address and learn from. On reflection, I am convinced that had we approached our work in a different way some of these challenges could have been avoided. During Spring of this year we launched PALS – Plan, Attitude, Lead, Share. I firmly believe that going forward, if we approach all of our works with PALS in mind our performance across the business will improve greatly. PALS will develop the culture of the business, but this culture will take some time to become embedded. As such, I ask you to consciously think about PALS in everything you do and refer to PALS in as many conversations as you can.

In addition to our values and PALS, the Spring briefing also introduced our business goals and our strategy to deliver through our strategic action plan (STRAP). We have recently completed our quarterly review of the plan and identified good progress throughout. We have seen some really positive changes in the way the business operates, and it is good to see a coordinated improvement process across the business. To remind ourselves of the purpose of STRAP – it is to shape the business in readiness to achieve our business goals – this includes sustainable growth for the benefit of Pod-Trak and all who work here.

Pod-Trak has some great future opportunities with government infrastructure investments such as Network Rail Control Period 6, Heathrow Airport expansion and HS2, as well as significant local infrastructure investments across the UK and Ireland. We are targeting some specific projects and we are working closely with both existing and future customers. To give us the best opportunity of winning the work we need to maintain and constantly improve our reputation by ensuring that our current projects deliver quality products and customer satisfaction. The saying ‘we are only as good as our last job’ is very true and we should be mindful of this at all times. PALS is a great way of assuring quality and customer satisfaction.

I would like to thank you all for your efforts in making this a very successful quarter. The future looks exciting and I look forward to continuing to work with you all to deliver quality work as well as ensuring everybody gets home safe and sound at the end of each day.

Enjoy the newsletter and see you soon.

*Paul O'Donnell*

Founder and Managing Director  
Pod-Trak



Works at our project in Ricksmansworth



# Operations & Project Progress



Stephen Given  
Operations Director



Adam Stanbury  
Operations Director



Paul Johnson  
OLE Contracts Manager

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The team is now focused on the delivery of the new third line on the Lee Valley Reverse and we have seen a large amount of work carried out on this

## Railway Electrification - OLE

Hello and welcome to the next edition of the Pod-Trak Newsletter for the Overhead Line department. As you are all aware, in the last three months we have completed a large amount of work on all of our projects.

### WAML – VolkerFitzpatrick

We have completed all the works on the main lines on the West Anglia Main Line (WAML) to a high standard and have handed these back to the client. The team is now focused on the delivery of the new third line on the Lee Valley Reverse and we have seen a large amount of work carried out on this. In the next few weeks we will start on the new OLE conductors.



### Bounds Green Depot – C Spencer Group

The OLE works at Bounds Green Depot have also been completed and the conductor beam has been installed with only a few outstanding modifications to be completed when we receive the new materials. Along with the installation of the conductor beam, we are contracted to design and build a control panel which has an interlocking system with the depot protection system. This is progressing well and should be installed by the end of October 2018.



### GWR – Balfour Beatty

In this period we have increased our staff and plant support to the GWR project. We are now supplying two full OLE teams with POS support to the project. This is a very challenging project with great focus on quality and delivery of works. To date we have had good feedback from Balfour Beatty on the quality of our staff and work. On our maintenance projects it has been a busy period with the full maintenance of the Manchester Tram being carried out along with high-level inspections done on the Hitachi Depots in Bristol, Doncaster, and London.

We have also completed several projects at Ely, Bromsgrove, GOB, Hackney Wick, Swansea OLE removals, Seaton Depot to name but a few. All these projects have received good feedback which is a credit to all our staff.

Moving forward we have been tendering several jobs:

- Stevenage (a new line with OLE from Langley Junction to Stevenage Station),
- Cambridge (remodelling of the sidings for Hitachi trains),
- Ardwick Depot (extension of the depot with new OLE sidings),
- Crewe Station (upgrading to PSP supply),
- Wigan Depot (a new OLE depot),
- Dublin (upgrading and OLE modifications to the existing network),
- Barking Riverside (a new station next to the River Thames with connections to the Up and Down Tilbury),

So the future is looking positive, and we will update you all on these in the next newsletter.





# Operations & Project Progress



Stephen Given  
Operations Director



Adam Stanbury  
Operations Director



Gary Toth  
ETE/ETM Contracts Manager

## Railway Electrification – ETE

**B**ehind the scenes of the Wessex Capacity Improvement programme at Waterloo extensive works have been taking place throughout the station and approaches. Pod-Trak won the contract to supply the ETE CRE “For Construction” and to deliver all the distribution ETE and HV, including the new alternative feeding arrangements.

