

## Firm Foundations for the Future

Issue 21  
December 2022



Loch Riecawr, South Ayrshire

Here we all are in December, so another year has passed all too quickly. But what a year it has been. One major war, one world cup, one Government, a new King, 3 Prime Ministers, 4 Chancellors and our highest inflation figures for more than 40 years. And no-one could have predicted any of those momentous developments just 12 months ago. At least Covid seems to be having far less impact than this time last year. But I suppose its fair to say that these issues are the same for everyone in the country, not just the construction sector. We are all in the same boat.

As always our team in Centura has coped admirably through these difficulties. At this time of the year we are in our audit period so our financial performance is not yet agreed or published. Early indications are that we have had a strong and stable trading year, despite some of our targets not being reached. However in that same period we have worked extremely hard to build firm foundations for the future.

As we approach the end of 2022, we have seen a marked boost in activity and orders for Samuely. Equilux have started the new

financial year with a welcome increase in their order book. TLF are expecting confirmation of a major framework ensuring continued activities in to 2023 and beyond. Lifespan continues to flourish. 2022 saw the delivery of their 40th bridge with many repeat orders expected in future. The team in Surveys had a brilliant start to 2022 and are expecting a similar performance next year.

As always the major contributor to our fortunes is CRL. Our Mitcham regional team did have a slow start to 2022 but are now fully back on track and expected to contribute strongly alongside our other regions in Bristol, Chesterfield and of course Falkirk. As I am sure you all know we were awarded a significant long term framework with National Highways back in 2021. This contract was always expected to take a while to start up. A slow burner. However in the past few weeks the works orders have begun to flow in. At the end of November we were notified of another major project on Oldbury flyover in Birmingham which is now traded as our biggest single order...ever.

So, we are set fair for increased activity as move in to 2023. I am

confident that we will see our highest ever group turnover.

That is of course great news but we will all have to work hard to manage this growth. We have already recruited many new staff and every part of the group will need to continue recruitment for the foreseeable future. Those new recruits will need to be welcomed and supported by their new colleagues. They will need training, need career support and guidance. We are an inclusive employer and we must continue to maintain a safe and secure workplace. We will treat everyone with respect.

Our great team in Centura will continue to support all our staff. They will of course offer brilliant training and HR services, IT for everyone, SHEQ management and all our finance functions. The staff in Centura provide every support service that our trading companies need.

We will always recognise that we have lives outside of work and do everything in our power so that you can achieve a rewarding work/life balance.

The Board would like to thank everyone for their contribution to yet another successful year for Centura.

As you read this your Christmas break will not be far away. I know some of you will have to work over Christmas, so a very special thanks to you. To everyone else have a peaceful and enjoyable Christmas and we can all look forward to a happy and prosperous 2023.

Tony Rimoldi  
Chief Executive

**Samuely**  
Consulting Structural Engineers

**Lifespan Structures Ltd**

**CRL**  
SURVEYS LIMITED  
structural & building assessment

**TiFire**  
FIRE SAFETY SERVICES

**equilux**

**buxton**  
ASSOCIATES

**CRL**  
CONCRETE REPAIRS LIMITED  
multi-disciplined structural renovation

# the numbers

A regular feature in this newsletter is to publish a scorecard showing how the group is performing. The following tables has gathered together all the latest information from the current financial year.



CENTURA GROUP

July - Dec 2022

## Customers & Markets

639

No. of tenders submitted

£77m

Value of tenders submitted



377

No. of new contracts awarded

£35m

Value of contracts awarded



## Training, Quality & H&S

452,000

RIDDOR free hours

98%

CSCS carded site workforce

97%

Employees H&S Training Compliant

## Financial & Stakeholders

Turnover year to Dec



Profit year to Dec



Overhead costs year to Dec



Cash Flow



## Group Business Plan Sales for Year to June 2023

	Target	Total
<b>Concrete Repairs Ltd</b>		
Bristol	£8.5m	
Chesterfield	£7.5m	
Chesterfield Highways	£10.0m	
Falkirk	£8.5m	
Mitcham	£7.0m	
Australia	£4.4m	£45.4m
<b>CRL Surveys Ltd</b>	£2.1m	£2.1m
<b>Standmark Ltd</b>	£0.2m	£0.2m
<b>FJ Samuely Ltd</b>	£0.6m	£0.6m
<b>Equilux Ltd</b>	£1.5m	£1.5m
<b>LifeSpan Ltd</b>	£0.5m	£0.5m
<b>Total Sales</b>		<b>£50.3m</b>



# group gossip

## The Group would like to welcome...

Barry Halliday  
Bobby Church  
Chris Hinton  
Christopher Cravagan  
Connor Sean MacKenzie  
Cory Boreland  
Damian Flis  
Damien Munnelly  
Daniel Foxall  
Daniel McCormick  
David Stewart  
Declan Kidger-Preston  
Diana Harris  
Dylan McGrory  
Eoin Finnegan  
Francis Kane  
Harvey Billington  
Hayley Nimmo  
Ilia Utiaganov  
Jack Davies  
Jake Timofte

Jamie Beck  
Jarryd Du Plessis  
Jason Kerr  
Javed Sakhi  
Jay Borland  
Joseph Jeffers  
Joshua Rundell  
Kamran Ahmad  
Kanujan Ketheeswaran  
Kevin Arnold  
Lee Quinn  
Liam Cox  
Mark Gibson  
Mhairi Willey  
Michael Harris  
Mohammed Jimoh  
Mohammed Khan  
Nathan Davies  
Neil Nixon  
Neshat Agaci  
Nicholas Shipley

Paul Curran  
Peter Houghton  
Peter Penfold  
Rafal Przepiora  
Raymond Henry  
Ricky Cotton  
Robert Mathieson  
Robert Senior  
Scott Dumycz  
Scott Exton  
Sean Durdey  
Shaun Parker  
Steven Davies  
Tarannum Raidah  
Thomas Grierson  
Toby Danielson  
Vanessa Dominguez-Perez  
Vishal Bhagwansingh  
Liam Blakely  
William Clark

## Say goodbye to...

Cory Mason, CRL BRI  
Calum Campbell, CRL FAL  
Przemyslaw Potaczek, CRL MIT  
Luke Sibley, CRL SURV MID  
Ching Hong (Jimmy) Ko, CRL HIGH  
Jack Dunlop, CRL FAL  
Georgijus Asanovas, CRL SURV SOUTH  
Drini Hazizi, CRL MIT

William Smith, CRL BRI  
Alin-Catalin Gocea, CRL MIT  
Derek Chalmers, CRL FAL  
Gareth Matthews, CRL HIGH  
Iulian Manuel Patru, CRL MIT  
Edward Barton, CRL HIGH  
John Lovell, CRL HIGH

