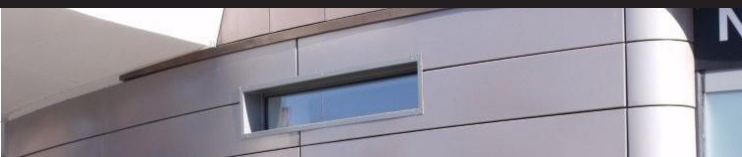


Rail & Underground VE Panelling & Ceilings



Vitreous Enamel Cladding

Vitreous Enamel cladding can be specified to provide impact resistance and protection in addition to having aesthetic benefits. Applications include areas around lift lobbies and other high user traffic environments, for example along walkways in transportation hubs, and where acoustic performance is not required.

H.A. Marks are a highly experienced rail and underground contractor. We design, commission and install Vitreous Enamel Cladding. The enamelled surface finish ensures a vibrant, low maintenance product with a high quality finish.



Design

H.A. Marks have a dedicated in-house specialist Facades and Cladding department that carry out work through out the UK. Having our own specialist team enables us to manage each project effectively and offer a fast and efficient turnaround.

Fabrication

Our product is manufactured locally which allows us to have valuable and consistent input during the manufacturing process.

Installation

H.A. Marks have extensive experience on the Underground and Rail Network, having carried out many refurbishment programs at stations including:

- *Liverpool Street*
- *Moorgate*
- *Charing Cross*
- *Embankment*
- *Brixton*
- *Harrow on the Hill*
- *South Kensington*
- *Victoria*
- *Farringdon*
- *Paddington*

Our employees are directly, trained, experienced installers who all hold current PASMA and CSCS certification.

H.A. Marks are approved contractors for:



mtrcrossrail



GTR



greateranglia



South Western
Railway

southeastern

Go-Ahead

Health & Safety

H.A. Marks Health and Safety Management systems are accredited to ISO 45001:2018 and we are an experienced RISQS, FIRAS, Chas and Constructionline accredited contractor with a Health and Safety Management System that ensures we apply appropriate Health and Safety measures relevant to works we engage in.

We pride ourselves on our safety record and follow strict guidelines of our safety marks. We engage a health and safety consultant to provide on-going health and safety advice as well as on-site support.

We aim to be personable and knowledgeable, backed by the highest professional and safety training standards.

H.A. Marks are fully cognisant of their full responsibility in safety measures at all times.

- *H.A Marks have over 15 years of experience working under QUENSH conditions*
- *Our Staff and Safety Manager are experienced in rail projects and are fully compliant to safety requirements*
- *PAT Testing is undertaken on all electrical equipment*
- *Training and competencies of both staff and sub contractors are monitored regularly and records are kept on the H.A. Marks server*

How we operate

H.A. Marks are a flexible organisation that adopts an open approach with all of our clients. We recognise the importance of collaborative relationships in the successful delivery of all projects. We pride ourselves in our excellent relationships with our clients. Our extensive knowledge and experience in the rail industry, enables us to offer innovative solutions to our clients.

H.A. Marks have accredited management systems to ISO standards; ISO 45001:2018 - Health & Safety, ISO 9001:2015 - Quality and ISO 14001:2015 - Environmental, endorsing that its management systems, leadership and culture within the business are aligned to these ISO principals.

H.A. Marks places a strong emphasis on communication and the importance of positively building and maintaining client relationships. We appoint a Senior Contracts Manager to be the key point of contact for everyday issues. We hold a series of project meetings with the client and team to answer any questions they may have and openly discuss the project, the methodology and project impact.

We hold meetings and regular forums to update clients on progress and provide any information they need. By working together every step of the way we are able to provide a consistent service ensuring mutual respect and honesty. We use software which integrates seamlessly with a project's scheduling system as well as providing collaborative working opportunities for all Stakeholders on a project. This system allows real-time data to feed into a project and so ensure progress is captured in real-time.

It is our practice to deal with problems promptly and avoid any small issues evolving into larger ones. We do this by acting in a professional, courteous and pro-active manner. In particular, our Site and Contract Managers would frequently liaise with the Station Supervisor and the Station Staff to minimise disruption and help promote a mutually respectful and solid working relationship.

Liverpool Street Station



Following the success at Charing Cross, H.A. Marks has continued under the ISP framework to design & build new ceilings and bulkheads for TfL at Liverpool Street Station, Ticket Hall B. Suspended ceilings and perimeter bulkhead were designed with both the M&E and Comms assets integrated within our build. The project continues to be a challenge due to the works being undertaken in engineering hours with constrained access to the site due to its central London location. The scope of work was for the design and build of the ceiling grid and sub-grid for mechanical and electrical services; design and install the bulkhead for the ticket hall gate line; design and install perimeter lighting fixtures; installation of ceilings and setting out of all services within the booking hall.