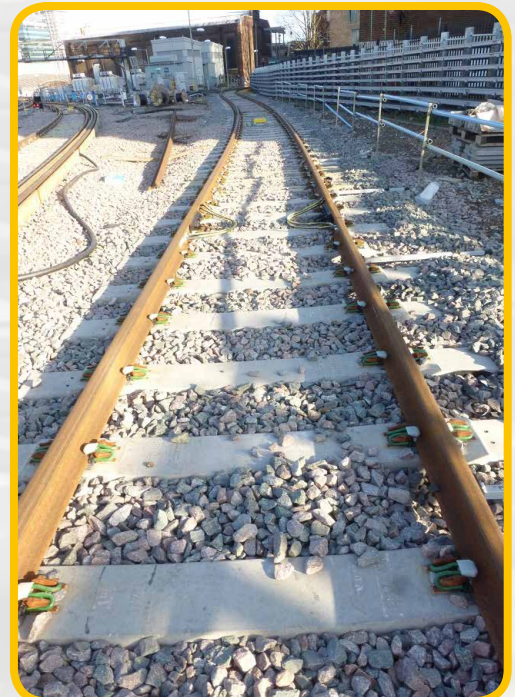


### Wessex Capacity Alliance – Colas Rail

The final section of contract works for the ETE team was to divert the 11Kv domestic F813 HV cables from their existing route to the new cable management system. The High Voltage cable was in poor condition with many different sections of existing cable jointed within this section. The country side joint location consisted of 3 phase 185sqmm Cu cables, the London end was a single 3 core cable (3 x 120sqmm Cu) requiring a transition “trifurcation” joint.

This was a complex project and was delivered with the support of our sister company A & M Electricals. It has now been successfully handed back to the client and put back into service.

Our ETE installation teams have also been busy carrying out works for our clients in the South West. This work consisted of Negative Track Bonding in the Bristol and Wales areas, and also Negative Track Bonding at Ardleigh Green Road bridge which spanned TfL Infrastructure and also traction bonding at Gidea Park for a new client Sisk Rail.



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The ETE  
core works  
are now  
complete  
for this  
challenging  
project



# Operations & Project Progress



**Stephen Given**  
Operations Director



**Adam Stanbury**  
Operations Director



**Steve Bispham**  
Contracts Manager

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**Works in Swansea have now been completed. A huge effort was made by all to complete the works**

## Civil Engineering North

### Swansea Hitachi Depot, Volker Fitzpatrick

Works in Swansea are now complete. A huge effort was made by the site team to meet this deadline, led on site by Richie Davies. This was a difficult project due to the restraints in place within the depot. The work on site has been completed to a very high standard and great credit must go to our team for their attention to detail and hard work. The work delivered has also not gone unnoticed by the client and Hitachi.

On behalf of all at Pod-Trak I would like to thank everyone involved in getting this project over the line.

### North West Electrification Project (NWEF) Phase 4, ATF Murphy & Sons

A massive push is being made to complete the work left on the project and meet Murphy's deadlines. They are relying on us to complete a substantial amount of work under very tight timescales. The lads are working very hard to complete the work but safety must be at the forefront of everyone's minds during the final push. We have over 60 men committed to the project so far with a lot of pressure being applied to add further teams. We have started a new project, Switching Access/Walkways – this is progressing well. The work on Lostock SATS compound has started back after the Amey stand down. We are hoping to push this forward and complete in the next 10-12 weeks.

### Blackpool North NWEF Phase 3, Volker Rail

We are still assisting Volker Rail with closing out Phase 3. Various small projects are being awarded on what seems to be a fortnightly basis. The team are closing these out and moving forward along with further works being tendered. We have developed a good relationship with the Volker Rail team and we hope to keep working with them in the future.

The contracted works have been completed at Swansea, Stoke Gifford, TFGM (Manchester Tram System) and Murphy's Phase 3.

We were unsuccessful with our bid for the works at Manchester Airport for UK Power Networks which was disappointing as a lot of hard work went into the bid. Thanks to Rob Littlewood and Tony Costello for their efforts in assisting with that bid. We have also submitted a very good and detailed bid to Murphy's for the 5G works on MML which is still a possibility through other parties.

