

live

News and insight from Keltbray

Keltbray Structures gets off the ground

THE SKY IS THE LIMIT –
EMBRACING TECHNOLOGY –
BRINGING DOWN –
HISTORIC HOSPITAL



CELEBRATING
40 YEARS
OF EXCELLENCE

MESSAGE FROM BRENDAN



CELEBRATING 40 YEARS IS A FANTASTIC ACHIEVEMENT AND I WOULD LIKE TO THANK YOU FOR YOUR LOYALTY AND TRUST IN US OVER THE YEARS.

Keltbray was founded as a small earth and groundworks company in 1976. Since then, it has grown to become a £360 million Group of companies that provide specialist services across the country. From groundworks we have diversified into demolition, rail

and environmental services, and we recently launched the latest addition; Keltbray Structures, which is taking us down yet another specialist route in the form of reinforced concrete frames.

I believe that our commercial growth has been built on our 'can do attitude' combined with those family values that were there from the start, and have always been at the core of our business. These also extend to so many of our clients and suppliers who have been with us for several decades.

In the history books, 1976 has been referred to as 'The Golden Year of Britain'. The temperature topped 28 degrees for a record-breaking 22 days, crime rates were low and a pint cost only 32 pence.

That year I was only 11, but since joining Keltbray in 1989, I have seen massive developments in technology and innovation that have helped us to reduce risk and improve efficiency and safety. Looking ahead I am optimistic and believe there is great potential for Keltbray to develop further, and that we still have many Golden Years ahead of us. We have a great succession plan in place, and have invested heavily in plant and training to future proof our business.

As a former apprentice myself, I'm especially proud that we have employed 40 new apprentices to mark our 40th year, and that 1 in 17 of our people are an apprentice, intern or trainee.

My journey with Keltbray has been a fantastic ride so far. I thank you for being part of it, and hope you will stay with us. Enjoy the read.

Brendan Kerr
Chief executive office, Keltbray Group

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FROM THE EDITOR

I hope you enjoy reading Keltbray Live.
To make it better, feedback is always gratefully received to

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I make every effort to ensure featured articles, information and contact details are accurate at the time of writing, but cannot be held responsible for any unintended inaccuracies.

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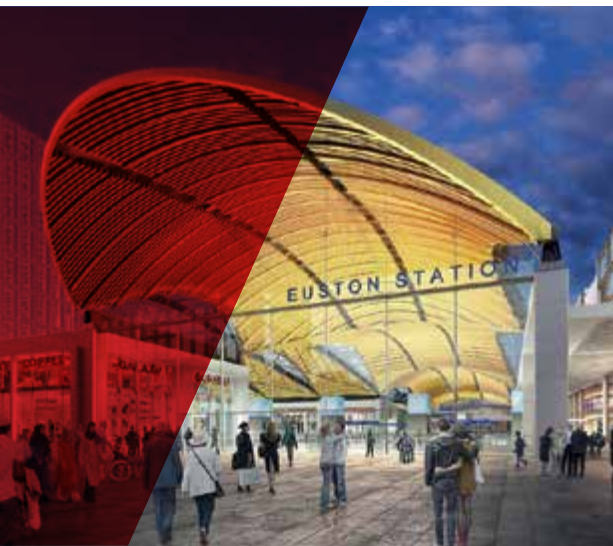
IN SAFE HANDS



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FLYING HIGH

NEWS IN BRIEF



FIRST HS2 DEMOLITION CONTRACT

Keltbray Group has been awarded the first demolition contract by High Speed 2 (HS2). This contract involves soft strip, asbestos removal and deconstruction of the Vezey Wing of the National Temperance Hospital located on Hampstead Road, in close proximity to Euston Station. This has been vacant for many years

and is earmarked for demolition to make way for HS2. The contract commenced this autumn, and Managing Director of Keltbray Demolition and Civil Engineering, Paul Deacy said: 'We are proud to have secured what is essentially the first demolition contract for High Speed 2, and play our small part in the development of this major infrastructure project, which we believe will be world class and a key enabler for growth in this country. Besides helping to facilitate greener travelling and accommodating thousands of passengers, it will help tie key places closer together and make us ever more mobile and connected as a nation.'

