

CLIC



Newcastle Station Christmas Tree

Issue 117
18th December 2024



everyone
home safe
every day

SPEED ➤

PACE

Continuous Learning & Improvement Cascade
Eastern Routes Capital Programmes

What's in this issue...



Welcome to the Final CLIC of 2024



Renewals and Minor Enhancements
2024 Reflections



Eastern Region
Xmas & New Year 24 Works



Great Crested Newt Hibernation



Sharnbrook Viaduct Social Value



Recent Accidents & Incidents



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Welcome to the Final CLIC of 2024



Welcome to this, the final CLIC of 2024, and what a year it has been.

100 Issues of CLIC milestone:

In August, this year we celebrated 100 issues of CLIC and recognised the great contributions from across our teams and supply chain. We have embraced learning this year more than ever, the good, the bad and the ugly! Why? because it is only by being open to learning that we can truly grow and improve as an industry.

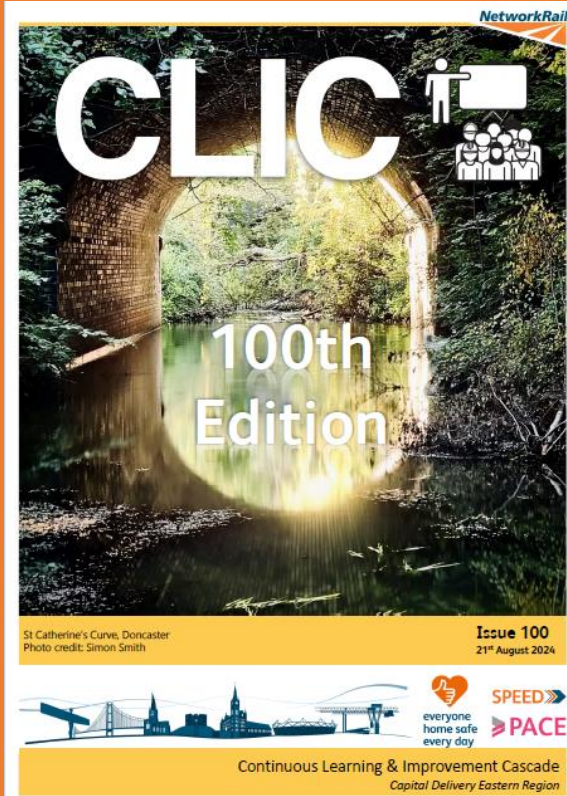
A new control period:

This year saw the start of a new control period and the welcoming and onboarding of suppliers to our new collaborative Eastern Routes Partnership. I fully believe that things looked on as good practice this year in safety and sustainability, will be standard practice in four years-time. How exciting to think of what may be the new best practice that we will be sharing in CLIC!

Together we succeed or fail...

but always learn:

There is an important focus this control period on collaboration, and through CLIC we have been aiming to enable lessons not just to be learned within an organisation when things go wrong but across multiple organisations. This requires trust within the industry to be vulnerable and share, which I am humbled to have seen exemplified through our industry leaders at SHELT this year.



Simpler.
Better.
Greener.

Eastern Routes
Partnership Framework



AMCO
GIFFEN

bam
nuttall

MORGAN
SINDALL

STORY

LOWERY

keltbray
Innovation In Engineering

Network Rail

octavius amey

Linbrooke
People • Technology • Connectivity

H COMM

CK Rail
SOLUTIONS

ATKINS

Welcome to the Final CLIC of 2024



Breaking the barriers to innovation:

We have made some important steps in the last year to support the embrace of technology, new ways of working and new thinking... not always easy in the industry! A new safety and sustainability supplier forum has been established to look at challenges and opportunities and work to progress derogations or standard changes. Innovation funding, available through ERP and the Eastern Region green bank to improve sustainability and safety through design and construction, is also starting to be accessed and to have positive impacts.

