



**Entry for
The Heavies Awards
2020**

**In the category of
The Earl Attlee Award
For
Corporate &
Social Responsibility**

Introduction

The Company originally started trading as agricultural engineers on a sole trader basis but was incorporated as **Hutchinson Engineering Services Limited** in 1990. During the intervening years since incorporation, customer repeat business and recommendations (we don't advertise), has seen us expand over four sites and broadened considerably what we now do to encompass the following services:

Haulage



Our extensive fleet of vehicles, meet the FORS Gold Standard, provide flexible solutions for customer road transport needs. With payloads ranging from abnormal loads, requiring specialist heavy haulage, to those that fit in a pick-up truck; with our own escort vehicles and drivers fully trained and experienced in all loading, unloading and securing techniques, our customers know a call to us gets the job done.

We have already been recognised by the industry, when we were presented with the Operator of the Year and the Most Significant Safety Initiative in the bi-annual 2018 Heavies Awards.

Crane, access equipment and plant hire

With our own mobile cranes, access equipment, fork trucks, heavy jacking and skating equipment (ideal for heavy machinery movements), together with trained and accredited personnel (CPCS, CSCS, NPORS, SSSTS, IPAF) at appointed person, crane supervisor and slinger signaller levels, we can give the assurance that our skilled operators are experienced in planning and executing all types of lifts. We are able to offer CPA and full contract lifts.



Commercial Vehicle & Trailer Workshops



If it is a commercial vehicle and travels on the road we can probably look after it. We have our own vehicle workshop that maintains, services and repairs our own, and third-party vehicles, including MOT preparation and brake roller tests, backed by our Specialist Trailer Services Company who do everything with commercial trailers, from servicing and repairs, to MOT preparations and full refurbishments.

Engineering Services

Located at Sutton-on-Trent and operating from modern workshops with an extensive, varied skill set, we can provide services ranging from one off specials or larger production runs from our base, which features; fabrication facilities; a machine shop; and shot blasting and painting bays.



However, with fully equipped vans and trained and accredited personnel across a broad range of areas we are not bound to our own site, but offer the mobile options of site fitters and welding services at the point of need, on our customers sites; carrying out repairs and servicing to plant and equipment within the agricultural, construction, industrial and quarrying sectors.



A Summary

This document has been put together in support of the Company's nomination for The Earl Attlee Award for Corporate & Social Responsibility at the 2020 Heavies.

Within the pages, you will see how we have thought about our interaction with those around us locally, within the environment and in the wider community in which we operate and interact. You will also be led through the actions we have put in place to reduce our harmful impact, or, be a positive force for good in these areas

Sections explored are:

- ✓ Environmental, in relation to our vehicles
- ✓ Environmental & Life Cycle
- ✓ Community Impact on Safety
- ✓ Community Relations
- ✓ Engagement with the Local Community
- ✓ Charity Work
- ✓ Staff Engagement & Sharing
- ✓ Industry Governance



It is important to stress that these actions have not been carried out to win awards or for external appreciation, but are simply a continuation of what we have done for years. Being socially responsible and striving to be the best we can be, at what we do. Recognising that Team Hutchinson can achieve more than its individuals can, because we inspire each other.

Environmental

Vehicles

It has always been difficult to directly compare the fuel consumption of vehicles in our fleet, even allowing for there being similarity in many of the vehicle types. This is down to the type of loads carried, as they vary so widely, both by vehicle type (there is a variety of these) and from day to day for the same vehicle, with different trailer types used to add another perimeter to the mix.

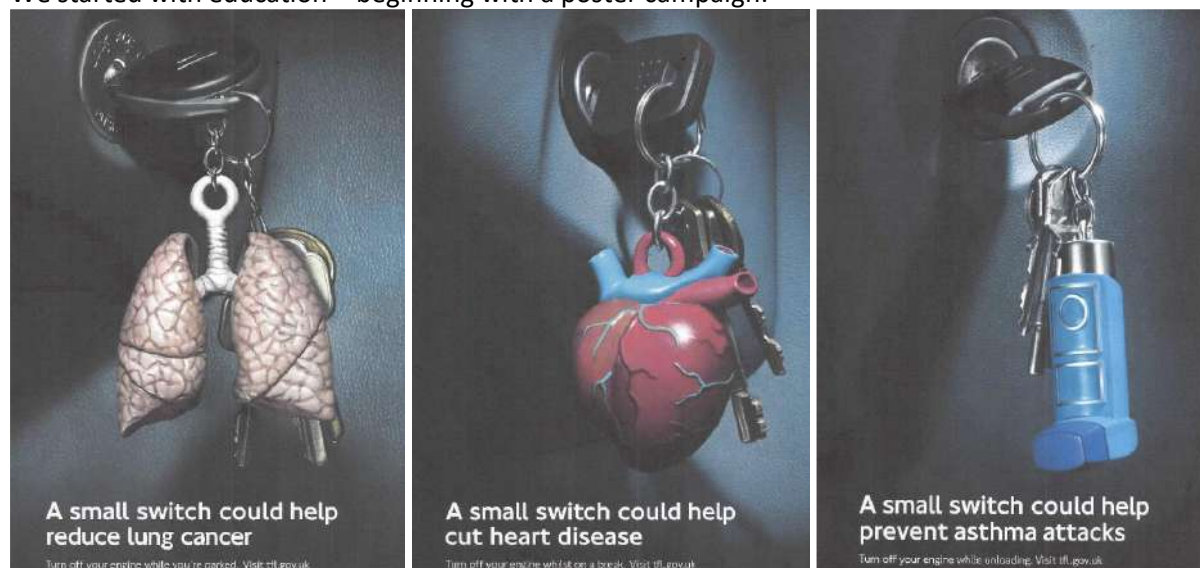
For example; one day we could be moving an empty tank, so volume with wind resistance but limited weight; the next it could be a piling rig with less wind resistance but vastly increased weight; and the day after, an abnormal load of an oversized open steel frame. This makes comparison of consumption figures almost meaningless.

