

CENTURYAN

Control & Consistency

Issue 23
July 2024

As we approach the middle of 2024 I am very pleased to say hello and welcome to everyone from the front page of Centuryan. This edition is being created by our new Marketing Coordinator, Akanksha Nath. She assures me that this edition will be the best ever as she brings fresh new ideas and presentation. We all wish Akanksha the very best in her new role with the company.

As many of you know June is also the end of our financial year. All the indications are that Centura and its subsidiary companies will report another strong performance.

It is amazing to see that we now employ more than 350 people in multiple and varying roles around the business. That growth in personnel is of course matched by similar growth in our sales figures across the Group which this year will be another record. It is true that construction activities are on the increase and that is helped by lowering inflation and steady interest rates. However our fortunes are not only decided by the marketplace.

Our business cannot operate in isolation. The company derives its income almost entirely from its engineering based activities. We have been carrying out those activities for a very long time and we are very good at what we do. But we need to trade in changing world. A world where we are judged not only on our site activities but equally by our impact on the world around us. Our finances are checked and approved by external auditors. Our environmental performance, our climate impact and our relationship with local communities are also checked and approved by external audit.

Many of the people newly employed by the Group and its companies are

involved in these pursuits. We are checked and audited multiple times a year and in all locations. We do well in these checks simply because we have always been a caring business.

We have always considered our environment, we have always given back to local communities and we have always put the safety and welfare of our staff above all other considerations. I am confident that those external checks and judgements will confirm just what a good business we are.

In CRL, the internal competition heats up as our UK regions all pursue similar sales targets for next year. In Australia our Melbourne branch office is expanding its activities outside that State of Victoria as new management and new ideas take root. Based in the Midlands our Highways teams cover opportunities across the whole of the English trunk road network. Larger and more complex schemes are now being planned.

The team in Surveys continue to grow, once again reporting a very strong performance both on external projects

and on many joint opportunities with CRL. Our engineering experts in Samuely are now based in Mitcham enjoying newly refurbished offices and a continuing flow of opportunities.

Lifespan, our sustainable footbridge company is reporting a very long pipeline of future projects covering all corners of the UK.

So we find ourselves in a strong and stable position as a group of businesses. But that momentum must keep on rolling. The innovation and commitment from everyone in the business must be maintained. We must be careful to grow with control and consistency.

Above all we must maintain our position as the best in the business.

Thank you, one and all.



Tony Rimoldi
Chief Executive

Samuely
Consulting Structural Engineers



The Numbers

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



CENTURA GROUP

Jan - June 2023

Customers & Markets

1382

No. of tenders submitted

£167m

Value of tenders submitted



722

No. of new contracts awarded

£52m

Value of contracts awarded



Training, Quality & H&S

750,120

RIDDOR free hours *(stats to May 2024)

98%

CSCS carded site workforce

Financial & Stakeholders

Turnover year to June 2024



Profit year to June 2024



Overhead costs year to June



Cash Flow



Group Business Plan Sales for Year to June 2024

	Target	Total
Concrete Repairs Ltd		
Bristol	£9.5m	
Chesterfield	£9.5m	
Highways	£16.75m	
Falkirk	£9.5m	
Mitcham	£9.5m	
Australia	£6.5m	£61.25m
CRL Surveys Ltd	£2.1m	£02.1m
FJ Samuely Ltd	£0.25m	£00.25m
LifeSpan Ltd	£0.6m	£00.6m
Total Sales		£65.3m

Welcoming Onboard

Centura

Olga Spivak
Anisha Patel
William Wan
Elton Shango
Akanksha Nath

CRL Chesterfield

Luke Mobberley
Karl Butler
Jacob Birkby
Daniel McNamee
Steve Wyld
Colin Hayes
Ryan Buchanan

CRL Mitcham

Drini Hazizi
Roland Dorti
Ayomide David Olabisi
Benjamin Hallett
Aldo Agaci
Alexandru Ioan Fecioru
Gabriel-Sebastian Litescu

Survey

Leonard Mustre
Neer Pandit
Selene Orejon Tejera
Gavin Ford
Sophie Conlon
Cory Charlesworth
Najib Abukar

CRL Falkrik

John Winton
Cameron Quinn
Anna Moore
Graham Grant
Alexander Muirhead
Christopher Halliday
Lewis Martin
Scott Spence
Daniel Rankin
Anne Cumming
Dylan Murray
John Dunn
Rares-Liviu Onofrei
David Brady

CRL Bristol

Cory Mason
Nathan Emery
Nigel Emery
Danielle Franklin
Ryan Holland
Ethan Hughes
Keitan Li
Jack Davies
Vinnie Arnell
Sabarirajan Tamilselvam
Robert Jeffery
Gareth Stokes
Kyle Sheen