Everyone home safe everyday:

While our performance on safety has been good this year, we are not without incident and there are people working on our projects who did not go home safe every day. Two years ago, I read a quote by Col Lucy Giles, which has stuck with me: "Life is about doing the right thing, on a difficult day, when no one is looking". By taking the opportunity that CLIC gives to learn from others, we can all continue to build on our personal understanding of what the right thing is and in doing so improve the safety of ourselves and those around us.

So, as we head into the busy Christmas period, with teams working across the country in all weathers and all times of day and night. Please remember what is the right thing to do, not the easiest thing or the quickest thing, but the right thing, and do it, even if no one is looking.

Wishing you all a safe and healthy Christmas and close out of 2024.!

**Octavia Midgley, Head of Safety & Sustainability,
Eastern Routes Capital Programmes**



**everyone
home safe
every day**

Renewals Delivery Director 2024 Reflections



It's been a transition year in Renewals and Minor Enhancements, with CP6 contracts ending, the team realigning functionally and the CP7 Eastern Routes Partnership framework mobilising. Within Network Rail we've seen changes in leadership too. It's a credit to our supply partners that **safety performance** remains strong in 2024, with so many fantastic schemes delivered.

We've supported the **Anglia Route** with structures delivery at Downs Park Road (Murphy), Atkins and Resonate signalling schemes. Our multi-year projects at Cambridge with Alstom and Liverpool Street (Morgan Sindall and Spence) are progressing well and Grays access for all nears completion with Octavius.

On **East Midlands** we completed West Hampstead recontrol with Linbrooke and Siemens, overhead line renewals with SPL, and BAM's scheme at Agar Grove is ready to deliver. Two access for all schemes at Beeston (Story) and Alfreton (Amco) are close to commissioning.

Further North on **East Coast Route**, the huge earthworks project at Browney Curve is nearing completion on budget, we've delivered a new landmark station at Sunderland (BAM), depot ventilation at Heaton (Story), and the new Hitchin Delivery Unit (Kier) is on schedule.

North & East Route has seen Enhancements at Hartlepool (BAM), Bridlington (Amco) and Selby (Story). Ferrybridge re-signalling is complete with Alstom and South Kirkby commissions at Christmas. Amco successfully delivered complex schemes at Goole, Keadby and Keighley.

In 2025 our focus areas have a familiar theme:

- Strengthening **relationships** with Routes and Supply Partners, harnessing our collective expertise to develop Minimum Viable Product solutions within stable work programmes.
- **Visible safety leadership** on site, considerate of neighbours, rail users and local teams.
- Working with suppliers to **develop our people** to maximise their potential.

Thank you to our Capital Programmes team, Route colleagues and Supply Partners for your contributions in 2024.



Althorpe Station



Selby Access for All

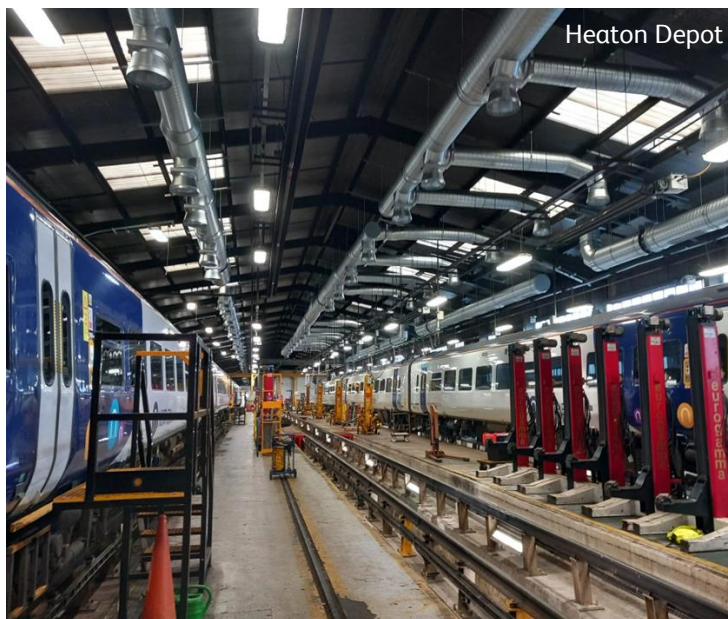
Renewals Delivery Director 2024 Reflections