### Looking ahead

We are continuing to grow our Civils division in the North West. We have sought out new team members as well as continuing to invest in our current team. We want to provide our team with further training in civils to prepare both us and them for future works.

We have been awarded some minor civils works for TFGM on the Manchester tram system. This has the potential for us to be invited to tender for some major works later in the year.

I would like to add that all the hard work that the team are completing on site cannot be done without the help and support of the office staff (North and South) along with our Stores and Plant Department.

And last not least, thank you on behalf of myself and Pod-Trak to my own staff for your continued hard work and support.





# Operations & Project Progress



Stephen Given  
Operations Director



Adam Stanbury  
Operations Director



Cathal O'Sullivan  
Contracts Manager

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[The Felixstowe earthworks project] has seen the removal of approximately 12,000 tonnes of excavated material off site and importation of approximately 14,000 tonne of aggregate

## Civil Engineering South

Overall a successful quarter seeing a couple of our larger projects nearing completion.

### Felixstowe Earthworks – VolkerFitzpatrick

The Felixstowe earthworks project has seen the successful completion of 1.6 km of new track formation including an 800m length of new embankment achieving the key bottom ballast installation date on the 22nd September.

This project has seen the removal of approximately 12,000 tonnes of excavated material off site and importation of approximately 14,000 tonnes of aggregate via an engineering train to complete works up to bottom ballast level. A big thanks to Michael Byrne and his team for delivering a quality end product.



### WAML – VolkerFitzpatrick

The WAML earthworks project, which forms part of Network Rail's £170 million Lee Valley improvement scheme, is also nearing completion for the civils south team. This has seen the construction of 6km of P-Way formation and bottom ballast, the installation of various drainage systems, five no. drainage and utility UTXs and the construction of a challenging earthwork bund, meeting key project completion dates along the way.

All of these underlying works have paved the way for the P-Way and OLE commissioning dates in early 2019. Thanks to Sean O'Connor and all the team for their tireless work over the last few months to successfully deliver another quality project.



### Angerstein Re-Signalling – Balfour Beatty

The Angerstein area re-signalling project has been ongoing and is now close to completion for John Kearney and his team. This includes completing the route work element of works across south east London, including lines from Charlton and Woolwich to London Bridge via Greenwich and North Kent East Junction. Works have been progressing well and the project has been delivered exceptionally well.

### 4LM – SSE Contracting

The Civils South team is also constructing an SER base at Rickmansworth as part of the London Underground/TFL 4 line modernisation scheme in North West London for our client SSE. Works are progressing well and are on programme to be completed in late October leading on to a more complexed SER base at the Amersham site.



# Operations & Project Progress



Stephen Given  
Operations Director



Adam Stanbury  
Operations Director



Tom Fitzgerald  
P-Way Contracts Manager

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We have been successful in securing several additional sites over the Sussex area

## P-Way

It has been a very busy last quarter for the department.

### Sussex Power Supply Upgrade CMS Installation – Kier

This project still has one remaining site to complete from the original contracted scope of works. We have been successful in securing several additional sites over the Sussex area. The additional sites will now be managed by Michael Brown and his team.

### WAML – VolkerFitzpatrick

The P-Way works on the WAML project are now in the final stages. To date, over 5.2km of plain line track and two S&C units have been installed. All CMS sleepers have also been installed across the project. Over the next few weeks the main works will be completed and we will be handing over the site to the OLE team to continue with their installations. The final section at Tottenham Hale Station (1395 Bridge) will be completed in the new year.

### Felixstowe – VolkerFitzpatrick

The Felixstowe project is now underway. The project scope includes the installation of a new loop line required to increase the capacity of freight entering and leaving Felixstowe Docks.

The new loop line will extend approx. 1.4km in length, running from Trimley Station to Thorpe Lane Level Crossing. The new line will also include three new S&C Units required to service the new line.

The next few months will be exciting with the bottom ballast being installed over two weekend possession and the entire new line being constructed in week 28.

The project is also preparing for a busy Christmas in which all three S&C units will be installed during a five-day blockade.





# Operations & Project Progress



Stephen Given  
Operations Director



Adam Stanbury  
Operations Director



Aaron Miles  
Divisional Manager,  
Airports and Stations

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The project is running on budget and on time – with commissioning dates being met on a weekly basis – well done Matt and team!



## Communications, Airports and Stations

The last quarter has seen the introduction of a new divisional manager joining the team – Aaron Miles. Aaron has come across from SWIP and has an extensive project management background in TFL, stations and comms projects. On behalf of Pod-Trak, I would like to welcome Aaron to the team.