CRL Highways

Jamie Bath
Victor McCleary
Gobindraj Kular
Hoi Yan Cheung
Hussein Osman
Veronica Anthouard
Elliot Kemp
Sean Thomas
Thomas Jervis
Kane Clarke
Gary Trigg
Irina Ulesan
Jack Pluck
Spencer Bradshaw
Barry John Phillips
Amran Javed
James McGovern
Frederick Taylor
Sahib Singh Hora
Amit Sinha
Peter Booth
Darryl Peake
Lulezim Ndrevataj
Thomas Mursell

CRL Australia

Yoandy Cantero Miranda
Nicola Olivieri
Mitchell W.J. Hayward
David Holmen
Dean Hansen
Justin Nudo
Kenneth Leigh

Honouring Goodbyes

Robert Senior
Benjamin Lawson
Drew Clark
Nigel Randall
Stewart MacLennan
Wencila Da Silva
Scott Dumycz
Tomasz Markowski
Craig Steele
Maria Parish
Gerard McNulty
Alicia Tomkins
Paul Ritchie-Duncan
Kanujan Ketheeswaran
Waldo Zaragoza Osollo
Richard Simpson
Stuart Beddis
Daniel McCormick
Joseph Came
Kamran Ahmad
Rafal Przepiora
Damien Fleming
Michael Harris
Thomas Hutton
Christopher Cravagan
Derek Corr
Dylan McGrory
David Stewart
Jon-Paul Marrow
Sarah Wardle
Simeon Pickles
Andrew O'Farotade
Owen Henderson
Csaba Rekasi
Daniel Walsh
Nicholas Shipley
Paul McNaught

Jevan Brown
Aaron Roberts
Monica Patel
Vishal Bhagwansingh
Bradley Bostock
Neil Nixon
Szymon Bujara
Niall London
Daniel Gebreysedik
Jonathan Mills
Luke Akers
Kavel Patel
Rajinder Maras
Mihai Tabacaru
Riley Sutton
Benjamin Hatfield
Lukasz Chudy
Liam Cox
Fidel Matondo
Koffi Agbomso
Elliot Moogan
Ian Welsh
John McAdam
Lee Quinn
Amandeep Thind
Barry Danielson
Miroslaw Wiszniewski
Jason Sturgeon
Mohammad Ebad Ahmad
Paul Johnson
Eric Lee
Robbie Mullen
Dominic Burns
Julie Greenway
Sean Durdey
Waldemar Niedzielski
Aydin Suleiman

Sustainability

Net Zero

The P78 refurbishment project in Oldbury exemplifies innovative sustainable initiatives as the UK moves toward achieving Net Zero by 2050. This project has made significant strides in reducing carbon footprints and promoting the use of renewable energy. Key sustainable practices integrated into the project include:

Solar-Powered Setups- Welfare

Cabins: Equipped with an 8kW solar panel system, these cabins significantly reduce fuel consumption by harnessing solar energy, replacing the need for diesel generators.

Plant Area: Containers in the plant area have been fitted with a 5.6kW solar panel system, running entirely on solar energy since May. This reflects the practicality and effectiveness of a large-scale renewable energy implementations.

Solar Flood Lights: Our solar flood lights operate exclusively on solar energy throughout the year, highlighting our commitment to utilizing clean, renewable power for essential operations. These initiatives are integral to the P78 refurbishment project's success in advancing sustainability and reducing environmental impact.

Water Recycling from Hydro Demolition:

In addition to harnessing solar energy, the CRL P78 refurbishment project excels in recycling and reusing water from hydro demolition activities. Typically, high-pressure hydro demolition consumes large volumes of water. However, by employing Ultra-High-Pressure (UHP) technology, we have significantly minimized water usage. Moreover, wastewater generated

from hydro demolition is recycled on-site. To date, the project has recycled 300,000 liters of water. This initiative not only saved our client approximately £10,000 but also reduced transport emissions associated with water delivery to and disposal from the site.

This achievement represents a significant win for both CRL and the environment.

Solar Panel Installations Achievements

Since the installation of solar panels on in January, significant savings and environmental benefits have been achieved:

CO2 Emissions Reduction:

Decreased CO2 emissions by approx. 80 tonnes, underscoring our commitment to combating climate change and pushing towards net zero goals.

Financial Savings:

- Saved more than £20,000 in fuel costs, demonstrating the financial viability of renewable energy investments.

The P78 Oldbury project is a great example of how smart choices with energy and water can save money and help the environment. Furthermore, the project is actively pursuing PAS2080 standards, demonstrating commitment to managing carbon on infrastructure projects.

Fuel Savings:

Reduced fuel consumption by around 30,000 litres, which offers a large environmental benefit, demonstrating the lessening dependency upon fossil fuels to run P78.