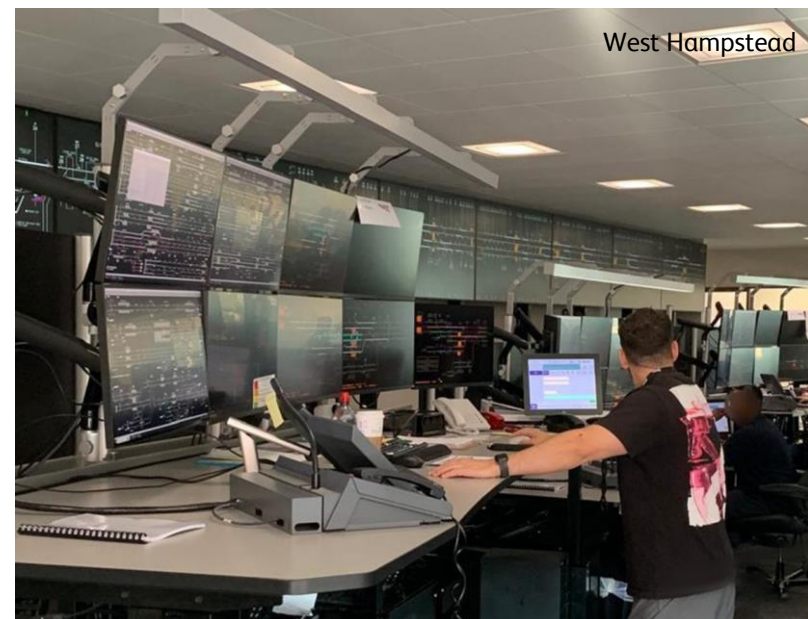
Sunderland Station



Hartlepool Station



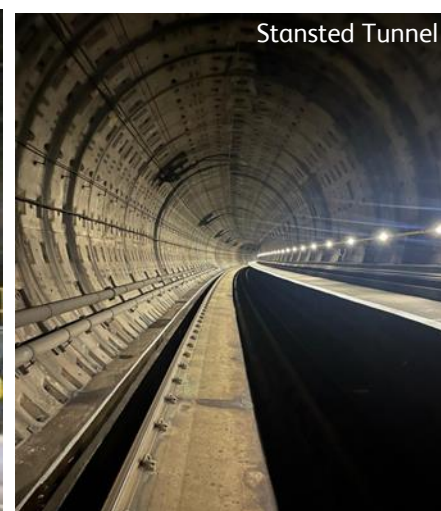
Heaton Depot



West Hampstead



Garforth Access for All

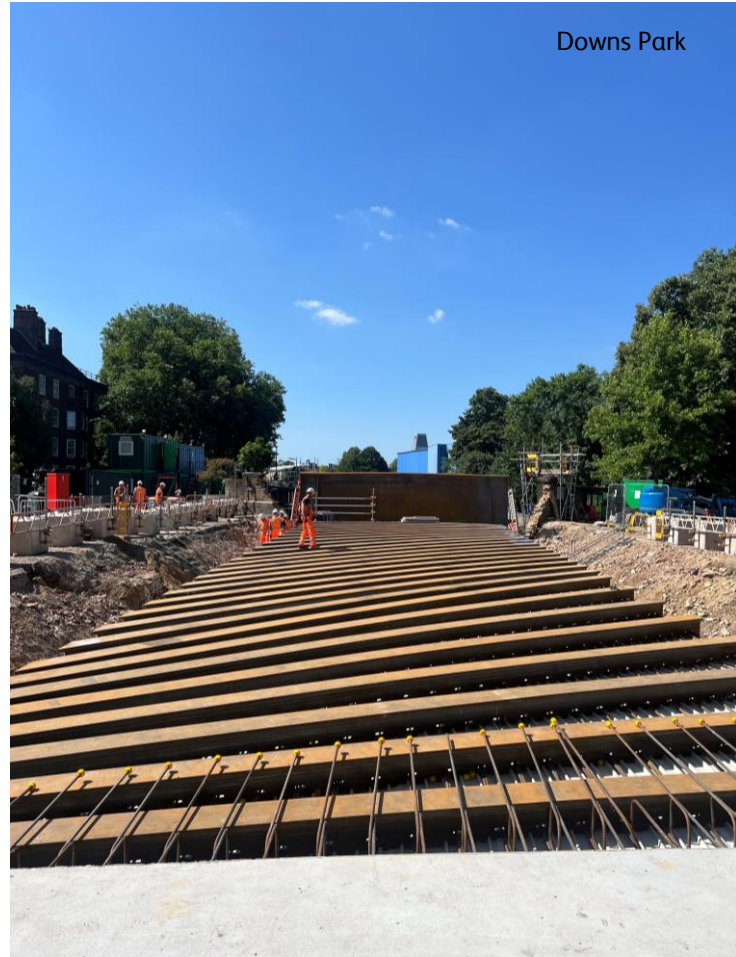


Stansted Tunnel

Renewals Delivery Director 2024 Reflections



Downs Park



South Kirby



Browney Curve



Ferrybridge to Goole
Cutsyke Level Crossing



Major Projects & Programmes

Reflections on a busy 2024



Seasons greeting and a big thank you to everyone who has delivered our major enhancement projects across the Eastern Region in 2024. Your hard work and dedication has resulted in a number of significant achievements occurring across each route, including:

Midlands (MMP-M)

Successfully electrifying 36km of the Midland Mainline between Kettering and Wigston, helping to decarbonise the route. The team have also made a number of improvements to overhead lines south of Bedford to enable a line speed of 125mph.

Anglia (MPP-S)

Works at two new stations, Beaulieu Park and Cambridge South, continued at pace with sustainability designed in to reduce operational carbon, improve local biodiversity and provide transport connections for local communities. We also started building a new station at Wixams.

North & East (MPP-NE)

The Northumberland Line railway systems was completed and opened for service on 15th December, which will provide new services between Ashington and Newcastle. We have also seen a lot of progress to create a new platform 0 and near completion of a 12 month design and build of railway systems at Bradford Forster Square station.

East Coast (MPP-EC)

Darlington Station is our first project to start using the refreshed Rail Social Value Tool to monitor positive social value. The final sub-station, at King Edward Bridge as part of Phase 2 of Power Supply Upgrade should be entered in to service on 17th December.

