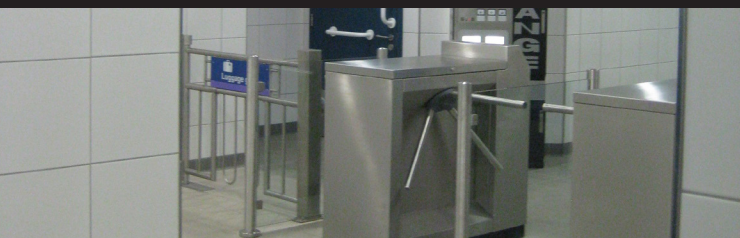


Rail Sector

Overground & Underground



Rail Specialists

We are framework suppliers to many of the countries train operating companies as well as Transport for London and London Underground. Our management teams are very experienced with rail projects and recognise the importance of clear and effective communication with our clients managers, Station Management and relevant stakeholders to ensure the effective and collaborative delivery of the project's needs. H.A. Marks have a dedicated rail experienced Site and Contract Manager for every job.

Our supply chain is managed in accordance with the requirements of our integrated management system using ISO 9001 standards for selecting, evaluating and re-evaluating suppliers. We operate an approved suppliers list, for which all suppliers and sub contractors must complete a Pre qualification Questionnaire and meet our criteria.

All employees and self employed contractors are employed according to their competence to fulfil the task applicable to their role and any training that is required before a job is identified and provided by the Site Supervisor.

We ensure that any operative working as installers of our supplier partner products has received training and have individually been approved to install.

As an ISO 9001 certified organisation and an approved 'RISQS' Contractor we are committed to ensuring that our operatives are competent and are able to carry out their duties to the standard required. It is our policy that H.A. Marks staff must follow the competency and training process as we want to ensure we build the competency levels of all our employees. We have established minimum levels of competencies required through the use of a qualification/training matrix. We undertake daily and weekly site audit and work checks to ensure that the highest standards of performance are being maintained.

We have also developed a full CITB approved Training plan for every operative covering all aspects of Quality, Environment and Health & Safety relevant to their roles. Records of all training undertaken are kept along with certificates that may require renewal. We hold all our operatives training certificates in a file on site and operatives credentials are validated via the file before they can commence work on the project.

We provide safety briefings and tool box talks to operatives which allows an opportunity to raise any issues regarding Quality, Health and Safety, the job and concerns regarding materials and equipment. Records of all toolbox talks are kept and each operative is required to sign the In house Training Log.

We feel this open approach supports us in maximising our productivity and helps to highlight any issues we may have which allows us to take swift action accordingly.

H.A. Marks are approved contractors for:

As a CIOB, chartered building company established in 1947, H.A. Marks are a very experienced rail contractor and have a long track record of working with:



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.

Delivery

We strive to deliver our projects to the highest standards both on time and to budget. Through precise project management we work collaboratively with our client and team to ensure we deliver results in the most efficient way possible.

- *All risks are taken into account for all jobs and activities.*
- *We continuously monitor and identify better working methods to reduce disruption.*
- *Excellent safety management is key meaning disruptions are at a minimum and works are more efficient.*
- *Detailed surveys and measurements are a very important part of what we do.*
- *All works are pre-planned and properly assessed in terms of safety, competencies, liaison, design and components.*

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*



Overground



Elstree & Borehamwood



Client: Govia Thameslink Railway Limited Value: £1,400,000

Phase 1: The initial phase of the works, this phase involved demolition of the existing café to the Northwest of the site and the installation of a temporary TTO to serve the station during phase 2 works to the existing booking hall/ticket office. During this phase, the existing night-time side entrance to the station was also enlarged to accommodate the anticipated increase in the number of users. Temporary ramps and ped flow systems were introduced to manage the altered access.

Phase 2: Following the demolition, enabling works and installation and commissioning of the TTO, the site hoardings were realigned to suit the next phase of works to the existing station entrance and booking hall. HAML also installed protection around the existing Ticket barriers to protect these from the works. The existing ticket office and the general booking hall areas were striped-out and demolished. Existing Ticket Vending machines were relocated to areas determined by GTR station management. The booking hall was completely refurbished with new ticket offices, back of house office areas, staff mess facilities and a new retail unit. Foundations and ground works for the new booking hall extension were also carried out.