## Congratulations on promotions to...

Kyle Newman - Site Engineer  
Jason Kerr - Tradesperson  
Ian Moogan - Tradesperson  
Markus Donkin - Tradesperson  
Ryan Hendrie - Tradesperson  
Reece Cloete - Tradesperson  
Calvin Redmond - Tradesperson  
Khalid Rahmany - Contracts Manager  
J Paul Quinlan - Highways Framework Manager  
Richard Craig - Estimating Manager  
Carl Fox - Contracts Manager  
Francis Allan - Works Manager

Jay Harding - Supervisor  
Ian Welsh - Supervisor  
James Thomson - Supervisor  
Gary Groenewald - Supervisor  
Jose Castro - Senior Site Manager  
Adis Tusku - Site Engineer  
Colin McMaster - Senior Supervisor  
Colin Smith - Senior Supervisor  
Simeon Pickles - Survey Technician L3  
Sarah Richardson - Group Training Co-ordinator  
Dominic Burns - Survey Technician L1



For those who may have missed it - Jon Bradshaw wrote a piece for the Concrete Post on our Cleveland Bridge project in Bath. A great article on great project and well worth a read!

THE MAGAZINE OF THE CONCRETE SOCIETY

# CONCRETE

Volume 56, Issue 6 July 2022

## CREATIVE PLACEMAKING

Artists from around the world using concrete as their canvas at Wembley Park

## SEEING THE WORLD IN 3D

Industrialised manufacturing style approach for construction

## EXCAVATION CONVERSION

Calcining London Clay from tunnelling to make lightweight aggregate



**C**leveland Bridge in the centre of Bath is one of the main routes connecting the M4 to the south coast. The bridge is now almost 200 years old and although it was originally built for pedestrians and horse-drawn carriages, it now carries roughly 17,000 vehicles a day, including coaches and heavy goods lorries weighing up to 44 tonnes.

The bridge, which is Grade II-listed, is designated as part of the primary route network, as it forms part of a long-distance north-south strategic route between the south coast and the M4, with the predominant flow being between the A36 and A46. Without this river crossing, traffic would need to either route through the historic centre of Bath, along ancient streets which are protected by access and weight restrictions, or divert using roads to the east, costing motorists considerable extra fuel costs and adding both time and mileage to their journey.

#### ORIGINAL DESIGN

Cleveland Bridge was originally designed by architect Henry Goodridge to take the traffic of his day, namely horse-drawn vehicles and pedestrians, and was built in 1826 by William Hazledine. It was constructed using the warm golden Bath Stone from the area and consisted of one elegant cast-iron arched span. In 1928, to accommodate the increased weight of traffic with the introduction of mechanised vehicles, the bridge was reconstructed and upgraded to include four reinforced concrete trusses within the existing cast-iron arches.

In 1992, an investigation identified that the footways and the parapets could not take the then current levels of wheel and impact loads, and further upgrades were carried out by installing two steel portal frames under these concrete sections of the bridge.

#### SURVEYS

In recent surveys carried out by Bath and North-East Somerset Council (the highway authority responsible for the maintenance of the bridge), it was identified that several structural components of the bridge needed to be maintained, repaired or replaced in order for it to continue to function safely. The defects were deemed so significant that the weight restriction was immediately lowered to 18 tonnes until the repairs and restoration works had been carried

Suspended scaffold being installed under the bridge.



# CLEVELAND BRIDGE, BATH

With the emphasis in construction on sustainability and carbon reduction, the repair of historic and listed concrete is becoming increasingly common to not only keep these structures in use but also bring them up to modern-day standards. **Jon Bradshaw** of **Concrete Repairs Limited** reports on the works being carried out to the Grade II-listed Cleveland Bridge in Bath.

out. Although the refurbishment works were mainly to ensure the structural safety and integrity of the bridge, due to its listed status care had to be taken to also preserve the heritage value of this iconic structure.

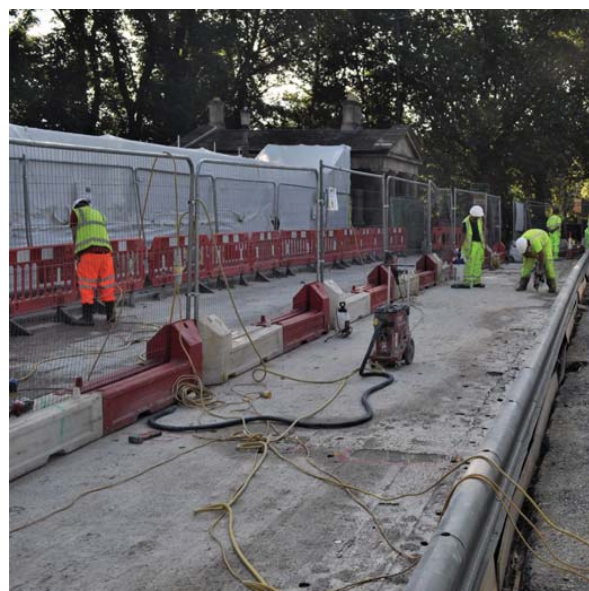
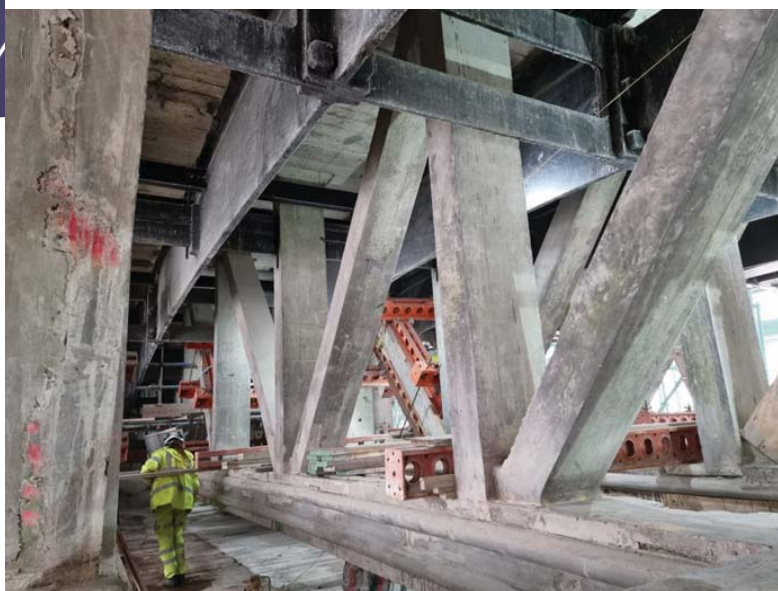
The works consisted of the following:

- concrete repairs to the truss and deck slabs (the foundation of the flat top of the carriageway)
- installation of galvanic anodes (DAS and hybrid)
- Installation of carbon-fibre plates (CFRP)
- repairs to the hanging bars

- repairs to the masonry abutments (stone supports)
- repairs to the cast-iron arches and parapets
- removal of the existing coatings and repainting of the cast-iron arches
- application of new deck waterproofing to prevent future weather damage
- installation of a protective coating system to all the exposed concrete elements.