Key Waterproofing Project for Thames Water

Recently, CRL Bristol achieved a major milestone by successfully completing an important waterproofing project for Thames Water. This project took place at the newly constructed Pumping Station located on the Mott MacDonald Bentley site at Upton Nerve Water Treatment Works (WTW) in Reading. This undertaking was essential to ensure the structural integrity and long-term functionality of the new facility, which is crucial for Thames Water's operations.

The project involved the meticulous installation of the Hypalong bandage to the roof/wall joint, ensuring a robust and durable seal, and the application of Triflex ProProtect waterproofing to enhance the longevity and resilience of the structure. Additionally, comprehensive surface cleaning was performed to maintain the integrity and aesthetics of the new build.

This achievement is a testament to the hard work and dedication of our site team, expertly led by Nigel Emery and Jay Harding.

Their commitment to excellence and attention to detail were crucial in successfully completing this project to the highest standards.

We would like to extend our gratitude and congratulations to the entire team for their outstanding efforts. Special recognition goes to:

- ▶ Senior Contracts Manager: Martyn Lewis
- ▶ Site Supervisor: Jay Harding
- ▶ Site Supervisor: Nigel Emery

Their leadership and expertise were instrumental in navigating the challenges of this project and delivering exceptional results.

Well done to everyone involved for their contributions to this important project. Your hard work and professionalism continue to uphold CRL Bristol's reputation for quality and reliability in the industry.



CRL Bristol

Sainsbury's King Heath MSCP- Birmingham

CRL Bristol was appointed as a sub-contractor by CTS Shopfitting to execute a comprehensive waterproofing and repair project at Sainsbury's Kings Heath Multi-Storey Car Park (MSCP) in Birmingham.

The scope of the project included the overlay replacement of deck waterproofing on the top levels 3 and 4 using Triflex DeckFloor, along with soffit concrete repairs on levels 1 and 2 employing Sika Monotop.

Additionally, the team undertook the replacement of expansion joints on the entrance and exit vehicle ramps, ensuring the structure's integrity and durability.

The process began with meticulous cleaning of the existing deck waterproofing on levels 3 and 4.

This involved using a ride-on scrubber/dryer for the main areas, while perimeter areas were cleaned with a jet washer.

The team identified and addressed three failed deck repair areas, removing the compromised sections back to the concrete substrate and performing localized concrete repairs.

Following the repairs, the deck was waterproofed with Triflex DeckFloor, which was then completed with the necessary line-marking.

The project was efficiently managed by Martyn Lewis, the Senior Contracts Manager, and Ed Clifford-Hill, the Site Manager. The project, valued at £219,000, spanned from April 15th to June 7th.

This project highlights CRL Bristol's capability to deliver complex waterproofing and repair solutions, ensuring the longevity and safety of critical infrastructure.

The successful completion of this project underscores our commitment to quality and precision in every aspect of our work.



CRL Falkirk

Another Year in Shetland Successfully Completed



CRL's Scottish office has successfully completed another year of dolphin repairs in Shetland. CRL has been working in Shetland, repairing these mooring and berthing dolphins for the last 14 years, becoming almost like locals.

In Shetland, CRL operates as a specialist sub-contractor for Malakoff Ltd, a local marine specialist contractor, with the ultimate client being Shetland Islands Council.

This year, the team was led by CRL Site Manager Stevie Brookes, supported by an experienced crew including Christopher Halliday, James Thomson, Kieran Dolan, Lewis Martin, and Scott Ferguson. During this project, the team removed 150mm of concrete from the underside and sides of the dolphins, blast cleaned and treated the reinforcement, and replaced the concrete using a dry spray method.

The works progressed smoothly with minimal issues, although the tides towards the end of the project presented some challenges, resulting in unusual shift times to ensure adequate working periods on the platforms. Congratulations to the team for completing the project on time.

Working in this area is no easy feat, and the overnight ferry passage from Aberdeen to Lerwick can be quite daunting, especially when the weather misbehaves, which it often does. Well done to everyone involved!



CRL Mitcham

Michelin House



Michelin House, located in Fulham Road in West London, is a striking Art Deco building, designed in 1906, and built in 1911, beginning life as the Head Quarters of the Michelin Tyre Company in the UK.

The building was designed as a tyre workshop and the front elevation on Fulham Road provided a drive-through tyre fitting bay for passing motorists – groundbreaking for its day!

The building has evolved over the years, becoming Grade II listed along its journey, and now hosts a Café in the front elevation where the Tyre Fitting Bay was once located.

The rest of the building is made up of a Florist, Office Space, and is also home to the Michelin Star Restaurant Bibendum, which is said to be one of the most expensive and reputable restaurants in London.