Phase 3: On completion of the refurbishment of the existing booking hall and ticket office, works began on the next phase. The temporary Ticket office was decommissioned and removed and temporary access to the station via the new booking hall created. Access was also maintained and managed to ensure the exiting retail spaces did not suffer loss of trade. During this phase the station building was extended, including the retail units. Works were completed by operating multiple shift patterns, (day and night) to ensure minimal disruption to passengers.

Phase 4: On completion of phase 3 works and opening of the new booking hall, the hoardings were again realigned. External civils, landscaping and Roofing works were complete. A Retail unit was also constructed during this phase using a specialist modular system employed in some of our other projects.

Grays Station



Client: C2C **Value:** £700,000

Works were completed as part of C2Cs Stations Transformation Programme. Grays railway station is on the London, Tilbury and Southend Railway line serving the town of Grays, Essex.

Pedestrian flows in the station could not be compromised and so H.A Marks worked with our client to deliver works such to ensure the uninterrupted operation to the stations use. This careful and considered phasing methodology resulted in the client avoiding the use of Temporary Ticketing facilities resulting in a significant saving to the project budget.

Works were phased and involved:

- *Demolition of Existing Ticket Office and Back of House areas*
- *Strip out and Rationalisation of existing Comms, PAVA, electrical and gateline services*
- *Platform Openings*
- *New Ticket Office installation to increase capacity*
- *Newly constructed administration, Station Manager, SER and CER rooms*
- *Brickwork refurbishment*
- *Gateline Works*
- *Provision of new ATM facilities*
- *Full refurbishment of Booking Hall to include ceilings, lighting, comms, CCTV, flooring, matwells, wall finishes, and cladding*
- *Construction of new GLAP*
- *Extended Glass Façade*

Ockendon Station



Client: C2C Value: £475,000

Works were completed as part of C2Cs Stations Transformation Programme. Ockendon railway station is located on a passing loop on a single-track branch line of the London, Tilbury and Southend Railway. Pedestrian flows in the station could not be compromised and so H.A Marks worked with our client to deliver works such to ensure the uninterrupted operation to the stations use. This careful and considered phasing methodology resulted in the client avoiding the use of Temporary Ticketing facilities resulting in a significant saving to the project budget.

Works were phased and involved:

- Demolition of Existing Ticket Office and Back of House areas
- Design and optioneering of P2 waiting facilities
- Strip out and Rationalisation of existing Comms, PAVA, electrical and gateline services
- New Platform / Booking Hall Entrances and exits
- New Ticket Office installation to increase capacity
- Newly constructed Back of House facilities
- Roofing
- MEPH services
- Brickwork refurbishment
- New Windows and doors
- Joinery
- Gateline Works
- Full refurbishment of Booking Hall to include ceilings, lighting, comms, CCTV, flooring, matwells, wall finishes, and cladding

Upminster Station (Upside)



Client: Trenitalia C2C Value: £525,000

Complete refurbishment of the Upside Booking hall, including designing to NWR NR/L2/CIV/003 standards (F001/2/3) and site works including;

1. Full Protection to Existing Gateline and attendance works with Cubic on their works
2. 3rd Party attendances and liaison with
3. Complete strip-out of all existing fixtures and fittings (floors, ceilings, lighting etc.)
4. Layout re-modelling, including demolition, creation of openings and creation of a new retail space (Proposed for Costa Coffee)
5. Enabling works including the relocation of TVM, Validators, relocation of the platform supervisors' office (including station operation assets), bus-stop suspension and pedestrian footpath etc.
6. Refurbishment of staff toilet and mess area including new floors, ceiling, new kitchen area, re-wire and relight, new sash windows and general redecoration
7. Refurbishment of the booking hall, including new ceiling, new floors (porcelain tiles and matwell), new containment system, re-wire and re-light, new glass barriers, enabling works for 2 new TVMs, smoke and intruder alarms, CCTV. (connecting to integrated station system)
8. Creation of retail space and provision of services to the space (Power, drainage and telecom)
9. Improvement of access to the booking hall (improvement of existing ramp and new stairs)

Bury St Edmunds Station



Client: Greater Anglia **Value:** £1,129,779

Refurbishment to Canopies to included; Dagger Board Replacement for GRP dagger boards, roof and gutter repairs, access provision and decorations. Platform refurbishment works including replacement of coping stones / nosing's, adjustments to the riser walls to include repair, make good and re-build in places, installation of drainage, ducting and platform resurfacing.