SELLAFIELD DECOMMISSIONING

Keltbray has won its first contract for structural demolition at Sellafield after being confirmed as the preferred demolition contractor for the AREVA-Doosan Atkins joint venture, which is one of four framework partners in a 10-year, £500 million Sellafield decommissioning programme.

According to Chief Decommissioning Officer at Sellafield Ltd, Tom Foster, 'the Decommissioning Delivery Partnership is going to be a crucial part of our mission to reduce the risk on the Sellafield site by getting waste out of high-hazard facilities as soon as possible.'



Bob Johnstone, who heads up Keltbray's Decommissioning division, said: 'We are delighted to be working on the Sellafield site, where our track record from the nuclear sector will be crucial. We are also excited about the benefits this project will bring to developing skills in the West Cumbria community, based on our commitment to creating local jobs, apprenticeships and work for small and medium-sized businesses as part of our supply chain.'



A VISION FOR THE FUTURE

Last summer Transport Secretary Patrick McLoughlin unveiled the country's first state-of-the-art IEP train from Japan. This was tested when the first train in the new fleet travelled from Reading to Didcot under the line's new overhead electrification system, which Keltbray has helped to deliver.

Route Managing Director for Network Rail Western, Mark Langman, said 'This is a great step forward, and I'd like to pay tribute to the team who have worked very hard to make this happen. This is the future of rail being built before our eyes and it's a very exciting time to be involved in this project. This trial has helped us come a big step closer to providing faster, quieter, and more efficient services to the people of the region who depend on railways.'



ASSURED EXCELLENCE

In September more than 100 of Keltbray's key stakeholders gathered at 4 Hamilton Place in London to celebrate the company's 40th anniversary.

Clients, suppliers and other friends of the company came to hear Keltbray Group's Chief Executive Officer, Brendan Kerr, say he was humbled and proud: 'Celebrating 40 years is a fantastic achievement and gives us the opportunity to reflect on the remarkable relationships we have built over the years with so many of our key clients, their representatives and our suppliers. I am so grateful for the loyalty and trust they have all placed in us over the years. Without it, Keltbray would not be where it is today!'

LIFTING BRITISH STANDARDS



Keltbray Group Lifting Operations Manager, Steve Leyton, has been invited to take part in a British Standards Institute committee to support a rewriting of

BS 7121-3. This is the 'Code of practice for safe use of cranes – Mobile cranes', which dates back to 2000, and now needs updating.

Steve is working with seven other UK industry experts to ensure the new Code is fit for purpose: 'This is a great honour. Having a place on the Committee gives us the chance to influence future standards and be first to adopt them to ensure we continue to improve standards and stay at the forefront of the industry. There have been a number of developments in the field of lifting technology and risk management since 2000. The old Code was ambiguous and open to interpretation, so we will now be working to make the Code more prescriptive to reduce and optimise safety for planning of mobile crane operations,' explains Steve.

TREASURE FIND AT WORTHY DOWN

Keltbray Remediation has been working at Worthy Down near Winchester for Skanska to undertake remedial excavation works and prepare the site for a new military training centre for the Royal Navy, Army and Royal Air Force.

Site Manager, Richard Stock, and Assistant Site Manager, Duncan Hart, were carrying out a chalk dig when they spotted a skull. After reporting the find to Skanska, experts were sent for, and the site team has since been working closely with archaeological teams from Oxford Archaeology to uncover a Roman burial ground and move all finds into a safe environment adjacent to heavy earthworks operations.

'So far the finds include 11 skeletons dating back to the 3rd and 4th Centuries, and a coin from the reign of Emperor Valens (AD364-378), and the finds have been described as the 'first extensive remains' of the Roman period in that area' explained Operations Manager for Keltbray Remediation, Matthew Barrow.