However, we continue to monitor the vehicles on a monthly basis, which smooths out some of the peaks and troughs and over the longer term allows an element of comparison:

Active on fleet to	Registration Number	Start Odometer	31-Jan-19 OnSite (L)	Jan-19 Out (L)	Odometer (km)	Travel in Month (km)	Monthly MPG	28-Feb-19 OnSite (L)	Feb-19 Out (L)	Odometer (km)	Travel in Month (km)	Monthly MPG	31-Mar-19 OnSite (L)	Mar-19 Out (L)	Odometer (km)	Travel in Month (km)	Monthly MPG
31/12/19	AVES YTH	200,363	457.75	223.88	205,397	5,034	20.662	393.17	147.80	209,646	4,249	22.187	510.99	167.81	214,459	1,823	20.077
31/12/19	DX08 BGL	922,400	1,797.07	346.15	928,955	6,555	8.640	1,364.95	290.32	935,462	6,507	11.105	2,896.63	943,011	7,549	7.908	
31/12/19	DX61 KWH	288,802	1,278.28	813.00	295,515	6,713	9.068	1,186.00	740.00	302,018	6,503	9.538	2,821.01	1,973.00	314,527	12,509	7.371
31/12/19	DX64 KWH	292,894	2,236.00	488.00	298,491	5,597	5.804	2,682.32	511.00	304,044	5,553	4.912	1,531.29	312,548	8,504	5.980	
31/12/19	DX68VAH	14,845	2,287.44	200.05	21,851	6,906	7.842	1,856.16	27.533	5,682	6.647	1,230.01	2,511.19	38.051	10,518	7.042	
31/12/19	DX68VAH	20,903	1,620.00	1,070.00	28,466	7,563	7.942	1,747.00	800.00	34,710	6,244	6.925	2,583.59	350.00	43,714	9,004	8.670
31/12/19	DX68VAH	23,585	2,945.00		31,611	8,026	7.698	2,025.41	38,279	6,668	9.300	2,512.00	937.80	47,898	9,619	7.876	
31/12/19	DX68VAH	14,713	1,891.03	560.16	21,434	6,721	7.745	2,250.92	200.00	27,250	5,816	6.703	5,325.72	230.00	36,673	9,423	7.486
31/12/19	DX68VAL	17,886	2,152.00	787.00	29,091	11,225	8.090	1,291.96	410.00	39,388	4,297	7.134	2,764.18	397.09	43,443	10,055	8.985
31/12/19	DX68VAL	17,496	2,906.68	500.00	25,979	8,483	7.247	2,461.46	150.00	32,810	8,831	7.389	3,435.12	350.00	41,889	9,079	6.776
31/12/19	DX68VAL	19,768	2,815.13	657.00	28,922	9,154	7.447	3,300.34	37.861	8,939	7.651	3,540.02	271.00	46,425	8,564	6.348	
01/03/19	PD61 EVR	651,256	434.00		652,657	1,401	9.119			652,657	0	0.000				0	Off Fleet
01/03/19	PD61 EVL	639,606	2,276.49	150.00	645,819	6,213	7.233	936.66	647,891	2,072	6.249					0	Off Fleet
31/12/19	PD13 CTT	382,283	2,463.26		386,139	3,856	4.422	1,371.19	388,099	1,950	4.038	3,873.96	479.66	395,815	7,716	5.006	
31/12/19	PD13 CTT	395,839	510.00	1,112.00	398,676	2,837	4.941	296.30	398,676	0	0.000	2,111.34	401,722	3,046	4.075		
31/12/19	PD14 AWH	350,504	1,330.10		352,261	1,957	4.156	2,836.77	356,637	4,376	4.358	4,885.48	500.01	363,081	6,444	3.510	
31/12/19	PD15 BHS	349,680	2,126.00		356,300	6,620	8.796	2,094.01	362,919	6,619	8.929	2,205.86	318.42	371,021	9,102	9.067	
31/12/19	PD16 BBN	195,742	1,478.46	223.00	197,663	3,921	6.510	1,677.56	201,975	4,312	7.261	1,912.80	576.67	208,527	6,552	7.435	
31/12/19	PD19 DCD	655,761	2,321.30	361.37	662,965	7,204	7.586	1,329.61	912.06	667,777	4,812	6.064	2,483.67		673,536	5,759	6.524
31/12/19	PD19 FTT	281,623	3,778.70	820.00	288,336	6,713	4.124	4,143.08	1,171.00	294,620	6,284	3.340	1,780.93	106.30	296,654	2,034	3.028
31/12/19	PD19 KPE	470,354	954.00		472,913	2,559	7.577	329.00		473,784	871	7.478	1,130.71		476,391	2,607	6.513
31/12/19	PD19 KWH	164,407			164,747	340	0.000			164,747	0	0.000	278.96		166,499	1,752	13.428
31/12/19	PD19 PNL	639,055	1,279.12	351.91	642,906	3,851	6.670	2,756.11	500.00	650,263	7,357	6.383	2,879.57	620.07	658,484	8,231	6.644
31/12/19	PD19 PNL	660,787	958.35		665,418	2,631	7.755	1,002.20		666,563	3,145	8.865	1,735.25		671,745	5,182	8.436
31/12/19	PD19 KWH	624,187	2,197.05	2,030.32	631,651	7,464	4.988	3,598.19	520.99	637,251	5,600	3.840	4,935.76	1,010.00	645,206	7,955	3.779
31/12/19	PD19 LCO	177,860	150.96		179,105	1,245	23.297	60.00		179,677	572	26.930			182,945	3,168	21.192
31/12/19	PD19 RDB	204,826	652.20	32.46	211,325	6,499	26.814	277.02		213,151	1,826	18.620	535.93		217,505	4,354	20.999
31/12/19	PD19 YN1	465,899	2,549.99	815.00	471,059	5,160	4.332	717.68		472,382	1,323	5.207			472,382	0	0.000
31/12/19	PD19 DKL	486,466	3,617.10	1,608.29	493,400	6,934	3.748	2,361.16	860.00	496,036	4,636	4.066	4,701.00	380.00	506,055	8,019	4.458
Summary																	
			9,275	Fuel Used (L)	Carbon Dioxide (kg)	24,857		4,358	Fuel Used (L)	Carbon Dioxide (kg)	11,679		8,989	Fuel Used (L)	Carbon Dioxide (kg)	24,090	
			18,593	Distance (km's)	Carbon (kg)	6,773		7,785	Distance (km's)	Carbon (kg)	3,182		21,600	Distance (km's)	Carbon (kg)	6,564	

