



Fox Rocks! Contaminated Land Expert Joins HBPW

'Hybrid' ground engineer Jay Fox is setting new standards of value engineering since his arrival at HBPW.

Senior managers took the decision to bring a traditionally outsourced expertise – geoenvironmental engineering – back in house and headhunted the Lincolnshire man to head up the new operation.

Jay, who was technical director and project manager at Jacobs Engineering for three years before joining Delta-Simons Environmental Consultants in Lincoln and now HBPW is, in his own words “half geologist and half engineer.”

“I am a geoenvironmental engineer which means I can advise on geotechnical engineering but I am also a contaminated land and materials re-use specialist. I also have a particular interest in advising on asbestos management, with a specialism in the management of asbestos in soils and construction materials.

“With the cost of landfill rising year on year the construction industry is becoming increasingly aware of the value of managing materials cleverly to reduce waste. Unfortunately, across the industry many design teams still do not engage early enough with the geoenvironmental specialist who can identify key materials, engineering and sustainability

issues early in the design process.

Until recently consultancy relating to environmental and contaminated land matters had been outsourced. Much of this work will now be undertaken in-house with the arrival of Jay and he expects to be very busy.

“I will be supporting HBPW’s structural engineers with sound ground engineering advice from a geotechnical and environmental perspective. The imminent statutory requirements for SuDs is a perfect example of where geoenvironmental engineering and drainage design complement each other for optimum design.

“All too often projects send waste to landfill but not all contaminated soil needs to take this route. If, for example, soil still has good geotechnical properties, it can be re-used, subject to certain evidence based criteria, for engineering purposes or landscaping, and that can save thousands of pounds.”

One of Jay’s recent projects saved over £1m by demonstrating that no remediation of contamination



was required and that all contaminated materials could remain on site and even be re-used. Jay has also worked on a number of national infrastructure schemes where his advice on materials has been integrated with the traditional soils, geology and contaminated Chapters to form a critical contribution to Environmental Impact Assessments.

Jay is a Specialist in Land Condition (SiLC) and a Qualified Person under the CL:aire Development Industry Code of Practice. Jay also brings with him a detailed knowledge of commercial ecology and is also a popular technical and health & safety trainer.

CONTINUED FROM PAGE 1

with new and existing clients to meet their varying demands. His knowledge and experience is very wide so, whether you need to discuss a specific project, or simply meet him for a coffee, do not be afraid to call Jay.

Meanwhile, the HBPW team continues to plough through a sizeable workload, bucking the national trend where engineering firms have been feeling the ravages of the recession. However, Network Rail continues to keep us busy and, alongside AMCO Rail Ltd, we have had our heads down on Barnsley’s Swaithe Viaduct project.

We have been helping give this amazing structure its ‘once a decade’ makeover and it’s taken senior engineer Ross Hardy seven months of hard work – with the aid of his colleagues - to ensure that this 150 metre long structure will survive, comfortably, until 2023 and beyond!

As many of you know, when I am not working on a bridge scheme, I am also President of the Rotary Club of Retford, and, it was with great pleasure that the club was able to donate £500 to up and coming speedskater Jacob Porter.

At the time of the presentation the weather was pleasant enough. However, as temperatures drop and snow falls, I wish to scotch any rumours that HBPW is now issuing all staff with a pair of speed skates in order to keep production up in the inclement months! Enjoy the read.

PAUL WITHERS
DIRECTOR
HBPW CONSULTING

Welcome



Paul Withers - Director

Dear Reader,

At the time of writing Britain has been enjoying a rather belated ‘White Christmas,’ albeit in January, which makes everything a little colder for our engineering and construction colleagues up and down the country.

However, rather than contemplating snow drifts, I would much rather use this 18th edition of HBPW News, to herald the arrival of our newest team member, geoenvironmental engineer Jay Fox.

For long enough we have outsourced his area of expertise, however, demand for specialist knowledge in things like asbestos surveying and management, geotechnics and contaminated land and materials, has increased to the point that we could no longer ignore the possibility of bringing them in house.