### Paddington Gate Line Project – Mace

We have now commenced the Mace Gateline project including the additional CCTV roll out. Sam Maddison, Micky Brown and Matt Ardley have undertaken to deliver this project – a busy 8-10 weeks ahead on a high-profile contract for both Mace and Heathrow Express.

### Pantabot System Installation – Camlin Rail

We recently completed another high-profile project at Heathrow with Camlin Rail. The new Pantabot system has been up and running since Thursday 13th September and is already delivering valuable data to Network Rail on the condition of the OLE infrastructure. It is hoped this will lead to further collaboration with Camlin Rail to deliver this product throughout NR infrastructure and other railway systems throughout the UK.

### POD Business Guideway – Heathrow

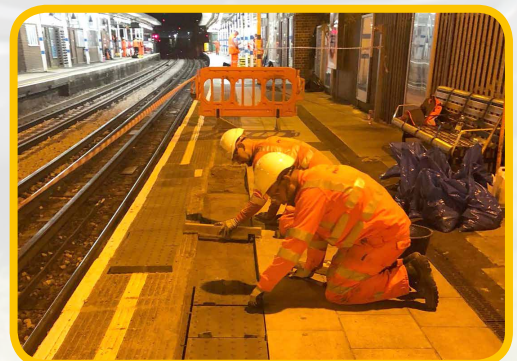
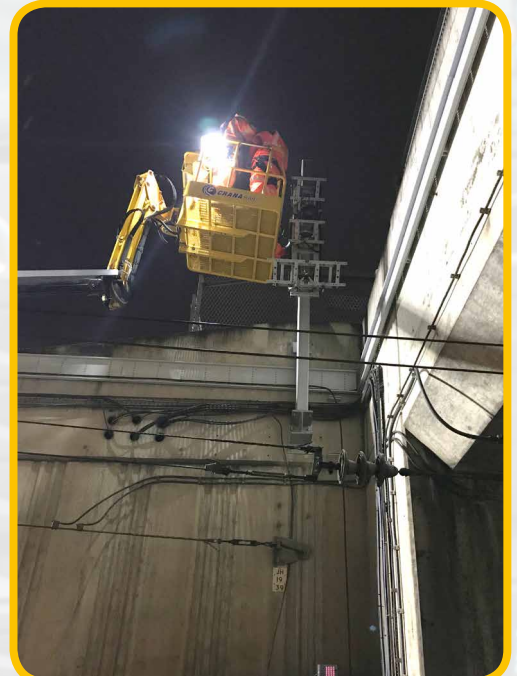
We have nearly completed a repair project on the pod business guideway and we are also well through the new tunnel pumping system project at T5. We are commencing new water ingress works and an office re-furb of the Cubic offices at Heathrow – very busy and all going well.

### Leytonstone Platform Refurbishment – LUL

We are now well through our drainage and paving project at Leytonstone. This package has had its challenges with access, but Sam Maddison and his team have overcome this and are on target to finish before the end of the year.

All in all very busy going forward and best of luck to Aaron and his team.

**Brian Gildea**





# Operations & Project Progress



Stephen Given  
Operations Director



Adam Stanbury  
Operations Director



Simon Cofield  
Head of Plant

## On Track Plant

**D**uring the last quarter the Pod-Trak Plant division has continued to support and meet almost all contractual requirements with its own plant.

Further recent investment has seen the purchase of a Thompson 7 Sleeper adjustable beam. This has the option of being used for Pandrol sleepers or fast clip sleepers, depending on which set of droppers are used on the beam. This will further reduce contract costs by not having to cross hire from external suppliers.

Network Rail has expressed an interest in a Dust Suppression System that was recently successfully used on the WAML project whilst using a ballast brush. They have asked for further details but early signs indicate a keen interest to see how the system can be further developed and possibly be used nationwide by all Network Rail suppliers.

Due to a serious increase in plant theft, all Pod-Trak civils machines have now completed a process of having entry code start systems fitted. This will hopefully further protect plant left unattended on what are sometimes high-risk site locations.

Terry Doherty has now joined the company and brings with him a large list of contacts and a vast experience in rail/civils plant. He has already introduced new clients and work for our machines and hopefully, with further meetings taking place, he will be able to move our external POS usage to the next level.