The Chain

While delivering these important milestones, our number one priority has been to keep our people safe and this year I have been particularly proud of our Safety & Sustainability group (The Chain) which we set up 12 months ago. The Chain members, consisting of our key suppliers, has been the driving force to improve safety performance, while also focussing on Social Value, Carbon Management and Biodiversity improvements.

The Chain in Numbers

- 6 Key suppliers involved
- 12 sessions – Newcastle x2, Darlington x2, Bradford x2, Derby, York, Doncaster, Chelmsford x2, Cambridge x2
- >150 days commitment from suppliers' business leaders to improving safety & sustainability
- 24 best practice initiatives shared
- 1 active working group on Principal Contractor role
- 13 people/groups recognised for positive interventions and sharing best practice (Chain Awards)
- An Action Plan template developed for all upcoming projects



L-R: Billy Beaumont, Trefor Roberts and Paul Deakin (OLE team) receiving their Chain awards at King Edward Bridge on 10/12/24

Major Projects & Programmes

Progress Photos



MPP-NE: New Platform Bradford Forster Square station



MPP-M: Kettering workstation split



MPP-M: Newly electrified railway on the Midland Mainline



MPP-S: Footbridge under construction at Cambridge South



MPP-S: Wixams Station Midland Mainline Groundworks



MPP-EC: New Track Section Cabin for Power Supply Upgrade

Track 2024 Reflections - Safety



2024 has been a challenging year for the Track teams as they move into the critical delivery phase of several projects in Renewals & Enhancements, whilst always keeping safety and ensuring everyone gets home safe every day the priority.