KELTBRAY STRUCTURES GETS OFF THE GROUND



At the tail end of the summer, Keltbray launched a reinforced concrete frame business named Keltbray Structures. The business was launched in response to demand from clients and after acquiring a majority of the assets from the Administrators of the Dunne Group, which went into administration in July.

Until the launch of Keltbray Structures, Keltbray had only provided the services associated with the sub-structure or foundation area of buildings, including demolition, groundworks and piling as integrated or standalone services. With the new venture, Keltbray has strengthened its capability and services portfolio, and is now able to take construction developments through to the next phase and develop the concrete frame structures above ground level too.

Chief Executive Officer for Keltbray Structures Ltd, is Keltbray Group's Managing Director, John Price (pictured right) with Keltbray's CEO, Brendan Kerr (pictured left). John is supported in the day to day running of the company by Managing Director of Keltbray Structures, Gordon Dunne (second left), who previously headed up Dunne Group, and Chief Operating Officer, Andy McClafferty (second right).

'Prior to going into administration Dunne Group was a leading company in its field and enjoyed a strong reputation as a reinforced concrete frame specialist contractor,' explained John Price. 'By acquiring the assets from the Administrators of the Dunne Group and appointing Gordon as Managing Director, we believe Keltbray will benefit from tapping into this legacy capability. We also see Keltbray Structures as having the potential to complement and expand our existing portfolio and help us to further develop our expertise and differentiation in line with market demands,' John continued.

'With our financial resources behind it, there is considerable scope for increasing the service offering and profitability of our business through this development, and give us a better geographical reach to other parts of the UK, including Scotland,' John concluded.



Keltbray Structures has hit the ground running and already secured its first two contracts, including sub and superstructure reinforced concrete works for McLaughlin & Harvey in Waterloo Street in Glasgow, and for H&H Developments at the Riverside Waterfront in Dundee.

In line with the Group's self-delivery model, Keltbray Structures prides itself on developing the steel reinforced concrete beams and columns in-house. It also has a breadth of equipment, which is unrivalled in the industry; from hand tools, site accommodation, floodlights and compaction, to formwork, falsework systems and concrete placing and finishing equipment.

Besides the 15 people who are employed by Keltbray Structures, assets include Dunne Group's former yard and head office in Bathgate, Scotland, tower crawler and mobile cranes to meet the requirements of individual contracts and a fleet of concrete pumps to cater for a range of applications, quick set-up times and variable space availability.

THE SKY IS THE LIMIT

For Development Director at Heathrow Airport, Phil Wilbraham, you could say the airport is his second home. He is no plane spotter, but has been involved in the shaping of it for more than 20 years. We asked him about maximising value through the supply chain, and why there is still a need for a third runway at Heathrow post Brexit.

Phil first became involved with Heathrow Airport as a subcontractor when he worked for Carillion-owned civil engineering consultancy, TPS; working in partnership with BAA and other framework suppliers to provide project management and design support for the Terminal 5 (T5) Landside project. This project involved design and delivery of the infrastructure and ancillary buildings associated with the development of T5.

'I worked on this project for 10 years, and relished its complexity based on the logistical constraints and interface with a host of other design teams from the terminal building, railway station and highways development teams,' explains Phil.

He enjoyed the Landside project so much that he went client side in 2003 and went on to deliver the T5 building too. 'Given the scale of this £4.3bn project we had to adopt a new supply chain model, where we as a client became part of the consulting and delivery team to minimise risk,' Phil says.

Despite some teething problems with the sophisticated new baggage set-up, T5 has been a massive success and now handles more than 35 million passengers a year: 'Airports are essentially about getting the flow of people, planes and bags right. For five years running T5 has been voted 'Best Terminal in the World' in the Skytrax Awards by passengers across the globe. We are delighted about this, and see this combined with continued growth as a good sign that we got this terminal right,' says Phil.