CRL were recently commissioned to undertake the installation of a Cathodic Protection system to arrest the ongoing corrosion of the concrete encased beams and reinforced concrete ribs within the basement of the building.

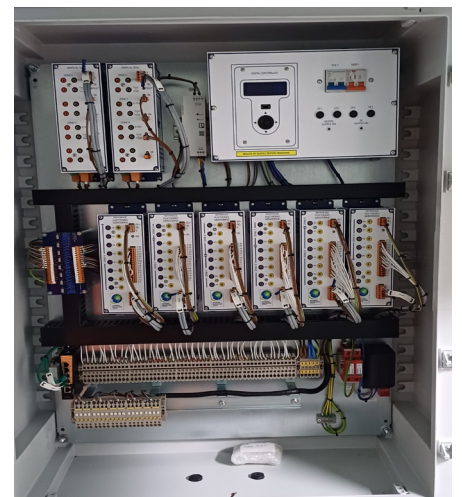
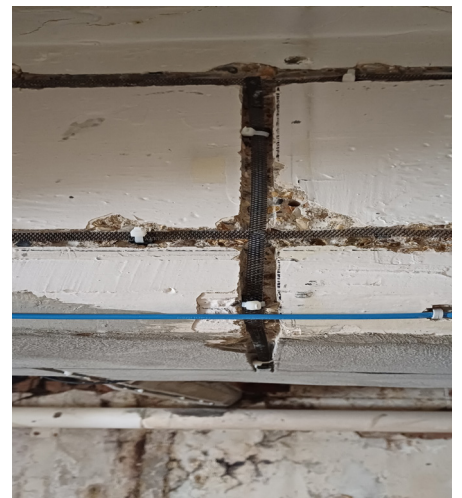
The design of the CP system was undertaken by Corrosion Engineering Solutions (CES), who following a series of investigations determined that the most suitable means of protection was to install a Titanium Ribbon CP system.

This would be fitted in several zones throughout the basement, being connected in turn to new Transformer Rectifier (TR) Units where the system can be controlled and monitored remotely.

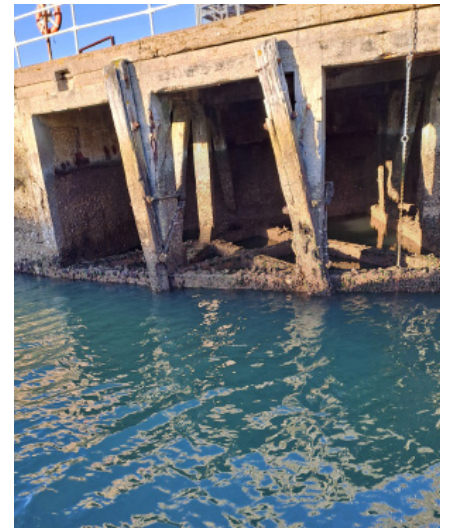
The historic nature of the structure presented a number of challenges including the need to address some continuity issues, which were successfully undertaken in conjunction with some fairly significant concrete repair works to the beams and ribs.

Works are progressing well, with the first few zones having been handed over already.

The remaining zones are due for completion late June and the system commissioned thereafter in early July. Kudos to Khalid and the Site Team.



CRL Mitcham



The Port of Southampton is a major passenger and cargo port located in the central part of the south coast of England. It has been an important port since the Roman occupation of Britain, nearly two thousand years ago, and is still regarded as a major hub for both cargo & passengers leaving & arriving in Britain.

The Itchen Quays (or Berths 30-36) were constructed and designed in 1939 to have 'dock' cranes & freight trains running along the length of the quay. Today, the only activity on the quays involves loading new vehicles onto ships for export.

In July 2023 Ramboll carried out a visual inspection, a condition survey and a structural appraisal of the quays. From the survey it was found that there were numerous areas where spalling was taking place on the concrete beams & columns, the concrete strengths were relatively low for a marine structure, the half-cell potentials indicated a high risk of corrosion, and the structure was working close to its structural capacity. As was to be expected, chloride levels were extremely high at the depth of the reinforcing.

Based on the findings from the survey, a tender was issued, and after lengthy negotiations, CRL Mitcham were awarded the contract, value £890k, to carry out the repairs to the spalling concrete.

The first phase of the works was to install the Temporary access below the existing deck in order to safely carry out the works. This has been completed, at a cost of £410k, and we are currently on site working through a 16 week programme (which is tight taking into account that we can only work when the tide is low!).

The works involved are the usual concrete repair activities, hydrodemolition to break out behind the reinforcing (although in some cases this had corroded away entirely!), preparation of the patch, installation of CPT Galvanic anodes and spray back using Fosroc RS spray mortar.