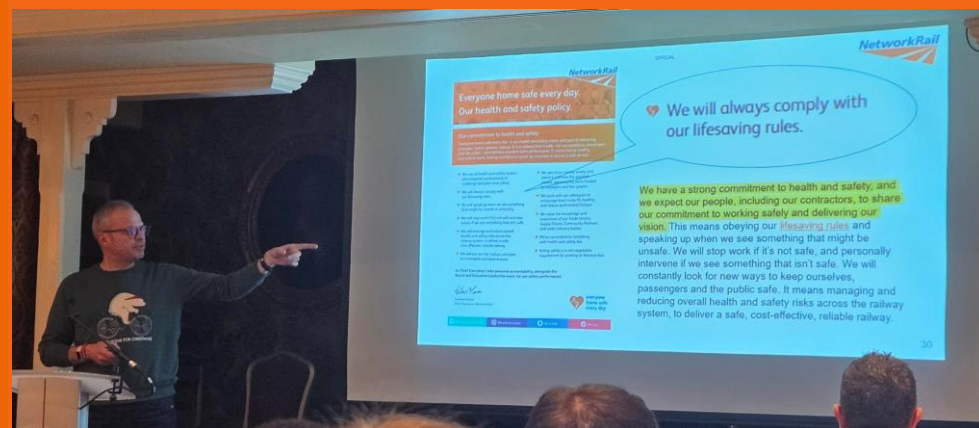
Track Conference - May

Teams from the Central Rail Systems Alliance (CRSA) and Southern Rail Systems Alliance (SRSA) joined Network Rail to celebrate the end of a very successful CP6, delivering some staggering volumes. The teams focused and reflected on the challenges of CP7. Latest innovations, Health & Wellbeing and effectively working with the Route Teams were also on the agenda, as well as rewarding staff for their outstanding contributions and achievements in the year.

A UK first Innovation - September

Remote management of a Digital TSR

The Central Rail Systems Alliance (CRSA) Innovation team successfully completed a 2-week operational trial of the new Digital Temporary Speed Restriction (TSR) equipment. The trial marked several industry firsts, paving the way for safer and quicker implementation of speed restrictions with reduced delays. Through cross industry collaboration, Balfour Beatty has enabled the transfer of this technology from Highways to Rail. The industry benefits include reducing the risk of Safety incidents, adding resilience to the passenger train timetable and agile capacity management



Track Briefing – December

The event focused on briefing key Network Rail policies such as the Worksafe Procedure, Life Saving Rules & the Drug & Alcohol Policy. The team also undertook the Colton Junction & Hatfield briefing and enjoyed a Wellbeing Walk as a collaborative team



Track - Sustainability



Sustainability Focus - Sustainability presentation at the Track Briefing reminded teams of some of the key focus areas which include biodiversity, ecology and carbon – all of which CRSA and SRSA have been working alongside Network Rail to deliver.



Carbon Savings at Thomas Haven – we used a Solar Hybrid Generator during our summer S&C renewals and saved 6629kg's CO2 and £2895 of fuel.



Climate Workshop

All level 3 managers have now attended the Climate Fresk awareness workshop in Anglia, delivered by Daniella Pakkos – SRSA's Environmental Advisor. This is part of an ongoing exercise to provide additional training and support.