With T5 done and dusted, Phil moved onto the development of Terminal 2 (T2). 'Based on our experience from T5, we adjusted the supply chain model and adopted a more traditional 'design and build' method, where we as a client spent more time up front defining the desired outcomes from our delivery partners. This worked extremely well, and T2 was delivered in 2014 on time and on budget,' he explains. Today, more than 20 million passengers pass through T2 every year.

In addition to new terminal developments, Phil oversees an annual budget of around £500 million that is spent on more than 100 smaller improvement and replacement projects. While passengers are important, freight is becoming increasingly significant. According to Phil, 'many people won't be aware that when they travel from Heathrow to the US, chances are they are sitting on top of the belly of a plane that is carrying tonnes of smoked salmon from Scotland, pharmaceutical products from Kent, or other products with life spans that are too short for sea freight. And as planes get bigger, we need to expand the stands and taxi ways they require.'



PHIL WILBRAHAM



‘My job is to ensure that we make these adaptations and continue to improve the airport without disrupting the traffic flow. It is crucial that our supply chain understands this flow and respects that operations must always come first. This results in a host of constraints for them, including logistics, workflow interruptions and night time working, and requires a greater level of innovation and flexibility from the supply chain.

‘I believe close working relationships and longevity have been key to our success, and so over the past two years, we have consolidated the number of main contractors we work with to four (Ferrovial, Morgan Sindal, Mace and Balfour Beatty).

‘We also let longer term contracts to give our contractors a greater level of certainty, and to develop their depth of knowledge and relationships with peers and our people over time. With these close partnerships in place, we have been able to move towards a model where our suppliers take greater ownership of geographical areas and projects, and where collaboration is more supply chain driven. This has resulted in more consistency with regards to safety and quality, and greater efficiency and added value.’

With The Government having recently given their backing to a third runway at Heathrow, annual flight movements can now be increased from 480,000 to 700,000, while annual passenger numbers are set to grow from 75 million to 130 million by 2050. Phil will yet again have his hands full with a new £16bn project, but is delighted with the result: ‘Without a new runway, flights at Heathrow would be capped at 480,000 flight movements every year. Post Brexit, it is more important than ever that this runway is now built, so that we can increase our route destinations and ensure Britain is better positioned for exporting to countries beyond Europe,’ he concludes.

KELTBRAY CHOOSES DAWESGUARD



Following a three-month trial, Keltbray has installed a new device on a number of its tipper trucks in London to improve safety for cyclists and pedestrians.

The DawesGuard shields the gap between the axles, preventing anyone falling under the rear wheels. To make it suitable for trucks that need to go off road, the shield can be retracted or deployed at the flick of a switch from inside the cab.

Keltbray has also equipped the vehicles with the Dawes PeoplePanel, which are plastic panels fitted over existing under-run bars to reduce the risk of entanglement of clothing or bicycle parts.

The DawesGuard is the invention of a former Metropolitan Police motorcycle officer, James Dawes, who is now Managing Director of Dawes Highway Safety, and has spent the last three years working on pedestrian and cyclist safety: 'Keltbray has put the DawesGuard through a tough and rigorous trial process and we're very pleased with the outcome.'



Keltbray's head of haulage operations, Terry Good, said: 'When it comes to the safety of our drivers and other road users we are constantly seeking ways to improve standards through training and investment in the latest safety technology.'

However, road safety is a continuous process, and so we keep investing in equipment to ensure that our vehicles are fitted with ever more modern equipment, and after carrying out extensive trials of the DawesGuard, we believe this device will prevent vulnerable road users getting trapped underneath the nearside of one of our vehicles.'

He added: 'We are also satisfied that the inflatable barrier does not negatively impact on the driving performance of our vehicles, and that the retractable mechanism, which can be applied on uneven and off road sites, is easy to operate for our drivers.'