### Pod-Trak Route To Gold Report Produced on Thursday, 30 Aug 2018

Dates	Most Recent Award	Up To Date Position
Snapshot Date	26/04/2018	30/08/2018
26 Week Period	Start: 2017/18 Week 30 End: 2018/19 Week 3	Start: 2017/18 Week 48 End: 2018/19 Week 22
Rail PPS Metrics		
Governance	100.00% Gold	100.00% Gold
Sign-Off Days	2.00 Gold	0.47 Gold
Reliability	99.12% Gold	98.33% Bronze
Behaviours		Unsigned Shifts
Share Status	No Award	Reliability of 98.33% is based on shifts signed off by supplier and client.
JPIP Status	No Award	There are also 35 shifts that have been coded but not yet signed off by both parties. These shifts include 0 failures giving a reliability rating of 100.00%.
FRACAS Status	No Award	Reliability including these unsigned shifts is 98.42%.

Route To Gold Award

#### Comments

Pod Trak have not qualified this time around in Route to Gold, this has been their first 26 week period using RailPPS.

#### Bandings

	Governance	Sign-Off Days	Reliability
No Award	< 80.00%	> 10 days	< 95.00%
Bronze	80.00%	10 days	95.00%
Silver	85.00%	7 days	98.50%
Gold	90.00%	5 days	99.00%

“Pod-Trak civils machines have now completed a process of having entry code start systems fitted





# Operations & Project Progress



Stephen Given  
Operations Director



Adam Stanbury  
Operations Director



Liam Sheridan  
Plant and Transport Manager

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During the  
3rd Quarter  
we have  
retained our  
FORS Silver  
accreditation  
for London

## Plant and Transport

The third quarter of the year has seen the Transport department actively engaged with all divisions across the company.

From our HGV Hiabs and Low Loaders we have been actively supporting contracts in both the north and south with our wide range of LGV vehicles.

Our fleet size has risen from 75 vehicles to 80, which demonstrates a steady progression within the fleet, ensuring all demands are met to help projects deliver and remain on schedule.

All of our new vehicle additions are manufactured with Euro 6 engines. This demonstrates that as a company we meet all current requirements for cleaner emissions and will help to reduce our carbon foot print.

During the third quarter we have retained our FORS Silver accreditation for London. Yet again, this demonstrates the high standards to which we adhere to as a company regarding transport and driver safety.

Looking to the north of the country we have successfully registered our Manchester depot with FORS and have now achieved Silver accreditation.

Manchester is now in line with London, making Pod-Trak FORS Silver accredited across the company.

Our Manchester depot has recently carried out Van Smart courses. These one-day courses teach our drivers of other vulnerable road users and how to drive safely whilst on busy and congested roads.

We will continue to issue toolbox talks on driver-related matters to ensure all of our drivers are aware of the dangers and hazards we may face whilst driving and how these can be avoided.





# Operations & Project Progress



Stephen Given  
Operations Director



Adam Stanbury  
Operations Director



Brian Gildea  
Comms Contracts Manager

## Pod-Trak Infrastructure Ireland

**A**ugust has seen the commencement of our first project for the new Pod-Trak adventure in Ireland.

Commencement of our recently awarded DATA and Infrastructure project at the newly constructed Centerparcs is underway. The project is to deliver the total data and communications network throughout the entire park, consisting of 470 holiday lodges, 17 equipment rooms, CCTV and barrier systems, analogue phone system including telephone boxes and automated number plate recognition systems.

Pod-Trak successfully undertook a trial area on behalf of Centerparcs leading up to full project start up on 1st October. Hopefully the first of many new projects!

We are currently looking for and tendering numerous new opportunities – we will keep you all posted!





# Safety Matters



Clodagh Connolly  
HSQE Director



PLAN - ATTITUDE - LEAD - SHARE

## Exercise

As if we needed another reason to get fit! Exercise isn't only for maintaining your weight and staying healthy. It's great for relieving the stresses of life. Plus, the effects of a good workout can last for several hours after you hit the showers. You'll have more energy throughout the day, and your metabolism will stay elevated too. Exercise also helps your mind by releasing those "feel good chemicals" that improve your mood.



## Eat healthy

What and when you eat has a great effect on your mood and energy. Avoid refined and processed food (like white breads, rice and sugar). These foods are not only devoid of the nutrients your body craves, but they zap your energy levels and can effect your mood – causing depression, lack of concentration and mood swings. Try to incorporate more complex carbohydrates (wholewheat breads, brown rice, veggies and fruit) and get your daily eight cups of water. These healthy foods provide your body (and mind) with nutrients, and stabilise your blood sugar and your energy levels.