Refurbishment works to the station buildings including brick and stone repairs, lead works, roofing and decorations, waterstopping works and refurbishment to pedestrian subway and new cycle store facilities.

Works consisted of:

- *Heritage Station – H.A. Marks liaised with the Heritage society as well as AGA asset protection to ensure the key elements of the station were faithfully restored*
- *Network Rail Liaison – along with AGA we liaised with Network Rail while completing coper renewals as well as various design submissions*
- *Stone & Brick Repairs to station buildings and platforms.*
- *Window Repairs and Renewals*
- *Roofing*
- *Canopy Repairs*
- *Replacement of Dagger Boards*
- *Coper and Tactile Renewals and Platform Riser Wall Repairs*
- *Platform Surfacing*
- *Pedestrian Subway Concrete Repairs*
- *Decorations Throughout*
- *New Cycle Facilities*
- *Canopy Glazing*
- *Fencing*

Ascot Railway Station



Client: Southwestern Railway **Value:** £300,000

Ascot Station is adjacent to Ascot Racecourse and regularly handles up to 30,000 passengers on race days. The Grade II Listed building is located at the main station.

Works consisted of:

Construction of new waiting rooms

Remodeling of a retail unit

Remodeling of main ticket hall

New DDA toilets

New offices

The works were phased in sequence and included diversion of services, substructure works, heavy structural alterations, new drainage, new toilets and upgrading of mechanical & electrical services. Careful logistics and passenger safety were our top priority on this project with much of the works carried out at nights and weekends.

Deliveries and removals were organised using special freight trains at nights to minimise disruption.

Clapham Junction Station - *New Platform Canopies*



Client: Southwestern Railway Value: £1,700,000

Clapham Junction Train Station is one of the busiest Rail Stations in Europe, handling up to 50,000 passengers per day. The project was located on Platforms 9, 10, 11 & 12 and consisted of the design and Construction of new glass and steel canopies with associated civil works.

The work was carefully programmed, planned and phased around the stations operations, with much of the works done in possessions during engineering hours.

The old canopies were carefully dismantled to make way for the new structures. The existing sub terrainial services had to be carefully mapped and located with scanning surveys/proving excavations ahead of the sub-structure phase. The foundations were designed as augered mini-piles with capping pads/beams.

Logistics were a particular challenge. We worked with the client to arrange for all equipment, plant and materials to be brought in specially chartered freight trains during engineering hours. Waste and spoil items were taken from the station on the same trains.

Phased refurbishment was carried out in the platform areas, staircases and commercial units on platforms 9, 10, 11 and 12. The works were phased in sections with careful logistics and passenger safety being our top priority.

Clapham Junction Station - Platform 9 & 10



Client: Southwestern Railway **Value:** £545,000

This project was located on Platforms 9 & 10 and consisted of staff accommodation and customer service area improvements. The works were phased in two sections.

Phase one was the refurbishment of the proposed staff accommodation building.

- *Refurbishment of rooms 1 to 4 within the main building*
- *Installation of drainage within the platform*
- *Installation of a water supply to the staff accommodation building*
- *Refurbishment of rooms A, B, C and D of the main building*

Phase one also saw the SSWT specialists move the CCTV and PA system from the station control point to rooms 1 and 3 prior to staff reoccupying these rooms.

Activities in phase one works to the new staff accommodation building included:

- *Re-roofing, replacement gutters and down pipes, below ground drainage and pumping station, drainage works*
- *New masonry openings for entrance door and window*
- *Construction of new ramps to entrance*
- *Strip out and demolitions*
- *Damp proofing floor slabs*
- *Infill masonry openings*
- *Crack repairs*
- *New windows and doors*
- *Fit out works including kitchen installation decorations*
- *Mechanical and Electrical works*

Phase Two was the opening up and refurbishment of the main building, which is nestled between platform 9 and 10. Phase two provided new public waiting rooms, adjacent dining, retail space with the remaining space refurbished and decorated for staff facilities. Heavy opening up works were required for phase two work. Careful logistics and passenger safety were our top priority. Deliveries and removals were organised using special freight trains at nights to minimise disruption.