TRAINING TO DELIVER

2016 has seen Keltbray Group build on the foundation of rigorously training and the continuous development of its staff with a total of 28 demolition apprentices alone undergoing training and assessment on their sites.

Keltbray's Development Manager, Claire Coombs, said 'At the core of our business is the belief that anyone, with the correct attitude and aptitude should be given the opportunity to fulfil their potential, be that at entry or management levels.

We are extremely proud of our apprentices and they represent the company's commitment to train the next generation.'

Most of the apprentices have come to Keltbray through our Community Engagement programmes. Keltbray also works in partnership with a number of charities and not-for-profit organisations, including The Cardinal Hume Centre and Bounce Back, to get significantly disadvantaged people into meaningful work and training, where previously their opportunities for such were low. Keltbray now has 35 people working with us on these programmes across the Group.

The training is delivered in week-long blocks at our bespoke training centre in Basildon, by Senior Demolition Trainer, Roy Brown, who is highly skilled and experienced and much respected by the candidates. The NVQ element of the programme is delivered by the NDTG on site from month 12.

Each apprentice is assigned a mentor who supports them throughout the two-year long programme. Claire added; 'We hold quarterly review meetings to ensure that the training and support is working for everyone and if any additional requirements have been identified. As the apprentices are working on different sites it is good to meet regularly so they can discuss the experiences they have had on site, share lessons learnt and examples of good practice.'



Keltbray has a total of 56 apprentices now working across the Group. These span many disciplines, including Piling, Plant Maintenance and Rail Engineering. Training and Development Director, Holly Price, said; 'We are very proud to have reached our target of recruiting 40 new apprentices in 2016 to mark Keltbray's 40th birthday. Continuing to deliver apprenticeships is paramount to ensure we have a skilled sustainable workforce and to identify the demolition stars of the future as well as contributing to the overall industry skills gap.'

KELTBRAY BRINGS DOWN HISTORIC HOSPITAL

St Bartholomew's Hospital is one of the oldest in London. It dates back to the early 12th century. A complex of 19 buildings has now been freed up and is now in the process of being demolished by Keltbray to make way for a 236-home development.

Known as Barts Square, it is being developed by Helical Bar. Helical Bar appointed Keltbray in November 2014 to carry out asbestos removal, soft strip, demolition, structural alterations, facade retention, temporary works, piling, underpinning and enabling works.

'It's been a project that's involved almost all parts of our business working together,' says Project Manager Michael Devaney. 'Keltbray began on site in earnest in January 2015, commencing phase one of the demolition works; carrying out asbestos removal and soft strip before the demolition; taking the buildings down to ground level and putting in the temporary propping system for the facades,' Michael says.

Phase 2a, just over the road, was next and adjoins the listed Butcher's Hall, which will remain in place once demolition is complete, and has a large retained facade. The third phase sees Keltbray demolishing a 13-storey building known as Gloucester House.

Archaeological excavation has been carried out by MOLA across the site, and is particularly in evidence at 1 Bartholomew Close, where they have found the remains of old chalk walls, cesspits, clay pots and copper artefacts.

'On this part of the site sheet piles are being installed around the perimeter, as they take just seven weeks to install instead of 16 weeks,' explains Michael.

Keltbray has recently started the third and final phase of demolition: 'We are taking down the building that is home to specialist heart treatments, and are having monthly meetings to discuss our works and try to keep noise and vibration to an absolute minimum,' Michael says.

Keltbray has also had to carefully consider another neighbour as part of this phase: the Priory Church of St Bartholomew the Great. This church sits in between the hospital buildings and will remain open throughout the demolition.

The team's community engagement work has been well received by local residents, and was recently rewarded with a Considerate Constructors Scheme Gold Award.

'It's a complex and intricate job, and a hidden part of the City of London that many people will not even know exists, and despite the many challenges and constraints, I'm pleased to say work here continues at a pace, and is on time and on budget. It may be a challenging job, but a great one to work on that's involved all parts of the company,' Michael concludes.