We’re delighted with Jay’s arrival and he will be working

CONTINUED ON BACK PAGE

Swaithe Viaduct Gets HBPW Makeover

HBPW has put the finishing touches to its seven month ‘makeover’ of Barnsley’s impressive Victorian rail structure, Swaithe Viaduct.

Senior engineer Ross Hardy lead the project at Worsbrough where the 150 metre long structure, featuring 11 masonry piers, was regularly inspected and repaired by a team of bridge professionals.

Ross said: “Swaithe Viaduct was built in 1896 and, by any standard, is an impressive structure which carries the Sheffield to Barnsley main line, crossing Worsbrough Dale Valley, the River Dove and two unmade footpaths and bridleways on the Transpennine Way.

“At the outset it was very difficult to ascertain the full extent of repair work required to the masonry piers and the viaduct’s steel parapet girders. However, using a sophisticated underslung scaffolding platform, enabled members of the project team to simultaneously work at both ends of the bridge.

“It soon became apparent that the repair requirement was greater than originally anticipated. This required my attendance on site one



day a week for seven months inspecting each bridge span as the scaffold access platform was erected.

“We assessed the original structure to ensure that it had the capacity to support the additional load from the scaffolding, but, once we knew everything would be fine, the scaffold was erected and made the project that much more efficient.”

Because of the nature of the site and the bridge crossing a valley, the scaffolding costs represented a significant part

of the overall scheme costs, said Ross.

The project, which was more about repair and maintenance than improvement was in line with standard maintenance protocols that are done every decade or so.

“This is a 10 span bridge with 11 vertical masonry piers, and is an impressive legacy of the Victorian industrial age,” added Ross.

Client: Network Rail
Contractor: AMCO Rail Ltd



Bridge (and Shoe Challenge) for Paul

Client: Associated British Ports

Paul Jacklin might have been within his rights to charge the firm for shoe leather following his latest assignment – inspecting 37 bridges and culverts on behalf of Associated British Ports!

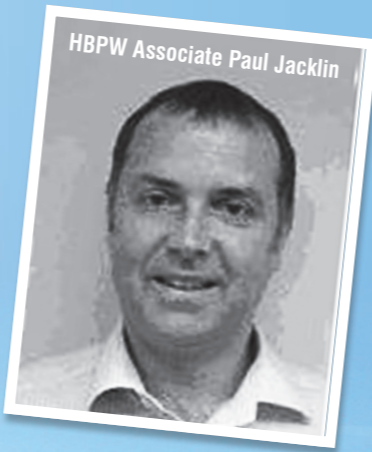
In March 2010 HBPW won the contract to carry out the annual inspection of ABP's bridge assets at the ports of Grimsby, Immingham, Hull and Goole.

Paul, an Associate with the firm, said: "Most of the bridges pass over a road or water in the

same way that the culverts tend to be a water course or pipes running beneath a road.

"The structures are usually constructed out of steel, concrete or brick and some have timber walkways, so they are subject to different types of deterioration. For example there may be cracking and spalling to concrete and brick work which is when the front face of the surface falls away. Equally metal may also become vulnerable to weather or general ongoing use.

"At the beginning of the process we found various challenges, however, ABP have been very pro active in tackling any problems we have identified in the past and, as a result, their assets are now in very good order. The biggest challenge I now face is getting my shoes re-heeled after a two month slog around the bridges and culverts of Humberside!" added Paul.



Helping Olympic Hopeful

Team GB may have been given a helping hand by HBPW's Paul Withers if a speedskating star of the future gets into the sporting history books thanks to his latest 'sponsorship' deal.

Managing director, Paul, is president of the Rotary Club of Retford when he isn't designing bridge schemes.