CRL Highways

Bridge Survery and Condition Report for Future Rehabilitation

As part of the National Highways Road Improvement Strategy in the North-west, CRL has been engaged to undertake surveys on the M53 Eastham Viaduct on the Wirral. This will provide crucial information on the structure's condition and will inform the planned concrete repair and cathodic protection works in the future.

A section of the viaduct crosses the Chester-Liverpool Railway Line, necessitating a series of 12 possessions.

On Saturday nights for the next three months, ending in July 2024, CRL's intrepid team, led by James Topping and including Liam King along with CRL Surveys, will carry out cover meter and dust sampling, having completed half-cell testing during the previous possessions. Jose Castro is managing the project.

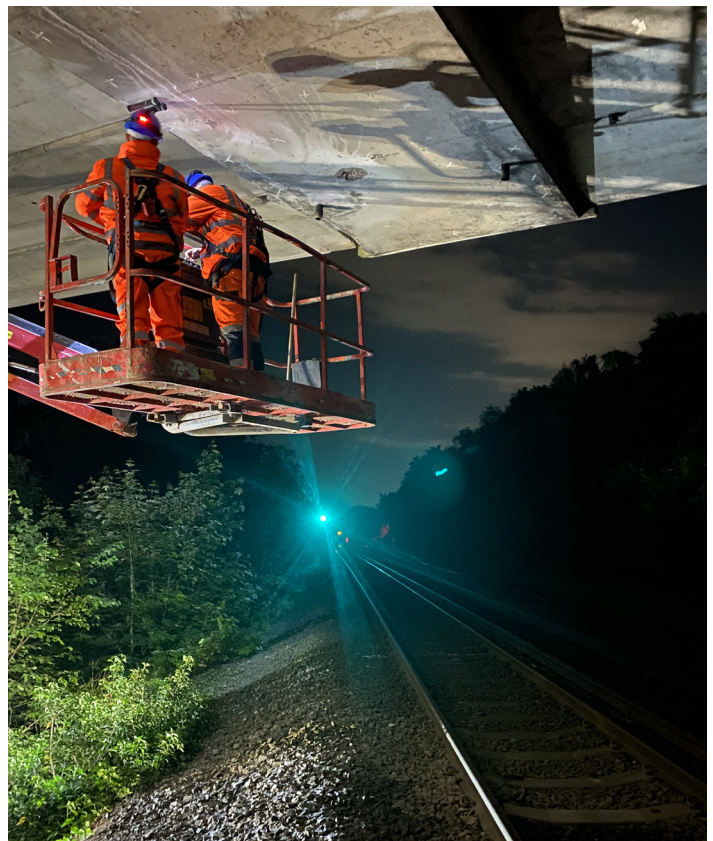
The scheme faces challenges due to the limited occupancy times available for the rail possessions, meaning the teams must be prepared and ready to ensure the operation is executed efficiently, safely, and within the strict timetable.

CRL Highways is working directly for National Highways in six regions around England as part of the Scheme Delivery Framework, a six-year arrangement where CRL is responsible for managing and delivering structures schemes.

These include a multitude of activities and disciplines such as concrete repairs, civil works, painting, deck refurbishment, gantry removals/replacements, cathodic protection, deck/beam replacement/reconstruction, and associated works.

It is really good to see the team working well together under the limited time available, producing a quality job!

Best of luck with the rest of the scheme!



Lifespan Structures

NEW FRP Bridges Over Droitwich Canal



"The project was a technical and geometric puzzle which needed to be solved, requiring early manufacturing involvement to define a solution."- General Manager, Martin Richardson.

A detailed topographical survey was carried out using 3D scanning technology to obtain accurate information on the position, levels, and dimensions of the existing structures. Utilizing the tightest longitudinal radius for a Lifespan Bridge (60m) and positioning the soffit of the bridge just above the minimum soffit requirement allowing for tolerances, the end levels of the bridge decks could be calculated. The necessary modifications to the existing foundations and the ramp approaches were then identified.

The existing foundations needed to be reused to prevent the need for work near the canal banks. The new bridges had to fit the footprint of the existing bridges, reduce weight, and maintain the same width as the old structures. A minimum soffit level was essential for clearance under the bridges for canal traffic, and the new structures needed to be DDA compliant.

During the outline design process, detailed discussions were held with the client's engineering team to define

standards for the new structures with a view to minimizing weight. It was concluded that the full requirements of CD368 (part of the DMRB) would be adopted, and an aluminum parapet would be used.

Early contractor involvement identified that the wider bridge would best be installed using a barge-mounted crane.

The deck was split into two sections with a longitudinal joint to minimize the weight to be lifted by the barge.