Archaeologists from MOLA have found artefacts on site that have contributed to our understanding of the little-known Western Roman cemetery and the infamous Great Fire of London

EMBRACING THE TECHNOLOGY ARMS RACE

Keltbray Piling has developed and implemented an innovative, new software application that allows engineers on site to complete all piling records via the use of mobile tablets. This tailor-made system allows office and site based staff to share information from the same database in real time with project details updated live as the work progresses.



In the past Keltbray's Project Engineers on site would fill in forms by hand leading to double handling of data and reading information which was at times dirty, incomplete and difficult to read. Automation means the company now eliminates the need for repeated input and minimises human error. The new system is intelligent, provides live feedback to Engineers, including real time data on pile positioning, concrete pours and pile verticality whilst also assisting them in the management and quality control of our materials on site.

Managing Director of Keltbray Piling, Stuart Norman, said: 'Our industry has traditionally been late adopters of new technology, but with the new Building Information Management (BIM) Level 2 compliance for centrally procured government projects, more companies are realising the potential for electronic data systems to help increase collaboration and assist in the decision making process. A large proportion of project cost is tied up in inefficiencies, delays and wastage. As we learn how best to integrate our data in the wider BIM environment, we can reduce this and ultimately eradicate it completely.'



The new system from Keltbray Piling also assists them in the management and quality control of materials on site. The technology allows Keltbray to access and manipulate data from design to construction. 'Phase 2 of the development will begin to automatically analyse the data that we produce, allowing us to pinpoint exactly where our business is performing well and not so well so that we can react quickly and efficiently,' Stuart continued.

As part of the second generation Keltbray is already looking at incorporating additional reporting functions to allow this to become a business management tool as well as providing live data feeds into client databases.



'This software development has, in a small way, demonstrated that increasing our knowledge and attitude towards technology at the site workplace upskills our people in readiness for full BIM collaboration on future projects. We must embrace the technology arms race or be left behind. In the future all of us will eventually not just be engineers or managers, but be data harvesters and analysts,' concludes Stuart.



A WIRING UNIT NAMED LES

Keltbray Aspire, which provides electrification services on the rail infrastructure, has invested nearly £6 million in new rail electrification plant over the past two years. Within this investment is a new and unique, multi-million pound overhead line electrification wiring unit that is providing increased safety, efficiencies and productivity to the UK's national electrification programme.

The road-rail SRS/ZECK wiring unit is the only one of its kind in the UK, and can run out contact and catenary wires at full tension. This means it halves the time it takes to install conductors for rail electrification.

'Traditionally, it requires three six-hour shifts to fully install and register the conductors on a tension length; the new wiring unit now allows a complete installation and fully register in one six-hour working shift. This saves manpower and equipment and enables us to reduce possession time and minimise track closures. Everybody wins,' explained Director of Keltbray Aspire, Martin Brown.

The new wiring unit has been named after long-standing employee Les Blake, who came up with the concept for the new machine and led the team that developed the equipment specifications.

'Les has worked with rail overhead line electrification for 54 years and on nearly every major electrification project in the UK since 1962, for which he was recently presented with a RailStaff Lifetime Achievement Award. Besides being out there at the coal face, Les is an expert on problem solving and innovation and is a fantastic mentor for our apprentices. He also acts as an industry adviser on projects worldwide, most recently in Australia,' said Martin.

The new unit is Network Rail approved and has been working to support overhead line electrification for AmeyInabensa on Great Western and on Crossrail.

LES BLAKE



IN SAFE HANDS

To reinforce our commitment to health and safety, Keltbray appointed Simon Hulme as HSQE Director twelve months ago. Simon joined the company after a distinguished career as a Colonel in the Royal Engineers and Commanding Officer for the British Army's 36 Engineer Regiment, for which he was appointed a Member of the Order of the British Empire (MBE) in 2005.



In the military, risking life and limb is an intrinsic part of the job. In construction, people may not put themselves in danger for a living, but life and limbs are still lost far too often, and the industry remains far from reaching its zero accidents target.

