

# Q~EST Newsletter

September 2011



## Front Page Employee News

The purpose of this newsletter is to provide information in relation to company Safety, Training, Quality and Environmental news.

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### Ray's View

As I write this it is a nice Summer's day but by the time it goes into print the shorter days of Autumn will be with us bringing different problems with the night's drawing in, please make sure that all sites are left safe and tidy before you leave, with all necessary lighting fixed to hoardings and barriers. It is of paramount importance that sites are safe as we do not want accidents and incidents.

As I said in my last view, we are looking at various environmental and safety initiatives at this time and if any of you have any ideas or suggestions please let us know, contact a member of the safety committee, Phil Webb, Chris Gadd or email your thoughts and comments through to our confidential reporting line on our website. We do carefully consider all suggestions that we receive. Our confidential reporting line is accessed from our website and is secure way of reporting safety and environmental concerns, any items posted on this line go directly to Chris Gadd our Safety & Environmental Officer and anything reported is confidential to him. If you wish to report a matter but do not wish to leave your name that also is acceptable. The line has been set up for you to report any concerns that you may have, please use it if you feel you need to.

We have recently been successful in winning a range of contracts some of which are unique in their requirements. These include a contract to carry out refurbishment and dilapidations works on some 115 railway stations in East Anglia on behalf of National Express and a contract to raise Platform Levels at Stratford International Station solely for additional trains to stop there for 2012 Olympics. I am pleased to say also that we have started work again on Surrey Highway Maintenance contract this time on behalf of May Gurney instead of Carillion and in this ever changing world of Major Maintenance Contracts, we have also won a framework contract to undertake works on behalf of Carillion on the M40.

*Regards Ray Walker*



### Recently Awarded Contracts

#### National Express Area 3 Stations

National Express  
Value: £1,721,532  
**Site Agent & Senior Site Agent**  
**Andy New & Andy Cheeseman**

#### Stratford International Network Rail (CTRL) Limited

Value: £828,325  
**Contracts Manager**  
**Danny Marshall**

#### Waterloo East & Folkestone Central

South Eastern Trains  
Value: £632,585  
**Site Agent**  
**Jon Shepherd**

#### Priority 2-3-4 Stations

South West Trains  
Value: £681,022  
**Contracts Manager**  
**Darryl Harvey**

#### Surrey Olympic Cycle Event

May Gurney Limited  
Value: £35,622  
**Contracts Manager**  
**Gary Bexon**

#### Little Densole Farm

Motor Mall Limited  
Value: £79,068  
**Contracts Manager**  
**Paul Kingsbury**

#### Wandsworth Fire Station

London Fire Brigade  
Value: £147,705  
**Site Agent**  
**Kevin Peters**

#### National Express Area 2 Stations

National Express  
Value: £1,299,233  
**Contracts Manager**  
**Martin Watts**

## Non English Speaking Policy

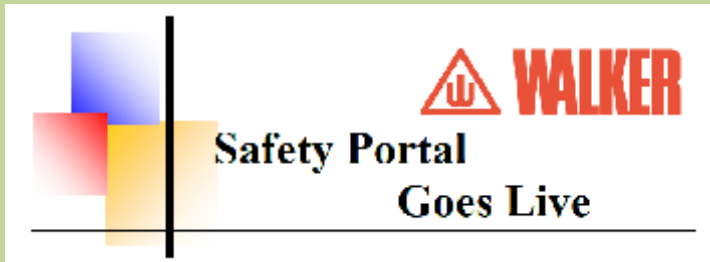


It is the policy of Walker Construction (UK) Limited to employ Non-English speaking employees only if there is a competent interpreter capable of briefing safety and environmental related information in their native language present at all times.

We also expect Sub-contractors employed by us to observe this policy.

In all cases every attempt will be made to ensure essential information is passed on to Non-English speaking workers in an easily understood form and in line with HSE Guidelines.

When working on rail contracts - No person shall be engaged unless they meet Network Rail "Requirements for establishing the ability of PTS candidates to speak English". Document published by Network Rail Contracts Procurement dated 12<sup>th</sup> February 2008.



As part of our quest to provide helpful, construction-related, health, safety and environmental information we have recently published a new website.

If you would like to check out the wide range of information that's available, or are just curious about what it looks like contact Chris Gadd, who will be able to provide you with a username and password necessary to access the site. Chris would also be very pleased to respond to any comments or suggestions you may have. Give him a call on 07867552109 and let him know what you think.

*Regards  
Chris Gadd*

## Training

We are planning to run the following courses:-

Abrasive Wheels	26 <sup>th</sup> September 2011
Emergency First Aid	27 <sup>th</sup> September 2011
Environmental Awareness	3 <sup>rd</sup> October 2011
Safety Awareness Refresher	3 <sup>rd</sup> October 2011
Fire Marshall	12 <sup>th</sup> October 2011
Streetworks Unit 002/010	13 <sup>th</sup> October 2011
Confined Spaces (Medium Risk)	14 <sup>th</sup> October 2011
PTS Recertification	19 <sup>th</sup> October 2011
Risk Assessment & Method Statements	2 <sup>nd</sup> November 2011
Streetworks Operative/Supervisor	15 <sup>th</sup> , 16 <sup>th</sup> , 22 <sup>nd</sup> , 23 <sup>rd</sup> , 24 <sup>th</sup> November 2011
PTS Recertification	16 <sup>th</sup> November 2011



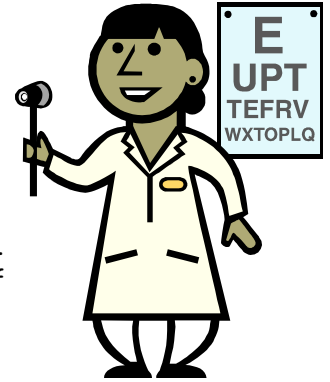
If you would like to book any spaces please contact your Supervisor or myself.