#### PHASED REPAIR PLAN

Due to the extent of the concrete repairs, and to avoid overloading the structure while the works were being



#### TOP LEFT:

View of concrete trusses and cast-iron arches under the bridge.

#### ABOVE:

View of bridge deck with hybrid anodes being installed.

#### LEFT:

Typical condition of a concrete truss prior to repairs.

undertaken, a phased repair plan had to be implemented to coincide with lane closures on the bridge.

CRL was appointed as the specialist concrete repair contractor by the principal contractor, Dyer & Butler. The work process started with a joint survey by WSP, Dyer & Butler and CRL to identify by how much the need for concrete repairs had increased since the previous survey in 2019. Hammer testing identified where the concrete had delaminated and once the areas requiring repair were identified and marked out, operatives were able to prepare the patches to BS EN 1504<sup>(1)</sup> and carry out the repairs. The initial intention was to remove any delaminated, spalled, substandard or defective concrete using hydro-demolition. However, once it was realised that the size of the individual defects was dramatically larger than first envisioned, the allowable breakout size was reduced to maintain the structural stability of the bridge. To address the concerns about accidentally breaking out

too much defective concrete, it was agreed that these areas should be broken out using hand-held breakers.

#### ANODES

The concrete repair works carried out to date include: 551 repairs under the bridge totalling a volume of 10m<sup>3</sup>; the installation of 1.4km of DAS galvanic anodes and 2000 hybrid anodes; and the application of 1400m<sup>2</sup> of protective anti-carbonation coating. From CRL's perspective, even though the nature of the contract was typical of the works commonly undertaken – concrete repairs, continuity testing, installation of sacrificial anodes, reinstatement with a prebagged flowable micro-concrete and application of protective coatings – the scale of the works and the number and type of anodes installed was exceptional. Access under the bridge was also extremely difficult to navigate, requiring all 37 tonnes of micro-concrete to be carried below the bridge and placed by hand.

The bridge was initially closed completely for 12 weeks to allow the deck repairs, installation of the hybrid galvanic anodes, deck waterproofing and resurfacing to take place on one side, before being reopened under a single-lane closure to enable operatives to work safely on the closed side of the bridge.

#### UNFORESEEN ISSUES

The works have not been without their issues, with the biggest change being the increase in the quantity and size of the concrete repairs required – from 4 to 10m<sup>3</sup>. As the amount of concrete that was needed to be broken out in individual patches increased by such a large amount, it became necessary to install a system of temporary propping to support the individual elements as they underwent repairs. Designs were needed for each set of temporary works and, coupled with their installation, this increased the duration of the works significantly.





**TOP RIGHT:**

Temporary works required around repaired areas.

**BELOW RIGHT:**

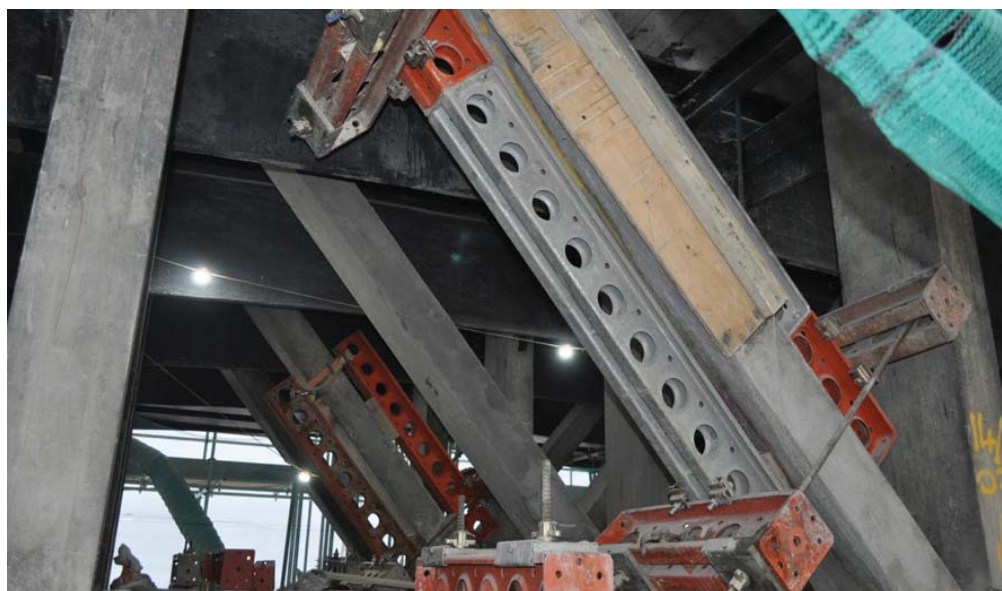
'The New Bridge at Bathwick' (1830 engraving by FP Hay).

**INSET:**

Corrosion on the hanger bars at the north end of truss four.



The next issue that wasn't envisaged at tender stage was the need for electrical continuity between the reinforcement bars within the structure. For the galvanic and hybrid anodes to work as designed, all the reinforcement bars needed to be electrically connected to one another. This is normally the case if the bars are tied tightly together, but due to the level of corrosion on the bars there was no longer any electrical connection. To overcome this issue and make sure the cathodic protection system worked correctly to protect



the whole structure, it became necessary to weld an additional 60m of 8mm bars between the existing uncorroded reinforcement to reintroduce electrical continuity before installing the galvanic anodes.

Even at this late stage of the project, new issues are coming to light that couldn't have been foreseen at tender stage and are still likely to delay the full opening of the bridge further. It was recently discovered that the hanger bars at the north end of one of the trusses have suffered significant and severe corrosion, estimated to be approximately 40% of their cross-sectional area. This could pose a serious enough risk of structural failure of the bridge were it to reopen to all vehicles

before some form of repair is carried out. Hanger bars are not a commonly used engineering solution in bridges and deciding how to repair these corroded hangers is proving to be a technical challenge. Various options are being explored, with the current proposed plan being to place a bearing underneath the trusses to take the bridge loading.

At this stage, all works on the bridge are due to be completed in September 2022. However, with the ongoing issue with the hanger bars this date is likely to be extended. **C**

**Reference:**

1. BRITISH STANDARDS INSTITUTION, BS EN 1504. *Products and systems for the protection and repair of concrete structures. Definitions, requirements, quality control and evaluation of conformity.* BSI, London, multiple parts.





## Redbridge Viaduct

### Redbridge Viaduct Phase 3 Concrete Repairs & Cathodic Protection

The CRL team have been back since June 2022 working predominately on the 1960's north viaduct that has suffered deterioration from the coastal marine environment. The viaduct consists of two 3 span bridges over the river Test and railway lines. There is a further single span bridge over a class B road.