While Keltbray's lessons from the military are relatively recent, collaboration between construction and the armed forces is nothing new: Military personnel will often spend time working with civilian construction companies to learn about different trades and skills. After serving in the armed forces there are opportunities to bring some of their skill into construction: 'As well as their technical abilities, military leavers often have skills in leadership, teamwork and project management that can be beneficial for construction. They are also highly skilled in managing safety without compromising performance,' explains Simon.

There are also organisational similarities. 'Just like a regiment, Keltbray's capability is a sum of its parts, including its equipment, processes and people, and so to work safely, we must develop a balance between these three elements in order to improve safety,' he continues.

Only in the last two years, Keltbray has invested £6 million in innovations and plant to ensure our equipment is the most modern, efficient and flexible, but that it is also more user-friendly, with improved control and safety systems and have a higher level of comfort for drivers and operatives.

EQUIPMENT

Investment in modern and improved plant and materials to ensure everyone has the best tools for the job

PEOPLE

Investment in skills and engagement to promote dialogue and understanding, and change mind-sets and behaviour

PROCESSES

Investment in systems and actions to ease reporting and facilitate improvements



Keltbray recently launched a new Business Management System designed to streamline our processes across the Group and ease accessibility we are putting in place to facilitate improvements.

In terms of the final piece of the jigsaw; our people, Keltbray invests around £2 million per annum in training and development. ‘But having the right skills is only part of it,’ explains Simon: ‘It has been a priority to ensure there is better dialogue between our people across all levels to encourage everyone to do things differently.’

‘Keltbray first instigated a workforce engagement programme in 2012. Through a combination of meetings, research, personal development plans and charity challenges, this has proved successful in strengthening teams and improving safety and wellbeing. One of the positive outcomes has been a near doubling of near miss/ close call reporting, which means there is now a greater level of awareness in this area amongst our people.

On the rail side, we have integrated behavioural safety with our health and wellbeing within the TCUP programme. This gives our people a better understanding for how individuals and teams meet challenges in both easy and stressful conditions. This has given us a better insight into our capabilities and attitudes, so that we can better tailor and adapt our management methods in accordance to the task in hand and the people involved.

Our dedicated in-house Health and Wellbeing business now undertakes checks of all new starters, and become annual fixtures throughout peoples’ career with Keltbray. Since 2014, we have carried out more than 1400 checks. On the back of resulting data, we have developed targeted workshops to help manage risk, both physical and emotional. These often open up the opportunity for discussing lifestyle habits as well as stress and fatigue, which can then be addressed as part of a wider dialogue about health and wellbeing, and the help of health care specialists.

In the past year, improved integration of our equipment, processes and people has seen us move towards a more proactive culture, where there is more trust and accountability. New ideas are welcomed and procedures are owned by the workforce to a much greater extent. They also have much more input into health and safety decision-making; from procurement of personal protection equipment to how we run our auditing systems. Rather than a bolt on, HSQE is now becoming more of an integral part of ‘how we do business around here’.

‘Having said that, we must never take our eye off the ball when it comes to further improvements in this area, and to ensure we keep making progress towards our zero accidents target and our people go home safe every day, we need to keep building our armoury. To say it with the words of the general and great military thinker Carl von Clausewitz, just like in combat, “to secure peace is to prepare for war,”’ concludes Simon.

PRESERVING ARCHITECTURAL HISTORY



CHARLES BROOKING



Founder of the Brooking National Collection is architectural historian, Charles Brooking. He has been collecting since boyhood and first established a small museum in his own home before creating a trust in 1985 to preserve his collection. 'This collection dates back to 1966 and was established to preserve physical details of the UK's built environment. It charts the evolution of Britain's constructional elements, such as English windows, doors, staircases, fire grates and related ironmongery over the last 500 years and now counts half a million items,' he explained.