Farnborough Railway Station



Client: Southwestern Railway Value: £300,000

The project is located at the Grade II Listed, main station building. Contractor Design elements were Mechanical & Electrical.

Works consisted of:

- *Construction of new extension to station building*
- *Installation of new DDA compliant toilets*
- *Structural alterations to main ticket hall*
- *Structural alterations to station supervisors offices*
- *Remodeling of retail units*
- *Remodeling of main ticket hall*
- *Refurbishment of offices*

The works were phased in sequence and included structural alterations, diversion of services, new drainage works, new extension building to station, new DDA toilets and upgrading M&E services. Careful logistics and passenger safety were our top priority on this project with much of the works carried out at nights and weekends.

Honiton Railway Station



Client: Southwestern Railway Value: £503,000

The waiting room, ticket hall and administration offices at Honiton Station were partially demolished and cleared.

During the works a temporary ticket hall, waiting room and staff areas were provided to enable continued operations of the station. The main steel frame and roof of the ticket hall was maintained while the rest of the areas were stripped out and demolished.

H.A. Marks constructed a new build extension to the station to include services, new Metsec framing to the walls and ceilings, new toilet areas and new staff accommodation. We carried out a full re-fit/ refurbishment to the other areas to include new Mechanical & Electrical services.

A large scale DDA Ramp was constructed to the front of the station. The project was a great success and the works were finished on time and on budget with minimal disruption to the stations operations.

Whalton on Thames Railway Station



Client: Southwestern Railway **Value:** £300,000

Walton on Thames railway station is a Grade II listed building.

Works consisted of:

- *Installation of new DDA compliant toilets*
- *Remodelling of a retail unit*
- *Remodelling main ticket hall*
- *Refurbishment of offices*
- *Dversion of services and upgrading M&E services*
- *Drainage works*

Careful logistics and passenger safety were our top priority on this project with much of the works carried out at nights and weekends.

Walthamstow Central



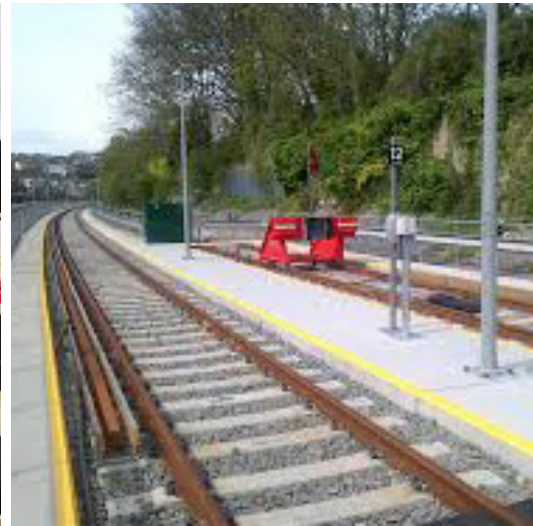
Client: Abellio Greater Anglia Value: £1,000,000

Walthamstow Central is a two platform Category C station which is a key interchange with the London Underground network. The objective of this scheme was to introduce automatic ticket gates (ATGs) to Walthamstow Central Station to ensure sales revenue is protected and ticketless travel reduced. In addition, the scheme was aimed to provide a more welcoming environment in both booking halls through a re-modelling and refurbishment scheme that included the provision of a new ticket office in the booking hall located on Platform 2 (downside). Contractor design elements were mechanical & electrical and glazed curtain walling.