So, in the last year we have focused on engine idling, using the vehicle telematics as a tool to keep the drivers focused on this issue.

We started with education – beginning with a poster campaign:



Environmental (Continued)

Followed this with training, in the form of a Company paid for CPC session relating to LoCity and Environmental Awareness



We then monitored the idling of each vehicle and presented the driver with the results at a one to one with a Transport Manager, giving them an opportunity to offer mitigating circumstances, such as Lorry Loader Crane in use, or power required to operate the trailer.

Below are several extracts from our monitoring of idling across the fleet:

Excessive Idle Wk/Com	05/11/2018		12/11/2018		19/11/2018		26/11/2018		03/12/2018		10/12/2018	
Unit Reg	Idling Time	Litres Burnt	Idling Time	Litres Burnt	Idling Time	Litres Burnt	Idling Time	Litres Burnt	Idling Time	Litres Burnt	Idling Time	Litres Burnt
TOTAL (Weekly)	116.39.15	109.10	105.49.26	61.12	101.05.55	60.07	91.15.46	50.92	103.57.12	56.02	94.51.55	63.96
Fuel Cost p/L	£1.06		£1.06		£1.06		£1.06		£1.06		£1.06	
Cost of Wasted Fuel (£) =	£115.65		£64.79		£63.67		£53.98		£59.38		£67.80	
Carbon Dioxide (Kg) =	292.388 Kg		163.802 Kg		160.988 Kg		136.466 Kg		150.134 Kg		171.413 Kg	
Carbon (Kg) =	79.670 Kg		44.633 Kg		43.866 Kg		37.184 Kg		40.908 Kg		46.706 Kg	
NOX (Kg) =	0.598 Kg		0.335 Kg		0.329 Kg		0.279 Kg		0.307 Kg		0.351 Kg	
PM (Kg) =	0.011 Kg		0.006 Kg		0.006 Kg		0.005 Kg		0.006 Kg		0.006 Kg	
Excessive Idle Wk/Com	28/01/2019		04/02/2019		11/02/2019		18/02/2019		25/02/2019		04/03/2019	
Unit Reg	Idling Time	Litres Burnt	Idling Time	Litres Burnt	Idling Time	Litres Burnt	Idling Time	Litres Burnt	Idling Time	Litres Burnt	Idling Time	Litres Burnt
TOTAL (Weekly)	70.36.23	48.15	78.06.10	47.84	70.26.27	46.17	203.59.59	50.73	76.28.46	51.70	87.05.56	42.38
Fuel Cost p/L	£1.06		£1.06		£1.06		£1.06		£1.06		£1.06	
Cost of Wasted Fuel (£) =	£51.04		£50.71		£48.94		£53.77		£54.80		£44.92	
Carbon Dioxide (Kg) =	129.042 Kg		128.211 Kg		123.736 Kg		135.956 Kg		138.556 Kg		113.578 Kg	
Carbon (Kg) =	35.161 Kg		34.935 Kg		33.715 Kg		37.045 Kg		37.754 Kg		30.948 Kg	
NOX (Kg) =	0.264 Kg		0.262 Kg		0.253 Kg		0.278 Kg		0.283 Kg		0.232 Kg	
PM (Kg) =	0.005 Kg		0.005 Kg		0.005 Kg		0.005 Kg		0.005 Kg		0.004 Kg	
Excessive Idle Wk/Com	15/04/2019		22/04/2019		29/04/2019		06/05/2019		13/05/2019		20/05/2019	
Unit Reg	Idling Time	Litres Burnt	Idling Time	Litres Burnt	Idling Time	Litres Burnt	Idling Time	Litres Burnt	Idling Time	Litres Burnt	Idling Time	Litres Burnt
TOTAL (Weekly)	64.53.38	49.21	61.25.53	37.59	77.07.55	52.13	77.21.35	56.81	61.03.50	50.79	63.23.26	42.73
Fuel Cost p/L	£1.09		£1.09		£1.09		£1.09		£1.09		£1.09	
Cost of Wasted Fuel (£) =	£53.64		£40.97		£56.82		£61.92		£55.36		£46.58	
Carbon Dioxide (Kg) =	131.883 Kg		100.741 Kg		139.708 Kg		152.251 Kg		136.117 Kg		114.516 Kg	
Carbon (Kg) =	35.935 Kg		27.450 Kg		38.068 Kg		41.485 Kg		37.089 Kg		31.203 Kg	
NOX (Kg) =	0.270 Kg		0.206 Kg		0.286 Kg		0.311 Kg		0.278 Kg		0.234 Kg	
PM (Kg) =	0.005 Kg		0.004 Kg		0.005 Kg		0.006 Kg		0.005 Kg		0.004 Kg	
Excessive Idle Wk/Com	19/08/2019		26/08/2019		02/09/2019		09/09/2019		16/09/2019		23/09/2019	
Unit Reg	Idling Time	Litres Burnt	Idling Time	Litres Burnt	Idling Time	Litres Burnt	Idling Time	Litres Burnt	Idling Time	Litres Burnt	Idling Time	Litres Burnt
TOTAL (Weekly)	26.08.33	24.08	32.44.44	21.35	50.04.22	35.16	62.15.20	54.50	78.41.01	59.04	76.20.55	56.74
Fuel Cost p/L	£1.11		£1.11		£1.11		£1.11		£1.11		£1.11	
Cost of Wasted Fuel (£) =	£26.73		£23.70		£39.03		£60.50		£65.53		£62.98	
Carbon Dioxide (Kg) =	64.534 Kg		57.218 Kg		94.229 Kg		146.060 Kg		158.227 Kg		152.063 Kg	
Carbon (Kg) =	17.584 Kg		15.591 Kg		25.675 Kg		39.798 Kg		43.114 Kg		41.434 Kg	
NOX (Kg) =	0.132 Kg		0.117 Kg		0.193 Kg		0.299 Kg		0.324 Kg		0.311 Kg	
PM (Kg) =	0.002 Kg		0.002 Kg		0.004 Kg		0.005 Kg		0.006 Kg		0.006 Kg	