Lifespan's flexible approach meant working within the client's framework arrangements. Lifespan was employed by the framework's contractor, Alun Griffiths, and designer, Burroughs, to carry out the survey work and initial sizing and positioning of the bridge decks. Once the design was agreed upon, Lifespan worked directly with the framework contractor to manufacture and supply the decks and parapet.

The decks were installed by the framework contractor's team, including the Rothen Group, who supplied the lifting expertise for the challenging installation. The work was completed within the tight constraints of a Canal and River Trust possession of the canal.

Lifespan Structures

Constructing Excellence South West Awards 2024



A new sustainable footbridge restoring the pedestrian route around Keynsham Memorial Park has recently been opened to the public. The original footbridge was permanently closed in October 2019 due to the deterioration of its timber beams, rendering it unsafe. The new Lifespan FRP bridge has been installed by Bath & North East Somerset Council and is part of a range of improvements planned for the park over the next two years.

The new bridge, designed in accordance with the Eurocodes and CUR96 (2019), spans 16.5 meters and has a width of 1.5 meters. With a core manufactured from rPET structural formers (recycled plastic drinks bottles) and layers of resin-infused glass fibre, the FRP bridge deck weighs only 3400 kg, has a depth of 460 mm, and a design life of over 120 years. It is one of the most recent examples of an FRP bridge that was manufactured at Lifespan Structures' factory, which has now produced well over 1500 FRP bridges.

The balustrade and handrail are made of marine-grade polished steel, and the infill panels are steel with a protective rust patina. This makes the bridge highly sustainable, significantly

reducing future maintenance costs. The project team was composed of a diverse group of engineers, specialists, and contractors, all working together to tackle the numerous design and construction challenges posed by building a bridge across a river. The collaborative effort ensured that solutions were identified swiftly and implemented with confidence. This inclusive environment allowed all team members to contribute their ideas, leading to the best possible outcome.

Councillor Sarah Moore, council chair who cut the ribbon, said: "It was a great pleasure to open this new, long-awaited footbridge, which we know has been welcomed by residents and visitors."

The result of this collaborative and innovative effort is an elegant new bridge that serves the local community. The project not only showcases technical excellence but also adds significant social value. The new bridge is attractive, low-carbon, and durable, seamlessly integrating into the local landscape and enhancing the area's aesthetic appeal.

Lifespan Structures is very proud to have played a key part in the reconstruction of the Keynsham Park.



RAAC Remedial Works to Schools



Samuely was appointed by Vinci Construction to survey 18 schools with RAAC panels in their roof structure. This work was completed in 2023, and we were then tasked with designing remedial works to provide long-term support for the RAAC panels.

RAAC is a lightweight form of concrete. The Standing Committee on Structural Safety (SCOSS) notes: "Although called 'concrete,' RAAC is very different from traditional concrete and, due to its manufacturing process, is much weaker." RAAC was used in schools, colleges, and other

buildings from the 1950s until the mid-1990s, and structural deficiencies in RAAC panels were recognized in the 1990s.

Issues included poor in-service performance, cracking, excessive displacements, and durability concerns.

Following the Department for Education's advice, the remedial works involve inserting timber joists under each RAAC panel to support them in case of failure. These remedial works are nearly complete in the three selected schools, allowing them to return to full occupancy.

Peabody Housing PV Surveys

Next, Samuely has been appointed by Mulalley to survey Peabody Estate properties in Oxford and London to determine the necessary work for installing photovoltaic (PV) arrays on their roofs. We have visited and reported on over 30 buildings, including modern trussed rafter roofs, Victorian roofs with propped purlins, and even some mid-18th-century London butterfly roofs.

Interestingly, in most cases, the existing roofs can support the additional load since the mass of the PV panels is very light.



Construction Progress on Kew Studio/Kew Works: Commercial Refurbishment and Rebuild

The transformation of Kew Studios and the rebuild of Kew Works began in late 2022. This ambitious £9 million project aims to create contemporary commercial spaces on the former site of the Jigsaw clothing company's head offices. Collaborating with AMD Architects, Samuely has undertaken extensive structural engineering to meet the client's needs.

The Kew Works project involves demolishing the existing building and constructing a new steel-framed office building with front and rear extensions to maximize lettable floor space. Simultaneously, the Kew Studio site, formerly used for warehouse and industrial purposes, is undergoing significant refurbishment to modernize the facilities.

The project is nearing completion and is expected to be finished by the end of 2024, delivering state-of-the-art commercial spaces to the area.



CRL Surveys

10 Years of CRL Surveys

Over the last 10 years, we have steadily increased turnover from around £1M in 2014 to £2M in 2022 and 2023, with projections for this year close to £3M. In the main, apart from a couple of hiccups, we have maintained healthy margins, even during the years of the Pandemic.

To achieve these figures we have returned, annually, upwards of 550 Tenders, valued at around £9.5M, converting these into around 200+ Contracts.