The scope of work included:

- Increasing the platform opening in both booking halls enabling the automatic ticket gates (ATGs) to be installed
- Demolition of the existing ticket offices in both booking halls and the construction of new ticket offices in the downside booking hall (Platform 2)
- New floor finish and redecoration throughout in both booking halls as well as extensive redecoration to the station
- Additional CCTV to protect the new automatic ticket gates and altered booking hall layouts
- New way-finding signage to reflect alterations to passenger routes
- Additional lighting to provide the adequate lux levels over the automatic ticket gates
- Relocated Ticket Vending Machines (TVMs) and ATMs to suit the new booking hall layouts
- Provision of a new waiting room with capacity for a tenant on the upside platform (Platform 1)
- Installation of 5 automatic ticket gates including 4 E2 Gates and 1 Wide Aisle Gate on Platform 1
- Installation of 6 automatic ticket gates including 5 E2 Gates and 1 Wide Aisle Gate on Platform 2
- Changes to passenger access to the Victoria Line (London Underground Limited)
- Modifications to the existing fire alarm to incorporate links to the new automatic ticket gates
- An emergency access gate at the country end of Platform 2 to assist train evacuation

Brighton Sidings



Client: Carillion Rail Value: £220,000

Works on a new sidings at Brighton station for Carillion/Network Rail. At these new sidings, the Thameslink trains will be kept, cleaned and prepared for service.

- *Demolition and stripout*
- *Ceilings and partitions*
- *Mechanical and electrical services*
- *Joinery*
- *1st and 2nd fix Carpentry*
- *Decorations*
- *Window overhauls*
- *Upgrade to electrical supply*

Paddington Central



Client: Carillion Rail **Value:** £1,200,000

H.A. Marks were contracted to provide new toilet facilities and associated plant room complete with step free access on platform 12 to incorporate: New DDA change facilities, DDA toilets, Baby change facilities, Toilet and shower blocks.

Given our previous successful working relationship with Crossrail and Carrillion, H.A. Marks were asked to negotiate and deliver the new facilities in line with overall project delivery objectives. A key constraint on this project was the tight deadlines afforded to H.A. Marks in order to provide DDA facilities to Paddington station in time for the Summer Olympics. This was successfully achieved through close consultation with the Carillion and Crossrail delivery and design teams.

We provided the following services:

Mechanical and electrical services, Enabling works, Minor civils, General builders works Labour provision, Fit out works

H.A. Marks also carried out works to provide new toilet facilities in line with section 12 requirements on an area of site to be occupied by London Underground.

Scope

The fit out of public toilet facilities and plant room as required at Platform 12 Paddington station. The full fit out of shell and core including mechanical, electrical and ventilation services. A delivery date of the 12th of July date had to be met to ensure funding was received for DDA elements of work. DDA facilities include; DDA Toilets and change places. The change places which were installed as part of the scheme have also been praised by MENCAP, a charitable organisation for disabled people. Quality Assurance was to the forefront of this project. Regular inspecting and testing was required to ensure the project was delivered to the clients requirements. Our team is highly trained to work in the Rail/Underground environment.

Cricklewood Sidings

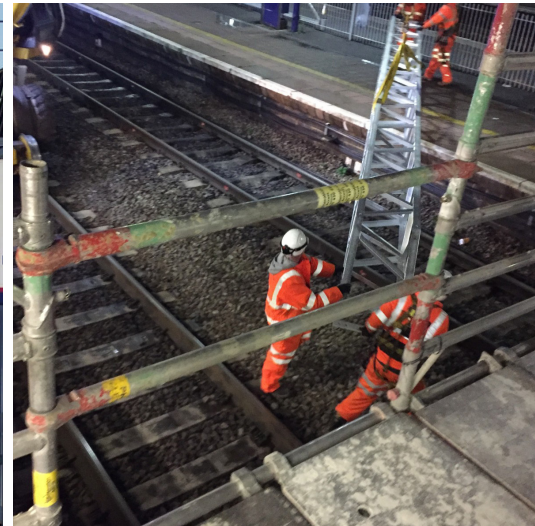


Client: Carillion Value: £220,000

Works on a new railway sidings at Cricklewood. At these new sidings, the Thameslink trains will be kept, cleaned and prepared for service. The works involved constructing new sub stations for electrical intakes.

- *Brickwork*
- *Roofing*
- *Scaffolding*
- *Falsework*
- *Concrete Works*
- *Bitumen Coatings*
- *Rendering*

Southall Station



Client: Crossrail Value: £105,000

Working with Vinci, the modifications to the Crossrail West stations will accommodate the operation of new 10-car, Crossrail trains.