Environmental (Continued)

The results were quite dramatic, as can be seen from the above table, however continuous monitoring is ongoing, with the results being communicated to the drivers, to ensure the standards are maintained.

In April '19 we delivered a FORS Toolbox Talk, which featured Tyres & Fuel Management and, at the section "How you can reduce your fuel usage – Minimise Engine Idling", we supplemented extra information into what was provided in the standard PowerPoint. This related to our own performance and with further information highlighting the potential fines which could be issued by local authorities at between £20 and £80. Drivers were reminded that, as a driving offence, these would be at their cost not the Company's.

FORS Toolbox Talk – Attendance Register				
Toolbox Talk: <i>Fors H11 Tyre & Fuel Management</i>		Briefing date: <i>April '19</i>		
Delivered by: <i>Kate Lewis</i>		Signature: <i>[Signature]</i>		
Driver's Name		Driver's Signature		
<i>[Redacted]</i>		<i>[Signature]</i>		
EMPLOYEE - <i>[Redacted]</i>				
DATE	REASON FOR CONVERSATION	ANY COMMENTS	MANAGER SIGN OFF	EMPLOYEE SIGN OFF
<i>21/04/19</i>	<i>Excessive idle. Discussed with driver to advise to turn engine off when stationary.</i>	<i>Batteries on unit not holding power - to be reviewed in 4 weeks. 22/10/19 - Reviewed followed up by phone calls to discuss idling / wasted fuel levels.</i>	<i>[Signature]</i>	<i>[Signature]</i>
EMPLOYEE - <i>[Redacted]</i>				
EMPLOYEE - <i>[Redacted]</i>				
DATE	REASON FOR CONVERSATION	ANY COMMENTS	MANAGER SIGN OFF	EMPLOYEE SIGN OFF
<i>15/04/19</i>	<i>Discussed Excessive idle & infringements with driver</i>	<i>Monitor - Review in 4 weeks.</i>	<i>[Signature]</i>	<i>[Signature]</i>
<i>26/07/19</i>	<i>Discussed High WIT. Driver advised to Monitor hrs & use PC-A as previously asked</i>	<i>Monitor - Review in 4 weeks.</i>	<i>[Signature]</i>	<i>[Signature]</i>

Monitoring of idling is now routine with issues raised with those drivers who "forget".

We still operate Lorry Loader Cranes and have trailers that used the units power to operate them, but idling has almost halved on what it was; saving around 5½ tonnes of CO₂ per annum, with corresponding reductions in NO_x (nitrogen oxides) emitted and Particulate Matter generated.

Life Cycle

Commercial Vehicle Workshop

Waste handling in the Workshop has, for some time, been divided into four separate bins, designated by the lid colour:

- Red for Metal including Aerosols
- Blue for Cardboard
- Green for Plastic & Rubber
- Yellow for Oily Rags



These are replicated in the mini skips outside, which means processing waste in the various categories is simple. The four separator skips are joined by the General Waste skip, which means returning drivers have somewhere to put their waste and are encouraged to separate it too.



End of Life Vehicles

The Company is a Licensed Waste Carrier and has a Permit from the Environment Agency to break End of Life Vehicles, which we do on a small scale for HGVs only, so we can maximise the recovery element:

- We depollute the vehicle
- Break it down, returning many parts for reuse in the industry
- Recycling most of the rest of the vehicle to off-site, third party, specialist disposers of metal, plastic, batteries, anti-freeze and tyres.
- The oils are collected and burnt on site in an oil-fired, heating system designed for the job by Clean Burn to be efficient and 'environmentally friendly'.

Life Cycle (Continued)

Waste Oil Burner

Below is an extract from the Clean Burn website:



In a world faced with severe environmental challenges, Clean Burn just makes sense. First, recycling your waste oil through on-site heat recovery reduces the risks of spills and contamination. Second, the use of waste oils as a fuel source sharply reduces pressure on natural gas and fuel oil supplies. Finally, Clean Burn waste oil combustion meets or exceeds every Environmental Protection Agency (EPA) requirement for helping preserve clean air. The EPA and corresponding agencies worldwide recognize Clean Burn equipment as a preferred method of recycling used motor oils.

Our installation features two oil burners which means one can be shut down during the Summer, when only hot water is required.

We build up a stock of waste oil during the warmer months, which is then reduced as demand for heating increases in the colder months.

Burning waste oil generated on our site during vehicle maintenance and End of Life Vehicle breaking has the added environmental impact saving, as there is no disposal vehicle collecting the waste and no need for a supplier's tanker to deliver heating oil.



Though the environmental contribution is relatively small, big changes can be achieved by adding lots of little ones together.