Carbon Workshop and Rail Carbon Tool Retirement

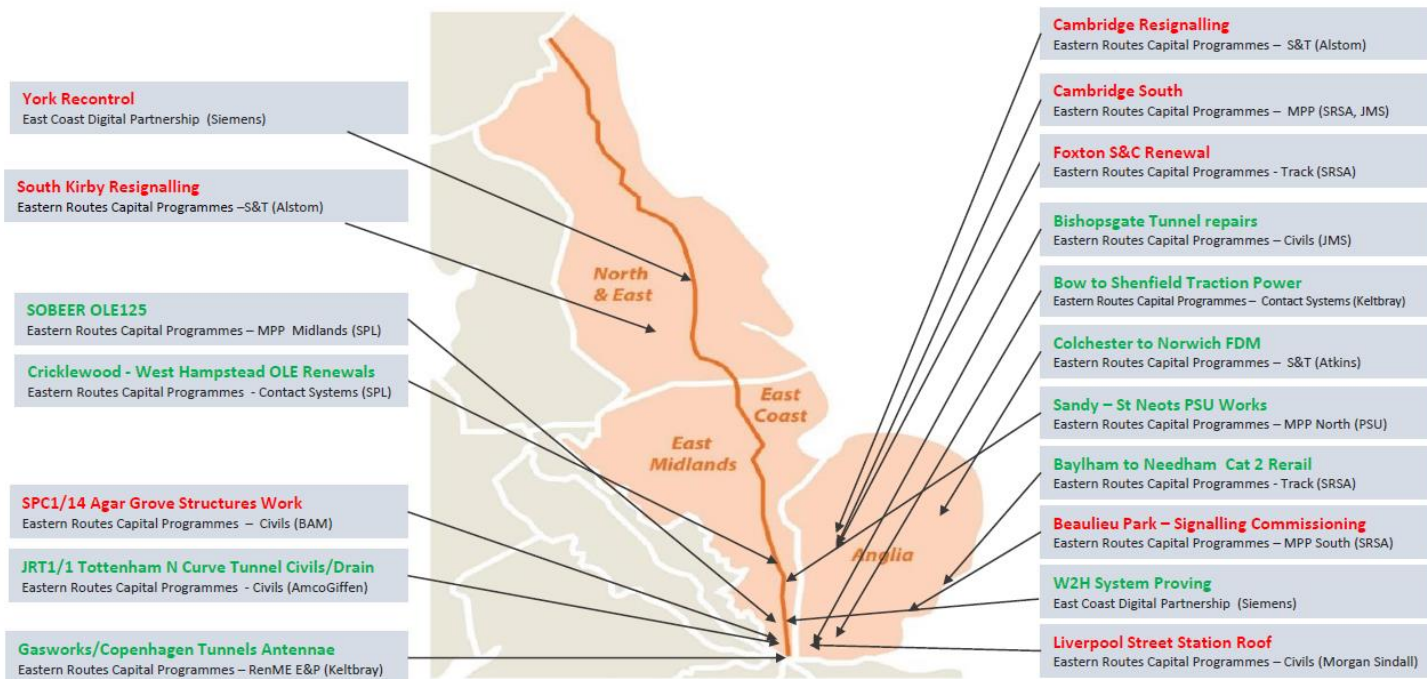
CRSA and SRSA attended the carbon workshop held at the Carbon Trust in October 2024. The purpose of the workshop was to develop a carbon reduction plan across the routes. This coincided with the announcement that the RSSB is retiring the Rail Carbon Tool in 2025 and is developing a new template to collect carbon data.

Eastern Region Xmas & New Year 24 Works



We've planned essential engineering works over the Christmas and New Year bank holiday period which means many of our readers will have works to deliver over the festive period across our region.

A reminder here of all our works and the importance of delivering safely to make sure our teams get home safe everyday.



Your biggest job today?
Getting home safe.

NetworkRail



If it feels unsafe,
Worksafe.

Take five and then use the Worksafe procedure:

- stop work
- move to a position of safety
- tell the person in charge.