H.A. Marks works involve:

- *Modification and refurbishment*
- *Alterations to platform canopies at Southall station throughout in order to facilitate these new trains to pass through safely and effectively*

Colchester and Norwich Station – Cycle Hub and Ancilliary Facilities



Client: Greater Anglia Value: £450,000

The works comprised of:

- Diversion of surface water drainage
- Removal of existing external metal fence
- Removal of existing bollards
- Removal of existing cycle racks and canopy
- While lining works
- Breaking out of existing tarmac and paving surfaces
- Casting of new raft foundations and oversite to the new secure area of racks
- Installation of new underground ducts for power and CCTV services to new cycle racks
- Foundations for new cycle racks
- Installation of new security fence around cycle racks inc fob access control.
- Installation of new cycle canopies and racks with power for LED lighting and CCTV
- Install new bollards with yellow chain links
- Tarmac around cycle canopy foundations adjacent to mini round about
- New concrete oversites with upstands to support the bases of the cycle rack canopies

Bethnal Green Station



Client: London Overground **Value:** £96,656

H.A. Marks were awarded the contract to refurbish the station with staff accommodation, DDA Toilet and Locker room. The project time scale was 10 weeks, which took good planning, a skilled workforce and seamless coordination between H.A. Marks and the client to achieve.

One aspect of work that had been missed by the client was that, a roof to the now locker room, which was intended to have a rc floor installed and finishes was left at risk to severe damp and rodent infestation as the external was a high rise stone arch. H.A. Marks brought this to the attention of the client who in turn issued an instruction to install a roof which enabled the construction of an insulated, well lit, secure and clean locker room.

Works consisted of:

- *Demolition of existing walls*
- *Removal of roller shutter and block up*
- *New partition wall between staff accommodation and DDA toilet*
- *New roof joist in locker room*
- *New waterproof membrane to roof with internal gutter system*
- *New flooring*
- *New kitchen*
- *New DDA toilet with associated plumbing*
- *Tiling*
- *Secondary Glazing*
- *Decoration*

Underground



ISP Framework - Liverpool Street Station



Client: Transport for London Value: £1,500,000

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.

The site was only available to us for a 3 hour working window every night. Ensuring all works undertaken on the night shift will have no impact to station opening and its safe operation the next day was a key commercial and reputational risk for TfL. We mitigated this risk through our detailed work plans prepared 4 weeks in advance every fortnight for client review. Collaborative planning meetings were also held regularly over the project period.

Moorgate Station



Client: Govia Thameslink Railway Value: £1,500,000

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.

Project Specific Rail Environment Measures: 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.

Project Specific Rail Operations Measures: 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

Safety: 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.

ISP Framework - Charing Cross



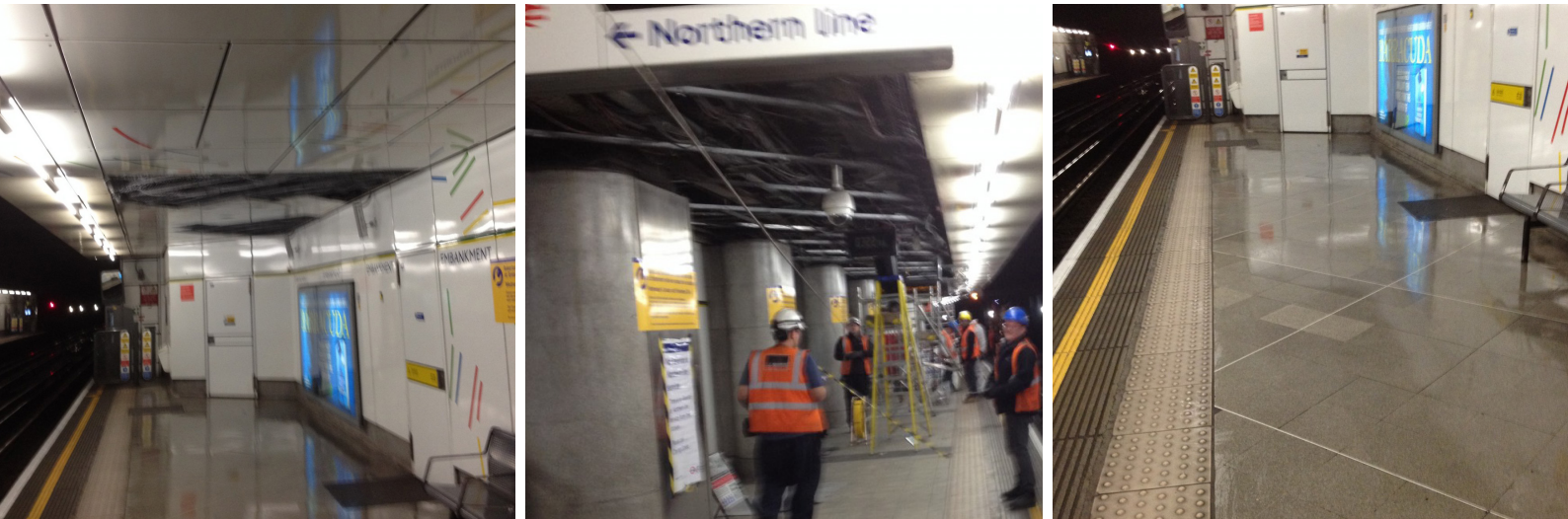
Client: Transport for London Value: £360,000