Liverpool Street Underground Station serves around 65 million passengers annually. This station also is an interchange station with national rail making it the 6th busiest on the network. During the design and construction phase of the project our team worked in collaboration with both Network Rail (NR) and London Underground Limited (LUL) to ensure the project continued to meet their requirements. The success of this approach was demonstrated by TfL achieving the key milestone set by the Mayor of being ready for the Crossrail interchange. Crossrail was also consulted during the planning and programming of the works to avoid clashes and mitigate any safety risks.

Key challenges were centred on logistics, site access and the interface with other trades and existing assets. The lack of storage facilities on site was overcome by utilising our strategically located storage depot in West Norwood, allowing materials to be brought in on a nightly basis. This solution formed part of our detailed Transport and Logistic Strategy issued to the client for approval before the works were commenced on site.

Moorgate Station



The scope of works covered the removal of existing tiling to platform walls, render repairs to certain areas, installation of tile backer board, installation and grouting of new wall tiles to match Transport for London (TfL) designs at Moorgate, Old Street, Essex Road and Highbury and Islington sub-surface platforms. With the exception of Essex Road Station, Highbury & Islington, Old Street and Moorgate stations are an interchange with London Underground. Because of our teams' experience of working with LUL and our working relationship with TfL, GTR appointed us to remove the tiles within these stations.

Key challenges were logistics, working in an environment where the TfL night tube was operating and working safely around the COVID 19 pandemic. We worked in collaboration with GTR when booking possession dates to utilise more time and plan the works around key interfaces during station closures. This approach allowed us to successfully remove 4 tonnes of waste from site at Highbury and Islington Station. To deliver the works safely during the COVID 19 pandemic we reviewed our SSOW following Government guidelines. Implementation included Toolbox Talks on safe working, managing sites in a virus situation and the control measures to minimise impact.

Due to time constraints on this project we adopted a safe working method of tiling whilst the trains were running, during off-peak times on the platform. This flexible and robust methodology produced during the pre-construction phase gave GTR the confidence to allow working during non-engineering times. Site specific risk assessments and method statements were produced by us for approval. Due to the high reliance on manual handling in removing rubble because of the site constraints, additional safety tours and Planned General Inspections (PGI) were carried out by the Project Manager and Construction Managers to ensure safe working and good practices continued to be followed.

Charing Cross



Design and installation of Suspended Ceilings and wall cladding to the Northern Line Ticket hall and escalator shafts to include integration with services both existing and new.

H.A. Marks undertook specialist design for the perimeter and ticket line bulkheads. All bulkheads were required to be powder coated / galvanised steel and were to be integrated with other trades, CCTV / PAVA and the like.

H.A. Marks produced a series of samples for approval and these were generated throughout the design period in order to ensure compliance with London Underground requirements as well as existing and new assets. Prefabrication was a key element to gaining efficiencies in programme dates.

Clapham Junction Railway Station



Clapham Junction

Clapham Junction Train Station is one of the busiest Rail Stations in Europe, handling up to 50,000 passengers per day. H.A. Marks designed and installed vitreous enamel cladding and a ceiling for the project located at the Ticket Hall and the Grant Road entrance.

Works consisted of:

- To design and installation of new VE Cladding and a new rain water catchment system
- New ceiling to the entire ticket hall
- Strip out and full refurbishment of the ticket hall
- New ticket office
- New lift and associated sub-structure works
- Platform alterations to accommodate new lift
- Re-modelling the external areas, forming new DDA ramp and entrance steps
- New curtain walling
- New rain catchment system to ceiling of ticket hall
- New barriers and power installations
- Electrical lighting
- New walls, floors and ceiling finishes
- Staff accommodation and customer service area improvements

The works are being carried out in sequenced phases including engineering hours. Careful logistics and passenger safety are the top priority on this project with much of the works carried out at nights and weekends.

Embankment



The first process of the project entailed the removal of ceilings from the ticket office complex while still maintaining the stations normal operations. To successfully achieve this we set up control measures to dust and ventilation services.

For the beginning of the contract, we operated a day and night shift.

During the day, the tiles and grid were removed from the mid-concourse level. The removed materials were then carried out by the night shift staff to waiting vehicles for recycling.

District/Circle Line Platforms 1 and 2

H.A. Marks removed all of the existing ceiling tiles. This process involved using polythene sheeting on the walls and platform to protect surfaces and assets from the large amount of dust and debris present on the reverse of the tiles. The tiles were unfixed and placed into wheelie bins for transport to awaiting vehicles at surface level.

With only 3 hours per shift allowed, this element of the project was labour intensive. After each shift, the platforms were meticulously cleared and mopped down ready for traffic.

The same process was repeated for the removal of grids and the installation of chicken wire to improve security in the station and avoid objects being thrown into the now open void.

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