*Kind regards  
Ann Hayes*

## Driving

### EYESIGHT

With the ever increasing number of vehicles using our roads it is inevitable that drivers need to call upon increasing use of sensory and motor skills in order to negotiate safely through the traffic. Whilst approximately 95% of the sensory input to the brain required for driving comes from vision there is surprisingly little evidence that defects of vision alone cause road accidents. Despite this, it is obviously essential for adequate standards of vision to be set for the driver of any vehicle and these are set down as either statutory requirements or guidance from the professional body i.e. the Royal College of Ophthalmologists.



The Secretary of State for Transport has the responsibility for granting driving licences in this country, and these duties are discharged by the Driver and Vehicle Licensing Agency (DVLA) in Swansea. A team of DVLA doctors provides the medical advice on which the Secretary of State decides whether or not an applicant is fit to drive. In recent months there has been a large increase in the number of queries related to visual standards in the motoring press regarding the statutory requirements. It is therefore the purpose of this newsletter to outline and clarify the visual requirements for driving in the U.K.

Since January 1983, the European Commission has laid down definite minimum visual standards for driving licence holders in the member states and this has now been incorporated into U.K. law. With effect from 1 January 1997, the driver licensing legislation in the U.K. has been amended to implement the requirements of the Second EC Directive on the driving licence. This has not altered the requirements for a Group 1 licence (private car) to any great extent but does have some effect on Group 2 drivers (Large Goods Vehicles and Passenger Carrying Vehicles).

At the start of the practical driving test, your driving examiner will ask you to read the number plate on a parked vehicle. You'll have to read the number plate from a distance of:

- 20 metres for vehicles with a new-style number plate
- 20.5 metres for vehicles with an old-style number plate

New-style number plates start with two letters followed by two numbers, for example AB51 ABC.



If you wear glasses or contact lenses for the eyesight test, the law requires that you wear them whenever you are driving. This includes during your driving test. A police officer may stop you, and ask you to read a number plate at the set distances at any time, if you fail the test you risk prosecution as you would if found you already have prescription lens and weren't wearing them at the time of being stopped.

Remember ignorance of the fact you need glasses to drive is no defence in law. Have your eyes tested regularly.

*Regards  
Andy Pilcher*

## Safety Action Group

Listed below are the Safety committee members - these represent the workforce and are there to put forward any of your safety concerns or ideas for improvement

Chris Gadd ☎ 07867-552109 Luke Kingsbury ☎ 07867-535284 Norman Hollamby ☎ 07860-543046 Paul McLean ☎ 07710-077736 Mick Tyrrell ☎ 07710-077729 Larry Warren ☎ 07801-671112 Craig Spence ☎ 07899-896668 Darren Fagg ☎ 07843-356378

## Walker Training

Delivered a few of the Street Works Reassessment courses. Candidates are finding the tests difficult particularly if they do not attend the one day refresher course that is offered.

Received another batch of funding from Skillspoint for around 40/50 candidates for NVQ's in plant and construction.

We had our first unscheduled monitor visit from CPCS. Monitors can turn up at anytime when a test is carried out to check we are following procedure. If they find we are not, sanctions can be issued and tests stopped. The visit went well and there were no issues reported.

We are having a stand at Bucks County Show on Thursday 01 September representing Walker Training & Walker Construction. The show is on from 8am to 6pm.

*Regards*  
*Lisa Davison*



## Safety

### DOES YOUR JOB INVOLVE WORKING AROUND BURIED SERVICES?

Excavating around buried services, particularly electricity and gas, can be a perilous business. Damage to electricity cables can cause a dangerous flash, leading to severe burns or even death. Gas leaks can cause fire and explosion.

If buried services are suspected on your site you need to follow a few guidelines to keep yourself safe.

- Make sure you have as much information as possible about what may be in the ground; ask for a briefing if one has not been provided -remember it is likely that not all cables will be shown on drawings. Look for other signs such as meter boxes and service connections to houses or street lamps.
- Ensure the area has been scanned with a cable & pipe locator (CAT)? Have the likely positions of services been clearly marked on the ground?
- Hand dig trial holes - wherever possible work towards the likely location from the side, rather than from above, using spades and shovels instead of picks, pins or forks.
- It is possible that cables or pipes may be embedded in concrete. If this is the case, or expected to be then the service must either be made dead before the concrete is broken out or a safe method of working agreed with the service owner.



**Danger**  
Buried cables

*Regards*  
*Chris Gadd*



If you would prefer to receive this newsletter electronically - please let Sue Sharman know your email address and she will add you to the distribution list.

If there is anything you want to contribute to this quarterly newsletter please give the details to Sue Sharman - Either contact her by phone at Head Office Extn 249 or by email at [sue.sharman@walker-construction.co.uk](mailto:sue.sharman@walker-construction.co.uk)