Community

Stay Safe Be Seen in local schools

As responsible employers of HGV drivers, many of whom are working at the heavy end of the scale, we feel that ongoing training is critical to our safe operation, for the sake of our staff and other road users. It was during one of these sessions, a CPC training course, that Ryan Easom the Company's Transport Manager decided to take what he had learnt out into the wider community. "I came away from the course and thought about what we could do as a haulage company."



Recognising that taking the message to adults, many of whom are set in their ways, may not derive the best benefit, he considered his own young family. If he could educate young minds, they would influence the grown-ups in their lives and be the best advocates to spread the message, as children love to talk and share what they have learnt with enthusiasm.

The task then was to identify and educate young local children, who will have seen our trucks and could therefore apply the lessons, about road safety around HGV's, to themselves. An initial approach, in 2017, to the primary and nursery school in Sutton on Trent, where one of our sites is based, was positive. This gave us our initial target audience and venue, however the content at this stage was envisaged as a short talk and a playground demonstration of one of our vehicles.

Discussions with the Head Teacher and her staff was a vital part of the planning, as this was a totally new venture for Ryan and his team and well outside their comfort zone. It was during this stage that the project grew to a full day event with the Fire Brigade involved; the date was set for 11th July 2017.

The presentation team on the day were Ryan Easom (Transport Manager), Angela Cross (Operations Manager) and Jeff Lee (HGV Driver), who was supported by their colleagues in various ways, but the metallic star of the show for the kids, was Jeff's Mercedes Titan. Ian Hutchinson, the Managing Director, not only gave the project his blessing, but provided considerable resources to enable the event to happen.



The day itself was a great success, despite the rain during some of the playground activities, with the children buzzing with what they had learnt. Some of this was immediately evident when two boys arrived at school the next day wearing cycle helmets, having not seen them as cool before. A few months later, when the staff had a stand at the Sutton on Trent show and a Titan was part of the display, many youngsters made a point of dragging their parents across and repeating what they had learnt, demonstrating the knowledge had been retained.

This was the seed from which the Stay Safe Be Seen program has grown.

Community (Continued)

By 2018 the message was already beginning to spread, both in local schools and with others getting involved. The haulage press carried features in Heavy Torque and the FORS publication The Standard:



The Fire Brigade had already partnered with us in 2017, but by 2018 they were joined by the Nottinghamshire Police and later the RNLI, with the Company included in the Nottinghamshire Safety Partnership.

Getting the message across about safety around HGVs has always been our focus, so letting the youngsters get up close and personal with the vehicles has made the trucks the star at every event, whether this has been realising the sheer size of them; being able to appreciate the blind spots; or throwing water balloons at them to demonstrate their hard nature on soft bodies.

The Stay Safe Be Seen message has gone out there, with other hauliers become involved alongside us, which is great, as the safety program was delivered in 4 times in 2018 and 5 times in 2019. In 2020 we will see a new challenge as it will be delivered in a senior school for the first time.



Community (Continued)

Heavy Torque joined us for the day in 2019 at Tuxford School and wrote an article (below is a single page reproduction of their piece):



BACK TO SCHOOL

IN 2017 HEAVYTORQUE REPORTED ON 'STAY SAFE - BE SEEN', THE SCHOOLS SAFETY PROJECT CREATED BY HEAVY-HAULAGE SPECIALIST HUTCHINSON ENGINEERING SERVICES. WE HAVE NOW SEEN IT IN ACTION, AND WE RECKON IT'S A LIFE-SAVER.

HEAVY TORQUE



Tough audience – two to 11-year-olds. If you want to get a message over to them you've got to grab their attention fast, and keep it. Ryan Eason, transport manager with Hutchinson Engineering Services (HES), knew at about that. Regular Heavytorque readers may recall our coverage of Hutchinson's schools safety initiative 'Stay Safe - Be Seen', launched in 2016, in a previous issue. We thought it was a copious idea. However, we'd never actually seen it live. We have now, and feel even more enthusiastic about it.

We recently joined Eason and his colleagues from HES, along with a supporting cast from Nottinghamshire Police, the Fire Brigade, the RLU, plus local sponsors Gumbel Transport Services and D.L. Rogers, for a safety day at Tuxford Primary Academy, located 15 miles north of Newark-on-Trent just off the A1. The school has 550 children ranging from R6 nursery-aged beginners right through to Year 6 final year primary school pupils. To get to it many have to cross the busy Newark Road that runs right past the Academy's front door, and the recent erection of a nearby light-controlled pelican crossing followed safety concerns caused by the steady stream of traffic on the main road.

Having already conducted safety days at other local schools, Eason spotted the potential for a similar 'Stay Safe - Be Seen' day at Tuxford, not least as Hutchinson's transport yard is literally just down the road at nearby Weston. He was clearly pushing at an open door. Michele Wright, Tuxford Primary Academy's lovely support advisor, explains: "Ryan approached us with the idea, having seen how busy the road outside the school is. We've now got our own crossing at Tuxford is a through road for haulage companies coming off the A1 and travelling to two local industrial estates. So it's important to get the kids aware. Our community is sustained by trucks and it made sense to take up Ryan's offer."

That, in a nutshell, is how we came to be receiving a safety briefing in the school's playground at 08:30hrs in the morning surrounded by three top-weight articles, including one of Hutchinson Engineering Services' venerable V8 SLT Gull Astro tractors, plus Gumbel's MAN TGO2500 500 tonne tractor and D.L. Rogers' XE480 SuperSpace Cab. Parked next to them is a Nottingham Constabulary police car with all its roadside kit, including a strobe, neatly laid out on the tarmac.

There's already a hubbub of excitement as children, smartly dressed in their blue blazers and ties, start to gather in the assembly hall. Looking at their expectant faces, it's clear this is no ordinary school day. After a cheery 'Good Morning everybody', Eason starts working the room with impressive ease. "Who's seen the lorry outside? Who's excited about today?" dozens of hands shoot up. Eason's presentation is highly-interactive. He tosses out questions to the children who respond enthusiastically. "Who knows what Hutchinson does?" "You move stuff for people!" shouts out one small voice among all the rest.