In amongst a huge array of carefully-cut sections showing the detail and evolution of construction and joinery, there are gothic doors from Windsor Castle and a 1736 garden door from 10 Downing Street.

Many items in the collection have been obtained from buildings demolished by Keltbray, more recently at 62 Buckingham Gate, Nova Victoria, BBC Television Centre and Earls Court Exhibition Centre. 'I am grateful to Keltbray, especially to Project Manager Mick Kelly, for his recent help with the recovery of Earls Court architectural details, such as the Williams & Williams steel casement windows, door ironmongery and timber mouldings. Keltbray has assisted the charity with several major London developments over the years, which has provided us with a valuable record of London building details of the 19th and 20th centuries,' concluded Charles.

For more information about the Brooking Collection, please visit:

www.thebrookingcollection.org

CONSTRUCTION NEWS AWARDS ROLL OF HONOUR

Keltbray Group CEO, Brendan Kerr, won this year's Roll of Honour Award at the 2016 Construction News Awards in recognition of the growth Keltbray has achieved under his stewardship. Editor of Construction News, Rebecca Evans, said: 'Keltbray's name has become synonymous with the UK's biggest jobs. Having worked on iconic projects, such as The Shard, Crossrail, Battersea Power Station and the Olympic Stadium, the company has continued to soar, leaping 34 places in the cn100 table of top contractors in 2015.'



CONSTRUCTION NEWS SPECIALIST CONTRACTOR OF THE YEAR

Keltbray Group won this year's coveted Construction News Specialist Contractor of the Year Award (turnover over £25 million) for developing its specialist services in line with the market over four decades. The award was presented to Keltbray Group's Managing Director, John Price, who said: 'This award is a great recognition of the work our people do to ensure we deliver quality work for our clients in a safe and efficient manner, with care for our communities and the environment.'



GROUND ENGINEERING CONTRACTOR OF THE YEAR

Keltbray Piling won the Contractor of the Year Award at this year's 2016 Ground Engineering Awards. Keltbray Piling was presented with the award after scrutiny by a panel of expert judges who described Keltbray's performance as 'stellar'. One judge said: 'The company has achieved unprecedented growth achieved through a highly collaborative approach with clients, a non-confrontational approach to business, listening to clients and having a very professional attitude to business in a very competitive market.'



GREEN WORLD AMBASSADOR

At the 2016 Green Apple Environment Awards, Keltbray won a hat trick, including a Global Silver Green World Award for Waste Management at Victoria Circle and a Bronze Green Apple Award in the Building and Construction category for Regeneration at Queen Mary Viaduct. Keltbray Environmental also won a Bronze Green Apple Award for waste and carbon reduction at Thames Wharf.



WORLD DEMOLITION AWARD

Keltbray won the 2016 Contract of the Year Award (over \$1 million) for demolition at Earls Court following completion of the demolition of the Earls Court exhibition halls 1 and 2. The judges said: 'Complex large contracts require planning at all levels and all types when major structures need to be demolished.'



BUILDING AWARDS SPECIALIST CONTRACTOR OF THE YEAR

Keltbray was crowned Specialist Contractor of the Year at the 2016 Building Awards and deemed a worthy winner 'based on its unique range of specialist services and long term success and growth evidenced by the company's increasingly complex projects, such as London Bridge, Battersea Power Station and Earls Court.'



NEWS IN BRIEF

FLYING HIGH

To mark Keltbray's 40th anniversary Keltbray has a dedicated hot air balloon which really commands attention!

Over the summer the balloon flew in The Lord Mayors Balloon Regatta to support the Lord Mayor's Charity Appeal. It also flew in RideLondon, and in The Bristol International Balloon Fiesta, when Keltbray offered five balloon flights as charity prizes.

These were prizes in a raffle organised by Network Rail and its suppliers to raise funds for the Air Ambulance Services in memory of Electrical Engineer for Network Rail, Gavin Roberts, who tragically lost his life in a road traffic accident this year.

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