The works were successively negotiated by the Bristol Office following the successive completion of the phase 2 concrete repair and ICCP works carried out between March 2020 and October 2021. The benefits of this were that the same teams would deliver the quality of works revealed in the previous works package, together with the knowledge base when working in the sensitive environment. As an example the site is located on Site of Scientific Interest (SSSI) and there are strict controls in place for the intrusive works around the marine environment.

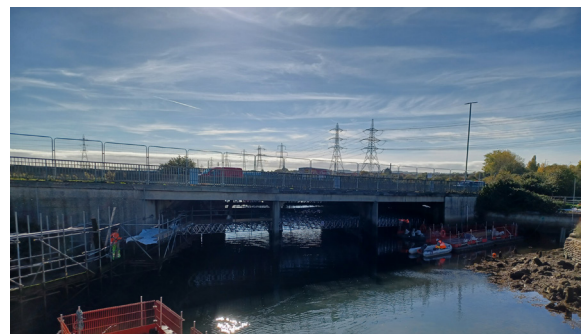
In respect to the works, extensive investigations were carried out on east bridge where poor electrical continuity in the steel reinforcement was identified by the site team early in the works. The effect of this resulted in the changing of the Cathodic Protection (CP) system from an Impressed Current to a Galvanic system. Similar investigations are being carried out on the west bridge where a similar issue has been identified. The main issue of poor continuity is due to the type and configuration of the link reinforcement in the structures.

The site team are now progressing with the six phase of concrete repairs on the east bridge, along with the installation of the anode vector XP2s & XP4s. Each concrete repair needs careful consideration with the spacing and type of anode installed, which our ICorr Level 3 Robert Najcak is directly involved with. Other site team members are ensuring the reinforcement is made continuous using tack welding and recording the installations & repairs using the web-based Procore software.

The works are currently planned for completion in October 2023 with a number of activities still to be carried such as repairs & CP to the west bridge, temporary propping & repairs to Redbridge bridge at Test Lane and concrete repairs & ICCP installation to piers 5 & 6 on the south viaduct. CRL Surveys have been supporting CRL on the project with a number of investigations and surveys for the forthcoming works.

It is hoped that there are other future works at Langstone bridge and Hasler Bridge that can be negotiated in the same collaboration relationship with Milestone and Hampshire County Council.

Thanks to all currently involved with this challenging project.





## Hilton London Metropole

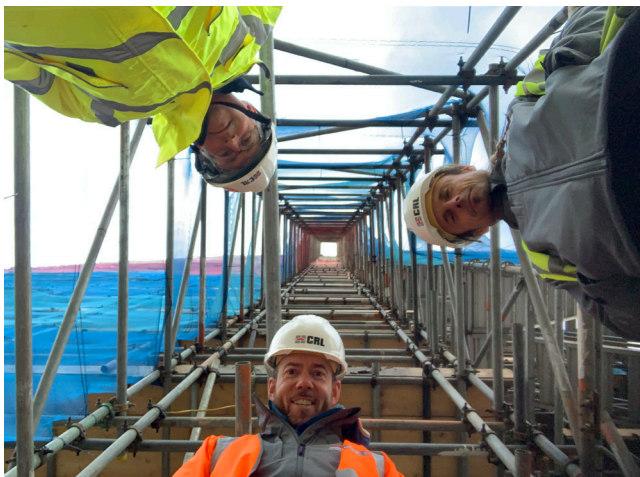
Built in 1972 by the noted architect Richard Seifert, the Hilton London Metropole is one of the tallest buildings in Westminster. Richard Seifert was also responsible for the design of Centre Point and Tower 42 (formally the NatWest Tower).

The Northeast elevation on the Tower Wing comprises precast concrete façade panels on the outside which have been covered with tesserae (textured mosaic tiles). Over the years pieces of concrete and render had spalled off these panels necessitating the erection of a protection fan in the street below.

In 2021 CRL Surveys were engaged to carry out a survey as part of their long-standing relationship with the Hilton Group. The survey found that there were various areas of spalling, cracking and delamination to the concrete panels. Once the survey had been completed, and the report compiled and considered, CRL were approached by the Contract Administrator for ECI on the project to put together a specification which could be priced, as well as to assist with the assessment of quantities and a scope of works. After a long and involved tender process, and a lot of informal ECI hours put in by Messrs Read, CRL were finally awarded the project (valued at £488) in April 2022.

The works involved cutting out the spalling and delaminated areas of concrete & tesserae and re-instating the patches using a suitable repair mortar. The temporary works required to access the areas to be repaired were a significant undertaking and necessitated Samuely being brought in as checking engineers for the ground conditions and access scaffold. Licencing (as always in London) was complex as the scaffold sat on a TfL Red Route. We are led to believe that the scaffold is the tallest ever erected by CRL at 91 metres high. Thanks must also go to Kev and Team at Tone Scaffolding Services for their dedication and skill in getting the access works erected in difficult conditions.

To ensure that the finished repairs matched the surrounding tesserae a bespoke repair specification was produced by Patrick Smyth, in conjunction with Fosroc. Hat's off to Paul Curran and Peter Penfold for their skill in achieving the excellent texture-matched finish! Latterly we have been instructed to pin the entire elevation with over 12,000 Helifix ties to ensure that the scaffold doesn't have to go up again for quite some time! The next elevation is due to start in Spring 2023...





## Nun Mill Bridges, Northampton

The Nun Mills Bridges, - Road River and Sluice Gate are located in Nun Mills Road just outside of the Northampton town centre in Northamptonshire. The bridges provide vehicular crossing over the river Nene for the nearby Avon Cosmetics and their maintenance is the responsibility of the University of Northampton.

The Road River Bridge is thought to have been built in the 1940's and no records could be found as to when the Sluice Gate Bridge was built, but at a guess we would say around the 1960's.

The bridges have slowly been deteriorating over the years with large areas of concrete spalling on the undersides of the beams. This was highlighted to the University in a report compiled by JPP Consulting in July 2017. After a long period of debating what to do (and no doubt wondering where the monies were to come from for the repairs required) a tender for the works was issued in February 2022. CRL was first appointed to carry out some ECI works in March 2022 with an order of £213k for the main contract being awarded in October.

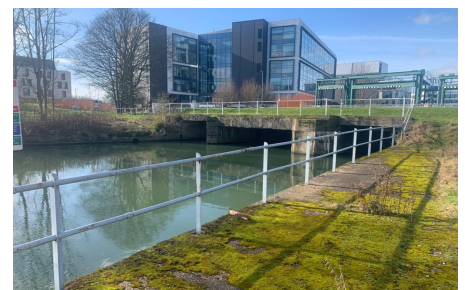
In order to carry out the repairs to the underside of the beams a full 'pontoon' system was installed under both bridges (see photos). This has provided a stable platform to work off, although on the River Road bridge the working height does vary slightly due to the increase or decrease of the level of the water in the river. At the Sluice Gate Bridge, it is a bit more complicated.