The next question "Who does competition?" gets an equally loud reply. Eason says that he wants them to go away and think about creating a safety poster that drives home the 'Stay Safe - Be Seen' message, adding "The winners will have their poster put on our lorries... and they go everywhere, in London, even past Buckingham Palace. Does that sound good?" The raucous 'YESSES!' suggests it.

Amidst all the enthusiasm there's still a serious message to deliver. "Today," confirms Eason, "we're talking about staying safe near trucks. Whose responsibility is it? Is it our drivers? The loud answer 'US!' shows that even young children understand the need to take responsibility for their own safety. So how can we make it easier for very drivers to spot you?" questions Eason. The answers come thick-and-fast – bright clothes, high

visibility, bicycle helmets. They're clearly thinking about it, as Eason jokes: "I have you already seen my presentation?"

He then deftly weaves in a message on behalf of the industry. "What do lorries do?" he asks, before continuing "Everything in the room would have been on the back of a lorry at one time or another – who knew that?" We could swear there's an audible gasp from the young audience. As we said at the beginning when you're trying to engage young children you've got to pitch your message at the right level. The next slide shows a familiar image of an iPad. "Where does this come from?" asks Eason. "China!" respond many while one lone voice calls out "Apple!" to a ripple of laughter. "And how does it get here?" wonders Eason out loud. On a board says one, in a plane says another, before a voice rings out "on a lorry!" Thus, the connection is made between familiar household objects, and the trucks that brought them. It's a point endorsed by the officer's Michele Wright. "There's lots of haulage in the area and it's really important that they get this message. It's perfect to have a truck in front of them that they can touch and feel and see."

After introducing his 'team', including lorry drivers Dave, Pete and Oliver, and Hutchinson's transport administrator, Roy Blagden, it's time to get on with the presentation. So up pops Trevor the Traffic Light Elephant on a large projection screen. "He's our mascot, he weighs three tonnes," says Eason. With the pachyderm it's a highly-original way to get the children thinking about the weight of a lorry using an analogy that they can all grasp. And who doesn't like elephants? From there, it's just a short step to the importance of staying safe near one.

"If Trevor weighs three tonnes, how many elephants do you think this weighs?" says Eason pointing to a photo of a Hutchinson SLT Astro on the screen, adding "Have a chat among yourselves." And they do, volubly and excitedly. He then invites the children to call out their answers before telling them "That lorry is 15 tonnes, so how many elephants is that?" (Note the maths puzzle in there too.)

As they work that one out Eason continues to pepper his audience with questions as the next shot appears on the screen of the Astro coupled to a trailer hauling a massive plating. "Now a full-size lorry like that with a full load on it, how much do you think that weighs? Put your hands up." Up they go again. "It's 50 tonnes!" confirms Eason before querying "How many elephants is that?" A lot! volunteers one causing Eason to break out into a broad smile.

Pointing at the STOD sign, he volunteers the information "That's the same as 50 elephants. I certainly wouldn't want to argue with that would you?" The response is a resounding 'NO!' By now Eason is definitely on a roll. Referring to the 44-tonne tractor in the playground he asks the children "Who's going to win an argument with that?" So do think it's a good idea to stay safe with lorries! Upon hearing a broad about in the alternative he asks again "Can you go a bit louder?" Well, they don't need to be asked twice. 'YES!' roar the children.

Throughout the day, each pupil will get the chance to climb into a truck to see for themselves how much a lorry driver can see from the cab. But not before Eason warns the three points of contact rule when getting in and out of the trucks. He then says "The drivers want a lot of questions," which gets an even louder response from his audience. After a quick introduction from local police officers, Jason Fildes, and Mark Fisher, it's time for the first group to go to up close to the three trucks to answer to the question "Who wants to be first?" There's a chorus of "me!", "me!", "me!"

The 'Stay Safe - Be Seen' message is delivered by the volunteers in a number of highly-imaginative ways. To begin

with each pupil is given a cone and told to position themselves around the truck so they can be seen by the drivers – a thumbs-up means they've spotted them. Then with great jubilation, and good humour, the three HES drivers safety marshal each child in and out of the cab. Dave, there, who normally pilots an article for HES, reckons the day has real value. "I feel it helps the kids and probably a lot of adults too. It also helps drivers."

Well, it's not long before the first child discovers the truck's air horn and there follows a melody of horn blasts from all three cabs, interspersed with the 'see me, whoop-whoop' sign from the HES cabs. As each new class arrives the cacophony is repeated – heaven knows what local residents think is happening. Along with being able to sit in a patrol car, at one point the children watch the officers conduct an impromptu speed check outside the school, which generates a lot of interest.

However, the most thought-provoking exercises is undoubtedly when each pupil is handed a water balloon along with the message "That's soft, like you. A truck is hard. Now throw the balloon at the truck." They don't need to be asked twice. A volley of balloons whistles through the air, exploding against the cab with a memorable KISS! ATT! We take our hat off to Heavytorque's master photographer Craig Pussey who takes his life in his hands by standing in front of the children to get an action shot.

It's clearly a great fun, but there's no doubt that they 'get' the serious underlying safety message. Children and trucks don't mix. The only problem is keeping-up with the demand for fresh water balloons! After lunch it's the turn of the local Fire Brigade to lay on their own demonstration, which includes showing the children all the different kit carried on a fire appliance. As each session finishes, each child is handed a goody bag with a 'Stay Safe - Be Seen' branded pencil case and luminous arm band.

So what does the school staff think of it? The reaction to the day has been extremely positive as Wright confirms. "We've been really impressed with the [safety] team and the way they've time taken everything in and also got the emergency services to support them. They've done it already at a few schools and had success with it. So when they came to us with a plan they already knew what worked."