Over the last 12 months appalled at the media driven doom and gloom mongers, and the peddlers of disaster, we assisted the MoD with 705 inspections of structures for the presence of RAAC. Teams, sometimes travelling hundreds of miles, armed with a Civil Service spreadsheet of building references, only to find a timber portacabin! However, this led to a further 50 intrusive investigations to assess the condition of RAAC units found.

Contrary to the hype in the media, of the 50 MoD structures and others for water utilities and private clients we have only encountered a small number where the installation and condition of the planks or panels were of concern. A situation that could be remedied, whilst the others could be safely left in-situ, monitored and with the buildings remaining in use.



Teams in Scotland still have the prize for the most picturesque sites, if you like scenery, with remote locations for Scottish Water and SSE, amongst others.



In the north of England, sites like M6 River Eden and a run of other motorway bridges provided great opportunities with National Highways.



In the southwest, we continue to assist Welsh Water with their mushroom tanks, some in picturesque locations and dramatic lighting and some times of the day.



In the southeast we continue with annual inspections of the LNG bund walls on Isle of Grain.

Social Value

Hawthorn Extra Care Home



Hawthorn Court offers Extra Care Housing for older adults with care needs, providing comfortable, self-contained flats with assured tenancies in a purpose-built or adapted setting. If you need a bit of help with personal care and daily activities and your current housing isn't quite right, Extra Care Housing could be the perfect fit for you.

CRL Bristol recently dedicated three days to working in the communal gardens of Hawthorn Court Extra Care Home in Keynsham.

The large garden, bordered on three sides by residents' flats and a communal dining room, had become very neglected and untidy over the past couple of years.

Mark Beddis, Cory Mason, Keitan Li, and Lance Painter, assisted by Lee Feltham and Olly Taylor on the first day, worked tirelessly to restore the garden to a wonderfully clean and tidy condition. The neglected garden was completely transformed by the team's sheer hard work, even working through torrential rain on the second day.

Overgrown flower beds were cleared, pruned, and tidied; the shed was re-felted, repaired, and painted; the old heap of garden waste was cleared; the large patio was pressure-washed and all weeds removed from between the slabs; some loose patio slabs were uplifted and replaced; the wooden sides of the raised flower beds were pressure-washed, and patio furniture and garden.



Social Value

P78 Oldbury: Enhancing Safety and Accessibility

The P78 Oldbury refurbishment project, which is located near a busy canal towpath, has demonstrated a strong commitment to community safety and infrastructure improvement. This project has faced unique challenges due to its proximity to the canal, the high volume of pedestrian and cycle traffic as well as the navigation by pleasure boats.

Ensuring Safety on a Busy Towpath

One of the primary concerns for the P78 Oldbury team was managing the people-plant interface, which posed a significant hazard due to the interaction between pedestrians and construction machinery. To mitigate these risks and ensure the safety of both the public and construction workers, two vehicle marshals were assigned to escort site vehicles including the telehandler, to and from the work site. These marshals had to remain vigilant and present on site at all times, adding to the project's operational costs. In addition to the people-plant interface, the original path constructed of compacted stone, became muddy and hazardous on each occasion that it rained. This presented slip and trip hazards for the numerous walkers and cyclists who frequent the area and use the footpath daily.

Asphalt Solution

Despite efforts to maintain the stone towpath by importing additional material, the path continued to deteriorate and became unsafe after heavy rain. Moreover, importing additional stone proved to be neither a financially viable nor an economical long-term solution. Recognising the need for a more durable and cost-effective approach, the project team decided to lay asphalt along the towpath. This measure significantly improved the walkway's safety and usability, eliminating slip and trip hazards and providing a cleaner, more reliable surface for the public.

The asphalt path (together with some temporary hoarding) segregated construction activities from public movements along the path, reducing the interaction between pedestrians and construction machinery. This strategic decision not only enhanced safety but also demonstrated the project's commitment to community welfare. Furthermore, the reduction in people-plant interface allowed the project to operate with fewer vehicle marshals, ultimately saving on additional costs.