Depending on the level of the water in the river the sluice gates are either closed or opened to allow the level of the water upstream to remain fairly constant and avoid any flooding. This has required constant interaction with the local Environment Agency personnel to monitor these levels and manually close/isolate the gates when necessary to enable us to carry out the works.

The work activities comprise mainly of concrete repairs (which as you can see in the photos really needed to be carried out!), and the application of a fairing coat to all the exposed concrete surfaces.

Besides the normal aspects of a bridge repair project over a river with live traffic above, we have to contend/deal with the 'wildlife' in the area. There are otters who live just upstream from the River Road Bridge and swans, geese and other bird life which consider the river their domain. Fortunately, the area we are working in is not SSI designated, unlike other areas just downstream from the bridges.

The works started in November and the project is expected to take 12 weeks to complete. To date things are running smoothly and we hope it will stay that way ...





## CRL Working at Loch Riecawr

CRL have been working on a remote dam in the southwest of Scotland at Loch Riecawr. This is a Scottish Water asset that is set within the Galloway Forest and is only accessible along unmade forestry roads. Just to make life interesting the phone signal stops about 8 miles from the site and to start with we had nothing but thanks to Mr Elon Musk we have managed to get a Starlink connection working on the site and this makes life a lot easier and gives us a way of dealing with emergencies on the site if they should occur.



We have been working at Riecawr since the summer when we had major problems trying to work in temperatures well above 30°C where we had to be very careful with curing to make sure the repairs didn't dry out too quickly and crack.



We are now at the opposite extreme where we are working in temperatures of -10°C where we simply can't put back any repairs, we can only break out. This is all part of the fun of working in Scotland where you can be roasted and being eaten alive one minute and the next minute you are worrying about bits dropping off due to the cold.

Our newest Site Engineer, Adis Tusku is looking after this project with his on-site team, led by Supervisor Scott Anderson. The team are working well delivering a quality job in extreme conditions and at least now there are no flies or midges to worry about, just the brass monkeys.





## Boulby Mine wins Concrete Society Award!

For the third time in a month CRL won an industry accredited award for the repair works and cathodic protection scheme at the Boulby Polyhalite Mine in North Yorkshire.

December saw CRL pick up Highly Commended for the category of CRA Project of the year over £1M by the Concrete Society Awards. (This was for the External and Internal works).

In November, it was recognised as Highly Commended in the category for all projects up to £1M by the Civil Engineering Contractors Association North-East branch. (External works).

Best of all, Boulby Mine was also judged to be the overall winner at the Concrete Society Awards for the best Repair and Refurbishment project. (This was for the External and Internal works).

Feedback from the CRA - "We were impressed by the range of skills and concrete repair disciplines involved, with significant structural repairs. What really made CRL stand out was the level of detail and clarity regarding environmental impact and sustainability."

There is a huge amount of effort, skill and dedication that goes into undertaking these projects from business development and estimating to carrying out the works on site and also producing the submissions. It involves all facets of our business including quality, safety and social value and awards such as this are recognition of the talented people we have at every level within the company.





## A19 Tees Viaduct

The A19 Tees Viaduct project started in July 2022 and was programmed for 57 weeks.

The works involve concrete repairs, surface preparation and cathodic protection to eight piers along the viaduct.

Specialist sub-contractors are on board to provide their services for the hydro-demolition, Guniting, and cathodic protection works to enable the smooth running of the project, currently the project is on program with two piers completed after passing their post spray test checks allowing the scaffold to be dismantled.

Repair phases are marked out from the drawings and taken out using hydro-demolition, following on from the hydro-demolition the repairs are trimmed up and new steel added, the continuity of the steel within the repair is checked and all steel that isn't continuous is made continuous and signed off by the clients' engineers, the repair and test panels are then sprayed and cores taken, only when the cube strength has reached 30 Kn can the next phase be taken out.

Once all the repair phases have been complete CRL complete a half cell survey to determine where the reference cell locations will be, the area is then surface prepared using a UHP Hydro-dem machine to allowing for the installation of the cathodic protection, on going testing of all the CP is carried out during the installation and a pre-spray test is carried out by Kevin Davis, once completed and signed off the structure is sprayed with Renderoc DS with a 25mm overlay.

More testing is then required, and the junction boxes and power cables are installed to complete the pier, only after a final delamination survey has been complete and passed can the scaffold be dismantled.

CRL are engaging with Sir Robert McAlpine regarding future works to sixteen other piers along the viaduct taking the project to May 2025, SRM have instructed to start erecting scaffolds to four of the new sixteen piers to avoid delays to the program, CRL are hoping to have the order for the next sixteen piers in the early part of the new year.



## M56 Simonsway and Hollyhedge Scheme

Project: M56 Simonsway and Hollyhedge Parapet Renewal Schemes, Wythenshawe, Greater Manchester

CRL Scope: Engaged by National Highways as Principal Contractor to undertake site establishment and installation of protection against vehicle and pedestrian access; concrete survey; Installation of temporary works (Combisafe system); concrete repairs; removal of existing steel railing system and replacement with new 1.8 m high Vehicular Parapet.

The bridges carry busy residential and local business traffic over the M56 Motorway located approximately 2 miles from Manchester International Airport.

The two structures are being completed in tandem with the focus on delivering the scheme within a 13-week window with planned completion early new year 2023.

It was an essential requirement that the works did not impede the traffic flow or pedestrian access and therefore close consultation with National Highways and their Traffic Management specialist has been conducted along with regular communication to affected residents and business owners.

### Key Challenges:

- Completing the works without disrupting the existing traffic flow and allowing pedestrian access
- Winter working and phased night closures to install Combisafe and site protection measures
- Condition of existing parapet railings and the substate requiring additional design support
- Access and egress into works to be carefully controlled especially deliveries
- No space for site compound at either bridge location so remote compound set up within 10 minutes of site
- Constant liaison with Traffic Management Specialist





## Area 9 (West Midlands) An Update

Success has recently been achieved with the issue of 2 significant orders under the Scheme Delivery Framework (SDF), from National Highways (NH) to CRL in Area 9 (West Midlands Region). The first of these orders (value £1.4 m) is for bridge refurbishment works at Barthomley - J16 M6. The second order of £11.2 m, is potentially the first of 3 high value projects at Oldbury (J2 M5), returning CRL to familiar settings. The work scope is principally for concrete repair (CR) and cathodic protection (CP) installation on the underside of the highways infrastructure.