Principal Jo Whitham is equally convinced it's pitched at exactly the right level for younger children, making the learning fun as well as being educational. "They're not just telling them what not to do," she says, adding "they already got a lot of that! It's giving them a chance to get up close to the truck, getting in there, touching them – that way they're far more likely to remember the message." Wright concurs: "With this they're more likely to 'forget' about it. It's a good point. Raising awareness to the dangers of traffic is the first step to staying safe. "It's usually starts off by talking to school with their parents," she says, "but as they get older they can be walking to school on their own which is when they can first start to face difficulties [with road safety]."

It's not only the children who've been able to experience the challenges truck drivers face on the road. Having sat in the Hutchinson Mercedes Actros tractor William reports, "I didn't appreciate what visibility is like for a driver until I got in the cab. Hopefully the children will get on like too. It explains to the children why it's important to be seen."

And at a time when the debate over what exactly young children should be taught continues, Whitham adds the safety day, while supported directly by the National Curriculum, "For us it sits well within our social, moral, spiritual and cultural curriculum. It's a catch-all for everything that doesn't fit into the National Curriculum. It's really important for our community and also fits within the safeguarding agenda."

Wright then surprises us with this observation, "It's also aspirational," she says. By which we take that to mean that it could well sow the seed in the mind of a future lorry driver. Equally important, Whitham sees it as an ongoing opportunity to deliver a regular safety message, not least to newcomers to the school. In terms of frequency she believes: "Every other year would be nice."

Given we say our goodbyes and as the final group of kids finish the last of the water balloons, we manage to grab a quick word with Eason, who's clearly pleased with the day. "This is the first one we've done in Tuxford. We've added a few new things to it since we did the first course. We now tell the children. When you hear an engine start up take two steps back again" so a driver has a greater chance of seeing them. We've now also got the police, the fire brigade and the RLU involved, through the Nottingham Safety Education Partnership so it's not just about road safety." Indeed, voluntary RLU education presenter Geoff Pearson explains "We talk to the children about water safety in general, not just the sea. In our area we've got the River Trent which has some really dangerous waters. We talk about keeping safe in water, also the dangers of cold water and dirty water."

Meanwhile, Eason is keen to promote the project to any operator who'd like to lay-on a similar day for local schools, and is happy to provide the presentation material as a stand-alone package, free of charge, or even help them present it on the day. However, he admits it's not been easy getting the course adopted by a broader audience. "I'd like it to go further, like getting adopted by HORS [Haulage Operator Recognition Scheme], but it's getting to the right people. I've got the idea that works – so you take it. He then ends with an unequivocal message about the need to get more communities to appreciate the value of road transport. "The whole industry is going backwards in my view. If we can push it forward, by whatever way we can, we should do so." It's one Heavytorque supports 100 per cent.



<https://www.heavytorque.co.uk/shop/heavytorque-issue-20/>

Community (Continued)

Community Co-operation – Fostering good relations with our neighbours

Hutchinson Engineering Services see themselves as part of the community rather than simply somewhere to site our business, so we sponsor two local defibrillators and, having provided them, pay for their upkeep:

John Hawkins

From: Weston Parish Council <westonpc.notts@gmail.com>
Sent: 17 June 2019 16:36
To: John Hawkins
Subject: Fwd: Weston Defibrillator

Hello John,

Many thanks for the cheque in respect of this donation.

Regards,

Sandra Akerman, Clerk to Weston Parish Council

Tel: [REDACTED] Email: westonpc.notts@gmail.com

www.westonparishnotts.org.uk WestonParishNotts on FaceBook

This email and its attachments are intended for the addressee only and may be confidential or the subject of legal privilege. If this email and its attachments have reached you in error, you must take no action based on them, nor must you copy them, distribute them or show them to anyone. Please notify westonpc.notts@gmail.com and delete it from your system. Opinions expressed in this email are those of the individual not the Council, unless specifically indicated to that effect. No authority exists on behalf of Weston Parish Council to make any agreements, representations or binding commitments by means of email, unless otherwise agreed.

----- Forwarded message -----

From: Weston Parish Council <westonpc.notts@gmail.com>
Date: Sun, 9 Jun 2019 at 16:20
Subject: Weston Defibrillator
To: John Hawkins <john.hawkins@hutchinson.uk.com>

Dear John,

I am writing to you once again to ask for your assistance in arranging for the annual donation of £250 for the support of the defibrillator in Weston to be paid over to the council.

If you would prefer for a payment to be made directly into our bank, the details are:

National Westminster Bank

Sort Code: [REDACTED]

Account Nbr: [REDACTED]

Account Name: Weston Parish Council

Alternatively, a cheque can be sent to me at [REDACTED]

Many thanks again for your help with this.

Kind regards,


Sandra Akerman, Clerk to Weston Parish Council

Tel: [REDACTED] Email: westonpc.notts@gmail.com

www.westonparishnotts.org.uk WestonParishNotts on FaceBook

Community (Continued)

We are also in contact with various parts of the community, who keep us up to date with what is happening so that we can restrict movements at busy times:



Angela Cross
To EmailAll

Please see below –

Funeral at Church next Wednesday 15th Jan

Village busy 23rd funeral at Methodist Chapel (High Street)

Many thanks

Angela Cross
Operations Manager

From: Steve Hall <[redacted]@sutton-on-trent.notts.sch.uk>
Sent: 03 January 2020 15:50
To: Angela Cross <Angela@hutchinson.uk.com>
Subject: All Saints Funeral 15th Jan

Hello Angela

We have a funeral at All Saints on Weds 15th Jan at 1.15.
On Thursday 23rd Jan at 11.15 [redacted]'s funeral will be at the Methodist Chapel, with refreshments after in the Community Centre. Although High St shouldn't directly affect you, it is likely to be a very busy event so there may be traffic and parking issues around the village.

regards

Steve Hall
All Saints PCC Sutton on Trent
[redacted]
[redacted]@sutton-on-trent.notts.sch.uk



Angela Cross
To EmailAll

 Whats On 02-12-19.docx
76 KB

Good morning all

Please be aware

TODAY – 6pm start Nativity at school – Traffic busy from possibly 5.15pm onwards
FRIDAY – 3.30pm start School xmas fayre – Traffic busy possibly from 3pm

Please avoid where possible.