## Get some Sun

Most people know that sunlight provides us with Vitamin D. But did you know that it also improves your mood? Lack of sunlight can cause many people to become depressed without knowing why. Similar to exercise, sunlight exposure releases neurotransmitters in the brain that affect mood. Try to spend a little more time outdoors. Keep your shades up during the day to let more light in. Sit near windows in restaurants and at work. Try changing the light bulbs in your house to full spectrum bulbs. These mimic natural light and actually have the same effects on your mind as the real thing.



Following on from the successful launch of the behavioural based safety programme, Pod-Trak teams have been busy preparing the delivery to the front line, and teams on Civils south, PWAY and OLE have already received the half-day briefing.



PALS is part of our behavioural based safety programme. The front-line programme encourages leadership, good practices and enforces the company's commitment to getting everybody home safely each day.





Clodagh Connolly  
HSQE Director

## Not sure what the difference is between close calls, faults, incidents and accidents?

Close Calls	Faults	Incidents & Accidents
A close call is defined as anything that could have the potential to cause harm or damage but has not done so on this occasion.	A fault is identified as an unsafe condition within the railway infrastructure/property that could cause harm or damage and needs to be reported through the correct channels.	An incident/accident is the occurrence of an event which has resulted in a safety loss incident, injury, accident or collision involving people and equipment.
Examples include	Examples include	Examples include
<ul style="list-style-type: none"> <li>• Scrap rail, materials or tools obstructing access points/ walkways</li> <li>• Slip/trip hazards across railway infrastructure (e.g. toughing/ sleepers/office environment)</li> <li>• PPE not being worn (breach of Life Saving Rules)</li> <li>• Essential details missing from Safe Work Pack prior to planned work</li> <li>• Wires left exposed causing an electrical hazard</li> <li>• Individuals walking up/down stairs using their mobile phone</li> <li>• Liquid spilt on the floor (report after making area safe in first instance)</li> <li>• Computer/laptop left unattended with screen unlocked</li> <li>• Signage displaying incorrect details (i.e. chemicals stored incorrectly in wrong place)</li> </ul>	<ul style="list-style-type: none"> <li>• Cracked/broken rails</li> <li>• Hypodermic needles left on a walkway or lineside</li> <li>• Signals not displaying the correct or any aspect</li> <li>• Track defects</li> <li>• Trees or branches leaning dangerously close to operational or overhead lines</li> <li>• Wrong side signal failures</li> <li>• Escalator at a station with damaged teeth</li> <li>• Fire door damaged/blocked</li> <li>• Unsecured access gates (once resolved and if behavioural element identified, report as close call)</li> <li>• Damaged stair edgings</li> </ul>	<ul style="list-style-type: none"> <li>• Derailments</li> <li>• Injury as a result of an accident (minor cuts or major hospital stay)</li> <li>• Injury caused as result of slips, trips and falls</li> <li>• Oil spills (environmental incident)</li> <li>• Operational close calls/irregularities: <ul style="list-style-type: none"> <li>- Unauthorised movement of a train in a possession</li> <li>- Person trapped inside a CCTV crossing</li> </ul> </li> <li>• Theft</li> <li>• Train striking objects</li> <li>• Trespass where individuals are on or near to the infrastructure</li> <li>• Fatigue/unauthorised working beyond agreed hours</li> <li>• Poorly loaded rail or motor vehicle</li> </ul>



# Safety Matters



Clodagh Connolly  
HSQE Director

We continue to focus on the risks identified through close calls by actively reviewing the close calls reported and using these to drive safety conversations which inform senior level decision making. We ask that all operatives actively take part in working with Pod-Trak to make our sites safer by raising close calls.