Barthomley started on site on the 5th December. The first phase at Oldbury is due to start on site on the 16th January. We await further news on a second award of a £8.1 m for a follow-on project at Oldbury, with the possibility for a 3rd award later next year for an as yet, unspecified lower value contract. The Oldbury projects have the potential to exceed a total value of £20 m.

Area 9 staff are not only dealing with contract awards – the Highways business is engaged in advanced detailed Early Contractor Involvement (ECI) on at least 4 other projects within the first allocation of work from NH, with an additional 3 new projects already notified to us for the 2024/2025 allocation. Early designs for these new schemes are being evolved in preparation for joint development with our client.

## Area 7 (East Midlands) An Update

In Area 7, we have entered into discussion on 2 new projects – both CP – and are anticipating that these will proceed to site in around 12 months time.

## A General Update...

To enable us to sponsor our work with adequate, appropriate and competent management and site staff, we are actively recruiting new people to populate the project organograms we have in place. The knowledge and experience we are gaining within Highways right now, is actively contributing to the future of the Concrete Repairs Limited future workload, as never before.

The complexity of many of the projects we are involved in now, has added skills to our workforce knowledge that as individuals, we could not have originally anticipated. The work is varied, interesting and rewarding - and we embrace it.

## Snapshot... What's happening in Australia

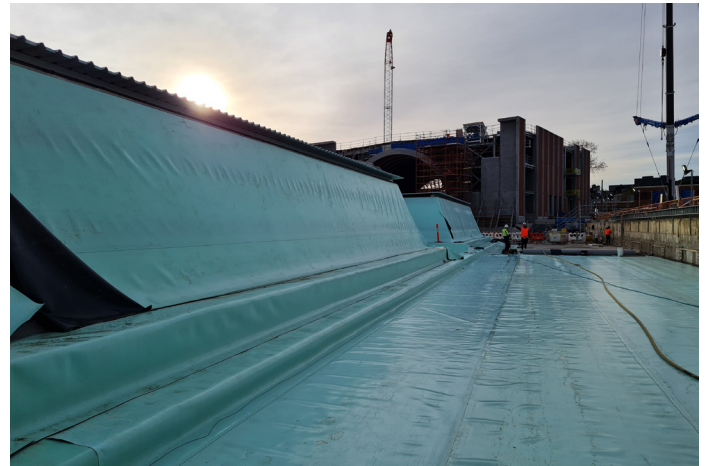
### West Gate Bridge

CRL Australia are pleased to announce we have been awarded West Gate Bridge waterproof membrane replacement works for the fourth successive year. CRL secured the contract to complete 3,060m<sup>2</sup> of captive shotblasting, the application of three-coat Matacyl WSM Waterproofing System and third-party testing. Work will commence on the 26th of December in lane 4W with the existing road surface and membrane being removed before we commence blasting on the 27th of December. Well done to the team for their hard work on the bridge so far and securing the contract for a fourth year running!



### Melbourne Metro Tunnel

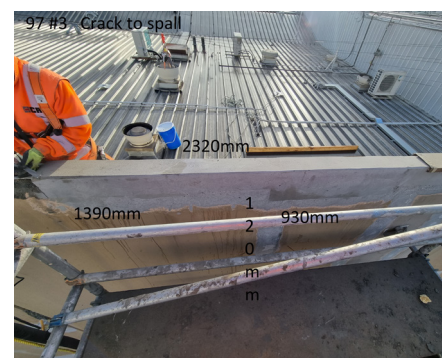
CRL Australia continue works on the Melbourne Metro Tunnel Project, working across 8 stations installing bonded and unbonded waterproof membrane, and carrying out injection works. To date CRL have installed over 80,000m<sup>2</sup> of bonded and over 11,500m<sup>2</sup> of unbonded waterproof membrane across the whole Melbourne Metro Tunnel project. CRL will continue works on this project into 2023.



### Fountain Gate

CRL continue concrete repair works at Fountain Gate Shopping Centre, where CRL are the Principal Contractor. The project was due to finish at the end of 2022 but after a variation order was issued the project has doubled in size, pushing the finish date out to late 2023.

CRL have engaged a subcontractor to manage the traffic control as half of the works will take place in the live car park of the shopping centre. All works will be carried out at height, working out of MEWP's and scaffolding to complete the repairs.





# Lifespan Structures

## An Update...

The past 6 months have continued to be a busy time here at Lifespan and we continue to work on a strong pipeline of projects that are at various stages of development, heading into the new year.

The number of bridges we have designed and supplied is now over 40 in the UK with many more to follow in 2023 - why not take a look at our new interactive map on our website to see which one is closest to you ?

As a result of investing in additional resources a key part of our recent strategic activity has been to present our 'Bridging The Gap CPD' to bridge owners & consultants throughout the UK .

We have managed to do this at a rate of almost 1 every week, enabling us to identify not only future Lifespan FRP bridge projects but also taking the opportunity to highlight the capabilities of the Centura Group of companies

This approach has already started to result in enquiries and tender opportunities to be identified for our Group companies of CRL & Samuely

Other significant events include the forthcoming 10th anniversary of one of the first of the Lifespan bridges to be installed as well as the fact that we are now able to design, manufacture and supply resin infused FRP bridges that are capable of withstanding vehicle loads of 44Tonnes.

Our first project of this kind in the UK has just been installed for Forestry England after extensive work by the. Lifespan team with the Client to provide a far more sustainable, cost effective and durable bridge deck solution than had been traditionally used whilst also reducing the carbon footprint and energy embodiment in the bridge structure.

On the same subject of sustainability & as a result of continuing to listen to the requirements of our Clients we are also not only fully replacing existing, failing bridges with our Lifespan FRP bridges that will last 120 years but we are also providing hybrid solutions where we are able to replace elements of the bridge.

Such an example of a typical bridge constructed from a steel superstructure with a failed timber deck & parapet.

In order to minimise the carbon footprint & energy embodiment we have developed an innovative system where we replace the decks with our Lifespan FRP system as well as replacing the parapets.

This is yet another significant step forward in the solutions that we are able to offer to the industry and we are confident that the use of such Lifespans bridges will now develop at an even faster pace over the coming years ahead.





## Brooke House, Basildon

The significance of Brooke House is principally invested in its architectural interest, which is derived from its physical presence and bold architectural form and features, such as the striking 8 metre V shaped pilotis, which elevate the upper floors of the building, and the distinctive projecting triangular windows.

The proposed works includes the construction of new ground level extension to provide a new fully accessible entrance with a link across into the existing lift lobby and associated residents facilities. This includes the extension of the existing escape stair at the south end of the building to ground level and the introduction of new lift providing level access to the existing lift lobby and also access to a new roof terrace above the new extension.

Working with Axis Mason architects, we have been appointed by Basildon Council to provide structural design for the ground floor intervention, comprising a single storey steel framed structure with a concrete ground floor/roof on metal decking.