**everyone
home safe
every day**

#choosetochallenge

Great Crested Newt Hibernation



Great Crested Newts (GCN) are a European Protected Species and it is an offence to deliberately kill, injure or capture them. GCN are now hibernating over the winter months. Generally, they will hibernate up to 500m from a breeding pond. They tend to be attracted to areas that would protect them from frost and flooding (for example underneath level crossing pads or ballast).

What happens if I find one?

If a GCN is found or suspected on site after works have started, all works in the area must stop immediately and expert advice sought. In Eastern region, we have a partnership with NatureSpace who can arrange for licensing of works.



[Information on Network Rails partnership with NatureSpace can be found here](#)

Great Crested Newt

**COLOUR:**

Black and dark brown body. Underside is bright yellow or orange with black spots that are unique to each individual.

SIZE:

15cm. The largest newt.

OTHER MARKINGS:

Body has a warty appearance. Males have a distinctive crest and tail flash in spring. Females have an orange stripe on their tail.

Smooth Newt

**COLOUR:**

Light brown with darker spots. Spotted bellies - with spots continuing under the throat.

SIZE:

10cm. Smaller than the great crested.

OTHER MARKINGS:

Males develop a crest, but it is more rounded than the great crested. Some 'speckling' on face and shoulders but not as much as the palmate.

Palmate Newt

**COLOUR:**

Olive brown. Spotted bellies, but spots do not continue under throat.

SIZE:

10cm. Smaller than the great crested.

OTHER MARKINGS:

Females have pale nodules on feet. Males have webbed back feet and a filament at end of tail. More speckling along the face and shoulders compared to smooth newts.

Sharnbrook Viaduct Community Engagement



Overview of the Community Engagement

At the end of August BAM Nuttall commenced the Sharnbrook viaduct project with the enabling works to create a compound and access to the river. In September, the site manager used the local Facebook group to reach out to local residents beyond the scope of the letter drop. This post attracted over 100 likes and 27 comments. One comment said: “It took me 3 years to paint my hallway, completely understand why it takes 19 months to paint a viaduct”.



Sharnbrook Viaduct

Whilst most comments were words of thanks, one person complained about trees overhanging the footpath. Although not within BAM's licence, BAM was able to get the freeholder to return to crop the vegetation.



As a further consequence of the post, BAM was invited to make a donation towards Sharnbrook's Christmas Fayre. BAM funded the renewal of the aging and failing Christmas lights that festoon the High Street and Christmas tree placed in the village centre. In return BAM's "Season's Greetings banner took pride of place in front of the tree for the big switch on and featured in every resident's photo of Santa and his elves. There were a craft market, fairground rides, steam traction engines and food and drink outlets for residents and visitors to enjoy. It was well attended.

Subsequently, BAM is in discussions with Sharnbrook Academy regarding student work experience and Sharnbrook Primary regarding the Bridges for Schools programme.



Donation of Christmas lights



Santa with BAM's banner.

“It is encouraging to see a contractor engaging with the community. Also, my thanks for the contribution to the Sharnbrook Christmas Fayre with the lamps.”

Comment on social media from The Local District Council

Recent Accidents and Incidents

Date of Incident	Portfolio	Project	Location	Type of Incident / Accident	Event Description
12/12/2024	S&T – Alstom	159568 - South Kirkby Resignalling	Moorthorpe	RTA	End of their shift. The van was approaching Moorthorpe compound over the railway bridge, which requires a sharp left turn. During the maneuver the van was impacted on the left side by a following vehicle. The impact was at low speed and all parties were uninjured, and minor body damage was sustained to the vehicle.
11/12/2024	Track - SRSA	A00132 – Track SRSA	A5 near Brownhill	RTA	Operative was travelling across a t junction lights were on proceed when a member of the public proceed past a red aspect and both vehicles made contact - no injury but damage to both



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- Do you have something to share?
- Can others learn from your work?



SCAN ME

Whether it be linked Health, Safety, Environment or Social Value
Please get in touch and email: clik@networkrail.co.uk



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