So, when he heard that 15 year old Jacob Porter was running up hefty equipment and training costs, he got his

club to come to the aid of the East Midlands teenager with a cheque for £500

Paul said: "We were delighted to help Jacob who has clearly got a lot of talent and we are confident that he will achieve great things. If our donation speeds him up on the ice and towards greater success, then the Rotarians of Retford will be cheering him on at the TV set when he steps up to the podium one day."



15 year old Speedskater Jacob Porter

HBPW In a Class of Its Own

HBPW has scored an across-the-board clean bill of health after winning the approval of two major accreditation bodies.

Months after managing partner, Paul Withers, first introduced the ISO Quality Management System, an independent auditor has given the consultancy a 100% pass mark.

And auditors behind the prestigious Link-up Qualification Scheme, which certifies HBPW to carry out design consultancy work in the rail environment, has also given the firm a green light.

Associate, Paul Jacklin, (pictured, left) has been instrumental in managing both schemes for HBPW, specifically ISO 9001 / 2008 over the past year.

He said: "The purpose of the QMS is to demonstrate the company's ability to continually provide services that meet regulatory requirements as well as customer needs.

"From an internal perspective, the ISO badge means we do not have as much paperwork to fill in when we are dealing with Pre Qualification Questionnaires as part of tenders, particularly for organisations like Network Rail. That in itself is a major benefit.

Meanwhile Link-up, which is certified by the Achilles organisation, is another feather in the cap.

"Both Network Rail and London Underground insist on people being Link-up approved to work on their infrastructure. Indeed, when we are working for contractor clients, the certification is still required because they have to prove they are using an approved sub

contractor," added Paul. The qualification scheme also enables HBPW to sponsor its own staff to undertake Personal Track Safety training allowing them to work trackside.

"This is the fourth year in a row that we have been given blemish free renewal of our annual Link-up certificate proving, again, that we are among a handful of leading firms entrusted to carry out such high level work in at times, challenging circumstances.

"However, beyond that, these 100% pass marks also mean clients can be reassured we have the industry 'badge' that proves HBPW remains in the premier league."

Independent auditors from BSI and Achilles spent time at the firm going through documentation to ensure that everything was up to date and correctly done. There were no 'referrals', things that had to be dealt with as a matter of priority.

"This is not only excellent news for the firm and clients, but this success is also testimony to how thorough our own staff have been in maintaining and adhering to the standards," added Paul.



Gracing the Fields of the Ally Pally



Work on the East Coast rail line

Tourists visiting the famous Alexandra 'People's' Palace in North London might find themselves unwittingly admiring an engineering project that HBPW played its part in bringing to fruition!

The firm recently played its part in the preparation for the construction of a new train maintenance depot in the existing Centenary Sidings, adjacent to the East Coast Mainline which is overlooked by the Ally Pally.

Kelly ITS asked HBPW to get involved in the early stages of the project, which was centred on the Centenary Sidings just to the North of the existing Hornsey Train Maintenance Depot.

Managing partner, Paul Withers said: "The proposed works to reposition the existing train maintenance facility had severe implications for the existing signalling and telecommunications as well as other infrastructure so we worked closely with Kelly ITS to phase the moving of cables and infrastructure to new locations so that work could continue seamlessly.

"A digital and topographical survey was produced to ensure that all aspects of work on the project, both now and in the future, could be thoroughly co-ordinated."

Time consuming and detailed co-ordination meetings were undertaken with Network Rail and a number of other parties, relating to the design and procurement of the new train maintenance facility.

"Temporary Works Form C procedures were followed rigidly to ensure that trenching and other works did not result in destabilising of existing infrastructure, such as overhead line masts, adjacent to the critical East Coast Mainline," added Paul. "This was the first time we had worked with Kelly ITS and I am delighted to report that the job went exceptionally well."

Alexandra Palace, which is in striking distance of the project, was built in 1873 as a public centre of recreation, education and entertainment, and as North London's counterpart to the Crystal Palace in South London. It was allegedly nicknamed the "Ally Pally" by Gracie Fields.



Client: Network Rail
Contractor: Kelly ITS