Angela Cross
Operations Manager

From: Office <Office@sutton-on-trent.notts.sch.uk>
Sent: 04 December 2019 10:06
To: Angela Cross <Angela@hutchinson.uk.com>
Subject: Up and coming dates

Morning Angela

I have attached the what's On which i send out to parents ever week with the up and coming dates for your dairy (i meant to send it on Friday to you but i forgot sorry), we have a performance tonight at 6 pm i have high lighted it, hope this helps with traffic . If we have anymore put on the calendar i will try and remember to let you know.

Thank you

Tracey Middleton
Admin Assistant
Sutton-on-Trent Primary and Nursery School

Community (Continued)

Community Engagement – Being Out & About

We feel that as part of the community it is right to be seen and to listen to the people in the area in which we are based, so, we have a stand at the annual local village event

Sutton on Trent Festival

We raise money for charity, sponsoring the prizes, but equally as important engage with those around us.

However, they were not too pleased when we were winning at tug of war!



Charity

For many years Hutchinson Engineering Services have raise money for the Lincs & Notts Air Ambulance, and we still do, but this year we added the Teenage Cancer Trust, as one of the named charities, owing to one of our employee families having had the benefit of their care. It was these two charities that were named as recipients from the funds raised at the Sutton on Trent Festival:



Charity (Continued)

We do also raise funds for other charities in smaller, low key, ways:

- MacMillan Cancer Support have a collecting box on our sales counter
- We have bought pin badges for Breast Cancer & Prostate Cancer
- Worn Christmas Jumpers to raise funds for Save the Children
- And paid for charity sweets to contribute to Mencap



Engagement

The Company is a very diverse business, operating from four sites and involved in; haulage, including abnormal load; crane, access equipment & plant hire; commercial vehicle, trailer, plant & fabrication workshops; plant, equipment, commercial vehicle & trailer sales; and engineering services, including shot blasting and paint spraying. This means we have a very broad set of skills and a vastly varied team, focused on different issues both at work and at play.

However, interaction in the working environment is routine for example, this year Transport had six new MAN trucks (four TGX41.580 8x4/4 & two TGX 28.500 6x2). These went into the Engineering Workshop to have storage lockers made & installed; the trucks use the Commercial Vehicle Workshop and collect & deliver trailers for the Trailer Workshop site. The circle is neatly closed when a tractor and trailer unit is loaded by the Crane Section at our Engineering site and used to deliver their fabricated products to the Company's customers. Team Hutchinson!

Get togethers tend to be voluntary such as the Sutton on Trent Festival or fund-raising events:



At the Sutton on Trent Festival in Tug of War Event, the spur of the moment five man group – Team Hutchinson, was made up of:

- a commercial vehicle fitter
- an HGV abnormal load driver
- a mobile plant fitter
- a workshop engineer
- the partner of one of our suppliers

Quite a nice cross section of big blokes.

Invitations have already been sent out for the next event on 29th February '20:

HEAD OFFICE OLD NORTH ROAD WESTON NEWARK, NOTTS NG23 6SY TEL: (01636) 821648 STORES: (01636) 822144	HUTCHINSON ENGINEERING SERVICES LIMITED	SUTTON WORKS INGRAM LANE WORKS SUTTON-ON-TRENT NEWARK NOTTS NG23 6RT TEL: (01636) 821640
info@hutchinson.uk.com	www.hutchinson-uk.co.uk	sutton@hutchinson.uk.com

Family Fundraising Event
February 29th 2020 @ Sutton Yard
4pm – 11pm

Dear John,

Christmas is fast approaching and this year we will not be organising our annual Christmas event at the showground. Instead Tink has decided to do something different in the New Year.

On Saturday 29th February 2020 we will be holding a family fundraising event for two chosen charities, Macmillan & Lincoln County Hospital, Ingham Ward.

You may or may not be aware this year has brought several families within our company unimaginable times and we are sure that there are many others amongst us that have been touched or affected by cancer.

Our intentions for holding this event is to celebrate all that is TEAM HUTCHINSON giving a chance for colleagues and their families from all four sites to interact, away from the pressures of the working day. Not only do we strongly believe this is the perfect opportunity to unite with our work family but is also the chance for us to raise huge amounts of money together for two important charities close to our hearts.

Governance

The Company have been members of the Fleet Operator Recognition Scheme (FORS) for many years, having been at the highest level of Gold for the last seven years. Below is an extract from the FORS website, which outlines the parameters of membership.

ABOUT FORS

The Fleet Operator Recognition Scheme (FORS) is a voluntary accreditation scheme encompassing all aspects of safety, fuel efficiency, vehicle emissions and improved operations. FORS helps fleet operators to measure and monitor performance and alter their operations in order to demonstrate best practice. It is open to operators of vans, lorries, mini-buses, coaches and other vehicles, and to the organisations that award contracts to those operators.

There are three levels of accreditation Bronze, Silver and Gold. As Gold members we are externally audited, by transport professionals, annually at the Silver and Gold levels, with a three-yearly audit at Bronze.

The Standard is set by the FORS organisation and updated every two years, to ensure it is kept current and relevant in a changing world. The latest Standard is version 5, which came into effect in January 2019, so last year's Silver and Gold audits were carried out to the latest Standard.

<https://www.fors-online.org.uk/cms/news/fors-standard-version-5-0-effective-14-january-2019/>



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