The work was completed to BIM Level 2 standard, in accordance with government requirements.

The project is out to tender with a start on site expected in early 2023.





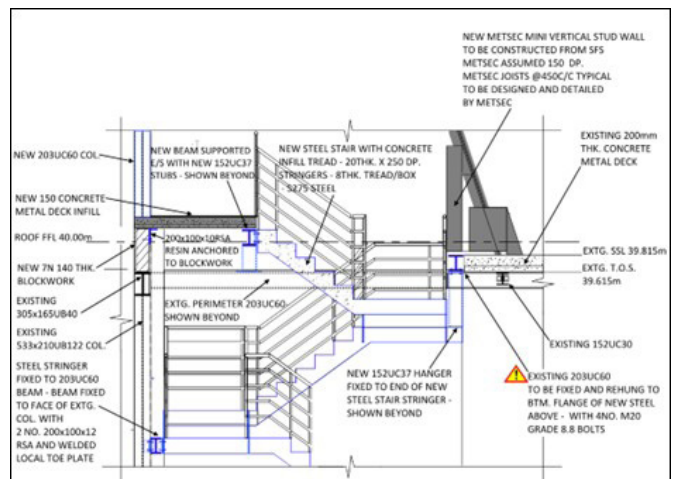
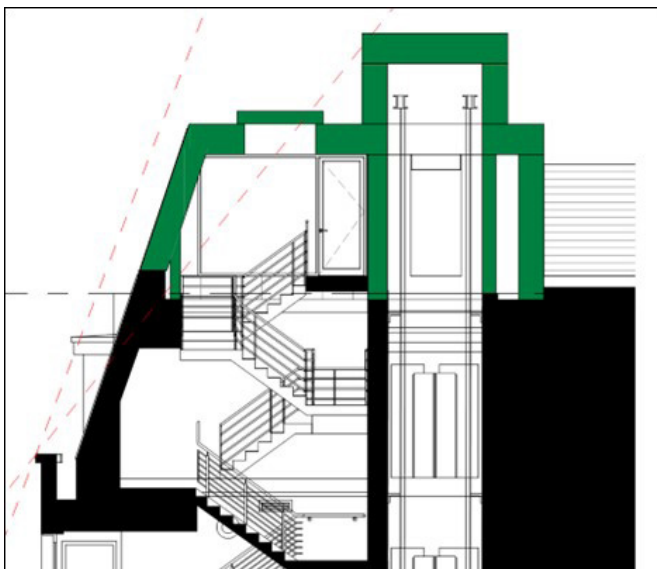
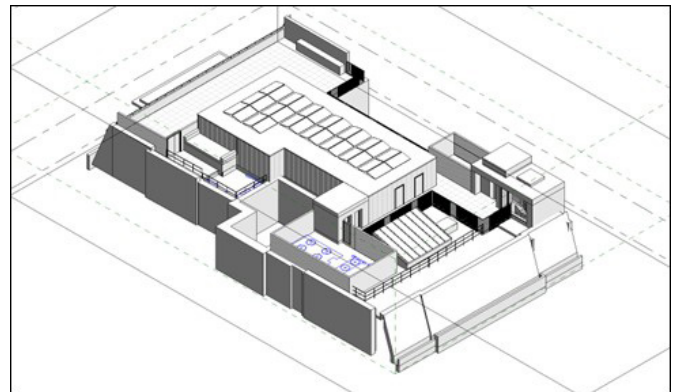
## Cassini House, London

Cassini House is currently office / commercial space on St James Street, Green Park, London. The stonework façade is original whilst the main structure behind is concrete metal deck steel frame originally designed by Waterman Group in 1997.

Working with architects Squires & Partners and developers Palmer Tabor, it is proposed to create a shared office roof top area for events and outdoor lunch / collaborative spaces. The existing staircase and lift core are required to be extended to grant easy access to the roof. Existing plant is to be also relocated to open up the existing space further to accommodate a bar, facilities, and various seating areas. PV panels are also to be installed on the smaller raised plant room roof.

The original record drawings from Waterman Group were available to the team, therefore the extension of the stair and lift core was designed accurately to accommodate the existing structure. These existing drawings proved invaluable as the proposed staircase cuts through a main existing roof support beam which is now to be re-supported off the lift core columns through new cantilevering beams. The record drawings also confirmed the load capacity of the roof and allowed our design to be very efficient in accommodating the new build-up of pavers.

The project achieved planning permission last month and is due to be on site in the next 3 or so months.





## Vale View Day Care Centre, Lancaster

CRL teamed up with Kier to improve the garden areas for service users and staff at Vale View Day Care Centre in Lancaster.

Vale View Day Care Centre offer a safe space, hot meals and activities to adults in the community with learning disabilities. They do brilliant work and CRL are proud to have been able to help in a small way.

Like many care centres, outdoor spaces play an integral role at Vale View, providing scope for a range of activities and a nice place to spend time. Sadly, years of neglect due to Covid had seen the gardens look dated and in great need of sprucing up. The Centre were unable to undertake the works themselves, and Kier kindly arranged to lend a hand, inviting CRL in the process.

Five CRL colleagues spent the day at the Centre helping to repair and paint three raised flower-beds, paint a wooden arbor, repair a dislodged manhole cover and provide general garden maintenance in addition to donating materials. The CRL and Kier team made a real difference to the garden which was hugely appreciated by the Centre and no doubt will improve use of the garden in the future. We hope the service users and staff enjoy their rejuvenated garden!

Quotes from Vale View Day Care Centre:

"What a fantastic job! Our service users will love spending time in the garden now!"

"What a fantastic day! Thank you so much to Kier Construction [& CRL] for all your hard work and to Lancashire Volunteer Partnership for arranging this to happen! Everyone from Kier [& CRL] worked so hard to give our day centre gardens a make over after 2 years of neglect due to covid. The pictures speak for themselves"





## Warwickshire Wildlife Trust, Coventry

In recent months, CRL supported several National Highways led volunteer days in Coventry in aid of the Warwickshire Wildlife Trust.

The first volunteer events saw CRL collaborate with National Highways and other contractors at Lake View Park to improve wildlife habitat and accessibility in the Grey's Wood Nature Reserve area of the park. Tasks included building safe paths, cutting back vegetation to improve access, working to improve the light/shade regime to encourage wildflower growth in the spring and clearing vegetation to allow trees to grow unhindered.

The second event involved improving the grounds at Allesley Scout Hut in North West Coventry. CRL helped to remove invasive species, clear vegetation and make the area safer and more child friendly for various activities.