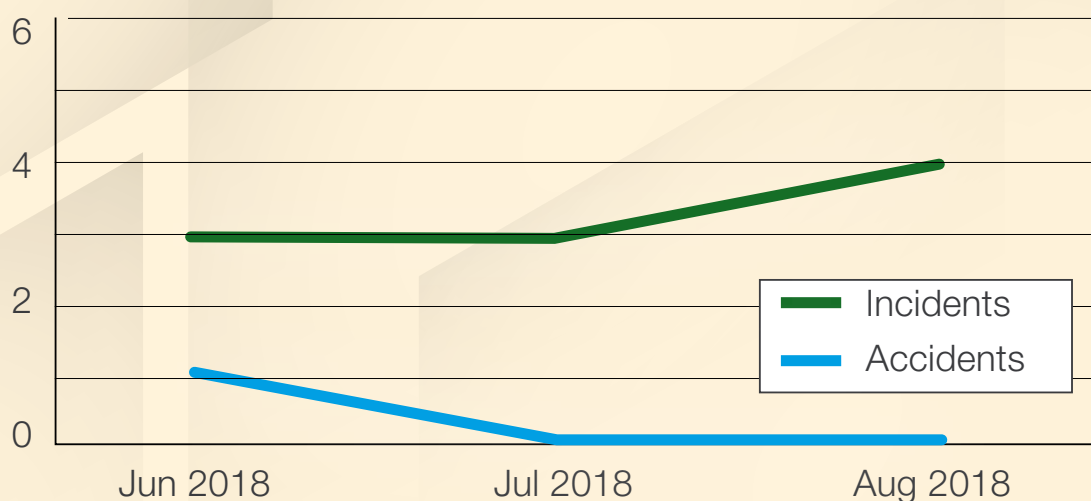


Simply scan the bar code and log your close call.

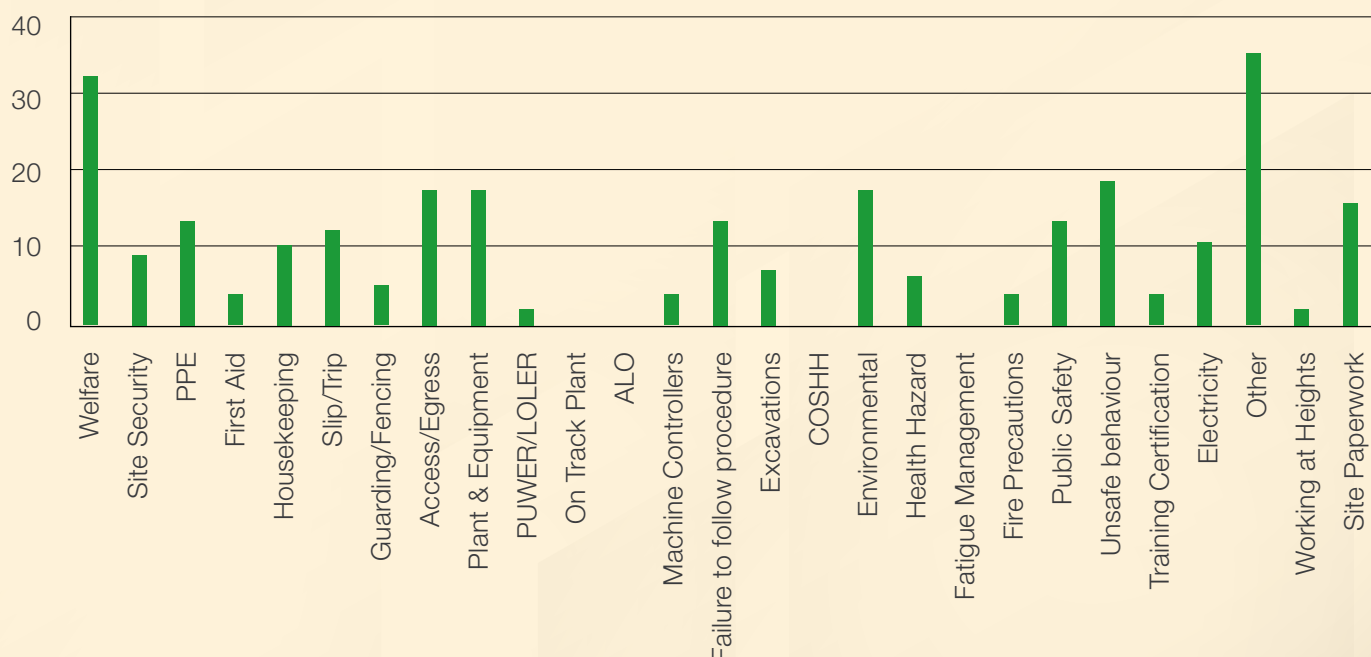


Or click here to view

## Accidents, incidents and close calls Jun-Aug 2018



## Close call report – last 3 months (Jun-Aug 2018)







Clodagh Connolly  
HSQE Director

## Close calls of the month of June

**Chris Smith** – Operatives were working at Clifton station where new steps had been installed. There was a large gap big enough for your boot to fit in between a join. It was reported to the Principle Contractor and was looked at before any accidents occurred. The Principle Contractor was already aware of this and barriers were put in place.