Future Plans and Environmental Considerations

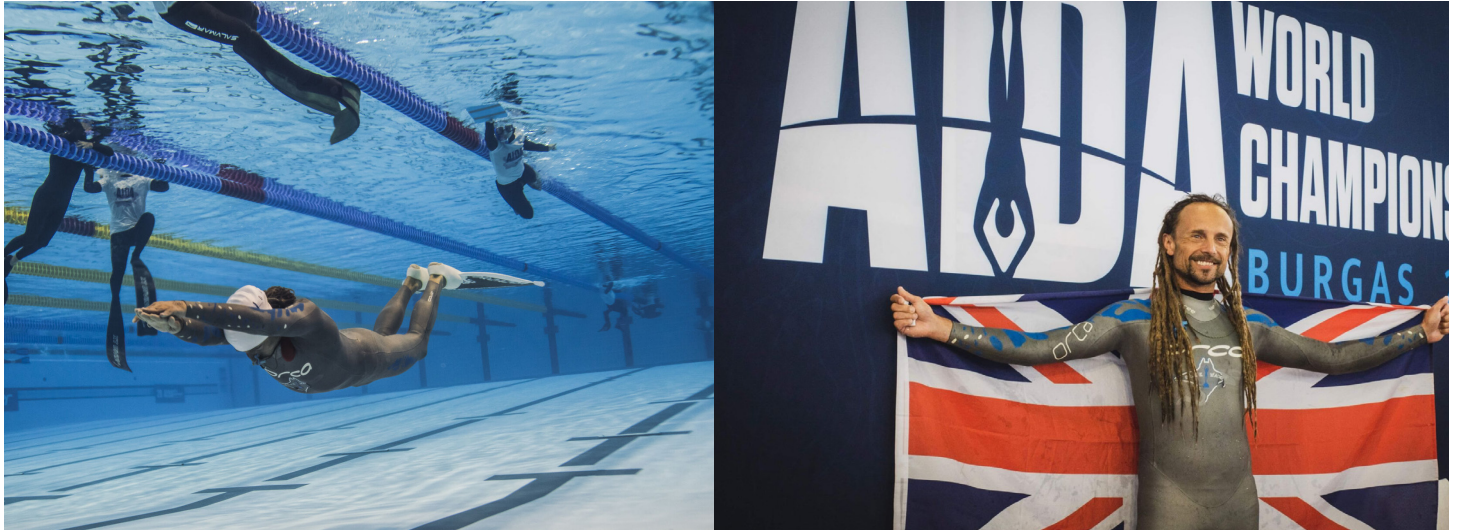
As the P78 Oldbury project nears completion, plans are in place to remove the asphalt and restore the towpath to its natural state. The regeneration plan includes re-planting vegetation along the path, ensuring that the area's natural beauty and ecological balance are preserved. This commitment to environmental stewardship highlights the project's dedication to sustainability and community enrichment.

The P78 Oldbury refurbishment project demonstrates how thoughtful planning and adaptive solutions can harmonise construction activities with public safety and environmental conservation. By addressing the challenges posed by a busy canal towpath, the project team has not only improved local infrastructure but also set a precedent for future projects in similar settings. As the project reaches its conclusion, the restored towpath will stand as a legacy of improved safety, accessibility, and environmental respect.



Congratulations!

Great Britain Freediving World Championship



It is with great excitement and pride that we share the news of our esteemed colleague, Adam Drzazga, who is currently in Lithuania to represent Great Britain in the upcoming Freediving World Championship.

Adam has been a dedicated member of CRL for the past 20 years, demonstrating the same commitment and passion in his professional life as he does in his athletic pursuits. Over the years, he has been an integral part of our team, contributing significantly to the success and growth of our company. His work ethic, dedication, and relentless pursuit of excellence have always been evident in his professional endeavors.

His journey in freediving is a testament to his determination, discipline, and resilience. Training for such a demanding sport requires not only physical prowess but also mental strength and perseverance, qualities that Adam possesses in abundance. This dedication and determination is an inspiration to us all at CRL.

We are incredibly proud of Adam's achievements and fully support him as he takes on this exciting challenge. His journey serves as a powerful reminder of what can be achieved with passion and hard work. Join us in cheering him on as he competes at the highest level in freediving. We believe that Adam will make Great Britain and CRL proud.



Congratulations!

Mental Health World Cup - Team Zimbabwe



We are proud to share that our colleague, Joe Jeffers, recently represented the BPIC (Black Professionals in Construction) Network and played for Team Zimbabwe at this year's Mental Health World Cup. Joe's participation in this important event highlights our commitment to supporting mental health initiatives and fostering a sense of community within our industry.

The tournament, generously sponsored by Quay Services Ltd, has a storied history of success. The BPIC Network previously won the tournament in 2022, demonstrating their competitive spirit and dedication. Although the team did not bring the trophy home this year, their participation was far from a loss.

This year's event was incredibly impactful, raising over £200,000 for frontline mental health charities, including Campaign Against Living Miserably (CALM) and Beder. These funds will significantly support these organizations in their vital work to address mental health challenges and provide essential services to those in need.

Joe's involvement in the tournament is a testament to his dedication and passion for both the sport and the cause. His representation of the BPIC Network at the Mental Health World Cup reflects our shared values of teamwork, resilience, and community support.

We commend Joe and the BPIC Network for their outstanding efforts and are proud to be part of a community that actively contributes to such meaningful causes.