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.

Embankment Station - Ceilings & VE Cladding



Client: London Underground **Value:** £1,800,000

H.A. Marks successfully completed a Tender for the Ceilings & Vitreous Enamel Station Stabilisation works for LUL. 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.

High Street Kensington Arcade



Client: Transport for London Value: £830,000

Works comprise of:

- **Roof overlay works** - these works were carried out during normal working hours. The membrane used was an Icopal liquid applied system to an existing flat roof. The roof had a large amount of existing extract and AC plant that had to be kept running throughout the works as they serviced the arcade shops.
- **Replacement of roof lights to flat roof** - there were 2 roof lights. Roof light 1 was a lantern type approx. 20m x 5m. Roof light no. 2 was an octagonal pyramid type approx. 12m in diameter and 5m tall. The existing roof lights were scaffold tented over to protect the arcade below from the elements while the works were carried out. Once the tents were in place the existing timber roof lights were removed. An internal crash deck allowed this to be carried out during normal working hours. Before installing the new aluminium roof lights the existing timber kerbs were repaired as necessary and decorated.
- **Internal repair works to water ingress damaged areas** - these works were done between 11pm-5.30am. Were the existing roof finish had been leaking it had damaged the plaster work, brickwork and decorations below in the arcade. The brickwork was cleaned by hand to avoid the use of chemical cleaners and water within the arcade.
- **Maintenance works to the lighting system** - these works were done between 11pm and 5.30am. All existing lights were taken down and cleaned if to be reused. A number of old strip lights were replaced with energy efficient LED lights. During these works temporary lighting was installed to maintain good lux levels within the arcade. This included temporary emergency lighting.
- **Replacement of floor tiling to the Arcade and redecorations.** We are currently liaising with London underground to agree what mitigation measure are required within the tunnel and platforms to allow these works to be started.
- **Internal scaffolding with a crash deck** is to be installed to provide protection for the Arcade users during the replacement of the roof lights. These works were completed during engineering hours 1am-5am. A full scaffold design was completed for both crash decks and the tents on the roof above. These were then incorporated into a Conceptual Design Statement (CDS). The CDS was required because the arcade is directly above the London Underground station and as such any loads placed on the structure had to be approved by LU via a CDS.

Enfield Town



Client: London Overground Value: £450,000

Work at Enfield Town Station was carried out at night time with line stoppages. The project ran for approximately 20 weeks and was officially opened by Boris Johnson in June 2015.

Works consisted of:

- *Painting of station throughout*
- *Cleaning of station throughout*
- *New glazing to canopy*
- *New help points*
- *New handrails to ramps*
- *New entrance matting*
- *Resign flooring to ramps*
- *New tactile pavers to platforms and generally making good levels where possible*
- *Installing new shelters and benches*

Oxford Circus House - Alterations & Refurbishment



Client: Transport for London Value: £2,000,000

This project involved the refurbishment of the original Bakerloo Line station at Oxford Circus which opened in March 1906. Designed by Leslie William Green who was responsible for some of the iconic stations constructed on the London Underground during the first decade of the 20th century, today, the building remains only as an exit from the underground station. The 7 storey structure had low insulation levels and low ceiling heights. The only access was through the entrance doors onto a continually congested pavement.