**Steve McManus** – read out a toolbox talk about working at height and safety harnesses. Steve gave his own input on the topic, talked about his experience working at height and explained how dangerous it can be. As a linesman he knows that you should always wear your harness and always be clipped on to the safety point. He also explained the hazards if you don't wear a harness and pointed out that you need the correct paperwork in order to work at height.



**Ciara Thompson** – When exiting the building Ciara noticed the exit button was hanging off the wall. This was dangerous as the cleaner was handling the loose cables as she tried to exit. The Button was repaired and secured immediately.



**Kyle Hawker** – Works were to install cantilever end caps to Benomi and SIC cantilevers in CU 10 of the Gospel Oak to Barking electrification on the UP/DN T&H lines. While installing the end caps the linesman (Kyle Hawker) checked inside each one to make sure there were no nesting birds inside the cantilever. On two occasions of the 30+ caps to be fitted we discovered a small nest with baby birds. These locations were left untouched and reported back to the client for future works after nesting season.





Clodagh Connolly  
HSQE Director

## Close calls of the month of July

**Anthony Rowlinson** raised multiple environmental Close Calls on and around the works at Adlington Station;

1. Knotweed was located at the termination where the GRP was and stopped the team excavating a trial hole. The issue was also reported at several other locations throughout the project.
2. Anthony came across Hogweed during works to dig trial holes. This was located at 9m 42ch in the Down cess (ELR-MVE1).
3. Himalayan Balsam was discovered during works to dig trial holes. This was located at 14m 0ch in the Up & Down cess (ELR MVE2).

All of the above were immediately reported to the PC.



**Peter Hulme** – Peter Hume was the task leader for works at Maze Hill. He gave the group a very detailed briefing before swiping the team in via the Sentinel app. Peter tested the line in the presence of the team and he was also wearing PPE including gauntlets. The team all commented on how good the briefing was to the appropriate site manager.

## Close calls of the month of August

**Jack Stevens** – Using a ladder to test the tids/gids. Unsafe method as you don't have your three points of contact when testing. Arrangements made for a scissor lift to be used.

**John Haywood** – Mill Mead Zone 6 Structure bond at Tottenham Hale Station connected to cable and to the fence – structure bond had been thrown off the fence and connected to the fences support log which was very loose and wouldn't tighten anymore. The bond was reconnected back to the fence and not the support log.

**James Kirk** – No edge protection around dig at Northumberland park - Approx. 30m. Someone could have fallen/tripped into excavation. Put fences around the edges of dig.

And white transit tipper left unattended near entrance at Northumberland park with keys in the ignition. No staff anywhere risking theft of vehicle. Briefed site team on the issue.



# Our News



## Beacon Award – June 2018

Pod-Trak is proud to have earned a TfL LU Beacon Award for our Leytonstone Platform Resurfacing project in June 2018.

The Beacon Award acknowledges Pod-Trak's commitment to good practice in site management on the project. It follows a number of unannounced HSQE inspections, during which Pod-Trak exceeded expectations every time. The project at Leytonstone station involves renewing the platform along with the drainage around the station.

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The Beacon award acknowledges Pod-Trak's commitment to good practice in site management on the project

### About the Beacon award

The Beacon Award scheme recognises suppliers who demonstrate outstanding performance in health and safety. Transport for London only gives the award to contractors who consistently demonstrate a commitment to improving and maintaining high standards of health and safety. The Beacon scheme is based on the Considerate Constructors Scheme, but demands even higher standards and has additional requirements, because of the potentially hazardous rail environment. Tube Lines introduced the scheme in 2006 to help ensure that all work at its project sites and maintenance depots is undertaken safely and considerately.

## Cycle to Work scheme

Pod-Trak has recently joined the Cycle to Work Scheme. The scheme is a great way to make cycling to work a reality and those who join up can leave their car at home and where possible commute by bike. This will lead to reduced emissions in the towns and cities we live and work in, less congestion on the roads and will have major health benefits and increase overall wellbeing. How does it work? The initiative allows employees to buy themselves a bike and accessories through their employer, whilst spreading the cost over 12 months in the form of a manageable salary sacrifice with savings being made through government tax breaks.

If you have not already joined up and it would be of any interest to you, all you need to do is check out [cyclescheme.co.uk](http://cyclescheme.co.uk) for further information.