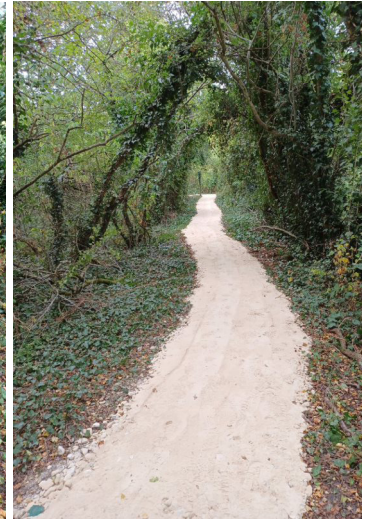
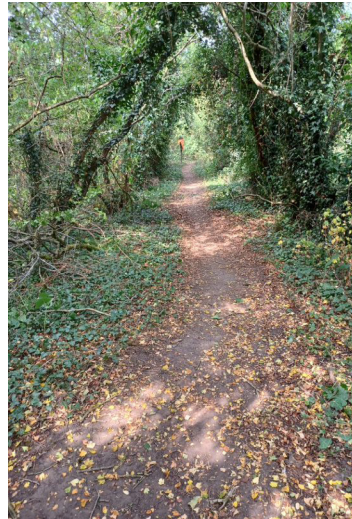
The improvements carried out in Grays Wood will support the Sherbourne Valley Project, led by Warwickshire Wildlife Trust, which aims to reconnect the people of Coventry with the River Sherbourne and the green spaces beside it.

The projects that CRL supported were well received by the Warwickshire Wildlife Trust -

"This new path has improved the access into a local woodland, that was previously unwelcoming and difficult to explore due to the uneven, very muddy paths. Places like Grays Wood can become off limits in the wet weather and yet connection with nature is vital for good health and quality of life.

"The new smoother, wider paths also now open up the woods for people who are unsteady on their feet and are better for wheeled access.

"The clearing is a space that can be used by community groups and provide a wider range of people with the chance to experience the woods close up. The impact the donation of this path will make cannot be underestimated. It will bring freedom and the joy of nature to many people who simply couldn't have had it before."





# Social Value

46.93  
(existing)

GARDEN

## Paul's Place, Bristol

The latest Community Project undertaken by CRL Bristol was to work for a day in the garden of Paul's Place in Coalpit Heath. Martyn's wife has worked for Paul's Place for almost 15 years and the charity provides a programme of daily activities that support adults with physical, cognitive and sensory impairments.

Six CRL colleagues spent a day on site in the sunshine painting fences, trimming hedges, clearing weeds and leaves and laying weed-suppressant membrane topped with bark.

We met some of the wonderful volunteer helpers and clients and at the end of the day they were delighted with the improvements we had made to their outdoor space where they like to hold many activities.

We had some great feedback from Paul's Place: "Thank you so much for all the incredible work you and your team completed last week, and for your generous donation of resources. The garden looks amazing and it has made such a huge difference. Thank you so much again."





# Social Value

46.93  
(existing)

GARDEN

## St Andrew's Church

CRL, V&G and National Highways collaborated with Studio One, Recovery Pathways GMMH (Greater Manchester Mental Health NHS Foundation Trust) to paint the hallway of St Andrew's Church to improve the aesthetic and support the service provided to the local residents in Wythenshawe. Recovery Pathways provide mental health and wellbeing support through a variety of ways, helping people get back on track.

The project was a great success and highlighted and showcased the collaborative spirit by all involved. In addition, CRL received excellent feedback from those at Recovery Pathways.

"CRL, V&G and National Highways in provided some much needed decorating for our Recovery Pathways Studio One service based at St Andrews in Wythenshawe.

I was approached by CRL Site Manager, Michael Harris who initially wanted to book a meeting space for CRL. Whilst discussing the firm's commitment to community engagement Michael offered some volunteer hours and payment for resources to paint the hallway of the church to improve the look and feel of the service provided to the local residents.

Along with the professionally finished result, I would like to say how respectful the team were to the service users they met during their time there too. I look forward to continued partnership in the future."





# Social Value

## Christmas Charity Efforts

### Trussell Trust Collection

CRL lead the National Highways Yorkshire and North East Community food collection for the Trussell Trust. This collection effort coincided with the Trussell Trust's first ever emergency food appeal as demand soared due to the cost-of-living crisis.

Food was collected in offices and sites across the region and split between food banks in Barnsley and Middlesbrough. Collectively, sixteen YNE Community members collected the equivalent of 714 meals for Barnsley and 236.75kg of food for Middlesbrough (each food bank measures donations in a different way!). A huge well done to those at the Chesterfield office for their contributions. Needless to say, both food banks were incredibly grateful.



### Hamper Donations in South London

CRL teamed up with EthStat, a social enterprise based in South London to purchase Christmas hampers which support getting homeless people into employment and back on track. Hampers were filled with ethical food and wellbeing products which are plastic free, and locally sourced from other UK social enterprises.

We asked EthStat to donate hampers to homeless charities they work with in South London such as Evolve Housing & Support and Croydon Nightwatch which incidentally are nearby to our Mitcham office.



### More Food Bank donations

A big well done to the M6 River Dane site team who collected food for a local Trussell Trust food bank - supporting their local community!



### Warsop Parish Council Christmas Smile

CRL alongside Business Supplies Ltd supported Warsop Parish Council 'Christmas Smile' Appeal for food and toy donations for the local community.

CRL bought a range of toys, books and food which VI Distributions added to with hat and glove donations. Food and toys were distributed to local families who are struggling this Christmas and will make a real difference! Well done to Keysha Parker for arranging.





# Karen Cummins

4693  
(existing)

GARDEN

## ANNOUNCEMENT

### KAREN CUMMINS

1980-2022

It is with deep sadness that I announce the passing of our Group Training Manager, Karen Cummins.

Karen has been seriously ill and in intensive care for several weeks. She left us on Saturday 10<sup>th</sup> December. Karen was 42 years old. She leaves behind her son, Dylan, age 6.

Karen joined the company in 2007. She started in the HR department before joining our growing training team. More recently she was promoted to Training Manager. Her efficiency and dedication in this role has been felt by all of us.

She will be sorely missed by everyone in Centura, especially her sense of humour and strength of character.

We will remember her in our thoughts and prayers. Our condolences are extended to her family.



# Congratulations!

## Anne Idziak & Alasdair MacDonald

Congratulations to Anne and Alasdair who are getting married before the new year! We wish them all the best!

A few words from Anne -

"We got engaged on 28.12.21 in Krakow, Poland and have organised the wedding exactly a year to the day on 28.12.22. My parents were Polish so it was special to get engaged in Poland and one of my sisters live in a place called Sanctuary Point, South of Sydney. She has been there since I was 10 (48years). We are getting married in her garden amongst the kangaroos. They wander the garden as if it belongs to them.

We are away on the 12.12.22, doing a bit of travelling then Christmas, wedding and New Year with my sister before more travelling and back home on 19th January. We are having a second 'wedding' on 25.02.23 for family and friends this side of the world so it's a busy time."