In 27 weeks the building was converted into a highly serviced and well insulated training centre for train drivers, with a high BREEAM rating. Due to the ceiling heights, services are exposed in some areas, and controlled by a Building Management System (BMS) which is monitored off site. Hot water is supplied from solar panels on the roof. A ventilated fire shaft was formed because the building only has one escape stairwell. Air handling units occupy most of the top floor, with two pairs of ductwork risers fitted adjacent to the station ventilation shaft. Occupancy levels are detected by CO2 sensors. Lighting and hot and cold water services are controlled by PIRs.

34 South Molton Street - Bond Street Underground



Client: Transport for London **Value:** £935,000

34, South Molton Street is located directly above Bond Street Tube station, on one of London's busiest shopping thoroughfares. It consists of 6 storeys with a basement and retail units at ground level. The building façade fronts both Oxford Street and South Molton Street. Prior to a fire in 2008, the buildings were used as serviced offices. The fire completely gutted the 5th floor and roof, subsequently the rest of the building was badly damaged with water from extinguishing the fire. Due to the buildings prime location, external works and internal refurbishment were a significant challenge. All deliveries and removal of waste had to be carefully managed and coordinated to meet the specific times set out by the local Council. H.A. Marks adhered to these times throughout the project, constantly communicating with local retailers to ensure disruption was kept to a minimum. Maintaining and managing the highest levels of Health and Safety were of utmost priority.

External works consisted of:

- *Re-construction of pitched roof (ensuring all finishes matched those prior to the fire as the building is located in a conservation area)*
- *Limited brick and stone repairs*
- *Sash window repairs*
- *Re-glazing and redecoration*

Internal works consisted of:

- *Full fit out of all floors*
- *Lift refurbishment*
- *Common parts refurbishment*

H.A. Marks fulfilled all the design and installation obligations in house with respect to the electrical, data and heating installations.

Cambridge Heath Station



Client: London Overground Value: £101,909

H.A. Marks were awarded the contract to refurbish the train station, staff accommodation and install a DDA toilet. The project time scale was 10 wks, which took good planning, a skilled workforce and seamless coordination between H.A. Marks and the client to achieve. We noted that the specialist Sika membrane being used in the staff accommodation did not extend fully along the wall which would have enabled damp to ingress. We brought this to the clients attention who in turn issued instruction to fully implement system along affected wall.

Works consisted of:

- Demolition of existing walls
- Removal of roller shutter and block up
- New dividing concrete wall between staff accommodation and DDA toilet
- New drainage
- Sika membrane to external wall
- Sika channels in existing slab
- Screed floor
- New roof joists
- New waterproof membrane to roof with internal gutter system
- Dry lining walls/plasterboard ceiling and plastering
- Kingspan demountable wall
- Tiling
- DDA toilet
- New flooring
- New kitchen
- New window
- Secondary glazing
- Widen existing openings and install new doors
- Decoration
- Electrics

Bethnal Green Station



Client: London Overground Value: £96,656

H.A. Marks were awarded the contract to refurbish the station with staff accommodation, DDA Toilet and Locker room. The project time scale was 10 weeks, which took good planning, a skilled workforce and seamless coordination between H.A. Marks and the client to achieve.

One aspect of work that had been missed by the client was that, a roof to the now locker room, which was intended to have a rc floor installed and finishes was left at risk to severe damp and rodent infestation as the external was a high rise stone arch. H.A. Marks brought this to the attention of the client who in turn issued an instruction to install a roof which enabled the construction of an insulated, well lit, secure and clean locker room.

Works consisted of:

- Demolition of existing walls
- Removal of roller shutter and block up
- New partition wall between staff accommodation and DDA toilet
- New roof joist in locker room
- New waterproof membrane to roof with internal gutter system
- New flooring
- New kitchen
- New DDA toilet with associated plumbing
- Tiling
- Secondary Glazing
- Decoration

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