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Construct





FOREWORD FROM MICHAEL CONWAY

WELCOME TO THE SPRING 2017 ISSUE OF CONSTRUCT. ALL THE SIGNS POINT TO THE ECONOMIC UNCERTAINTY AND POLITICAL UPHEAVAL OF 2016 CONTINUING THIS YEAR, AS BRITAIN PROGRESSES ITS EXIT FROM THE EUROPEAN UNION. HOWEVER, OUR BUSINESS MODEL, AND IN PARTICULAR OUR FOCUS ON SELF-DELIVERY, WILL STAND FM CONWAY IN GOOD STEAD, AND WE HAVE ALREADY GOT OFF TO A FLYING START IN 2017.

We work hard to self-deliver projects wherever we can, using our own materials, plant, equipment and in-house expertise to bring savings for customers. Our focus on producing our own high-quality materials for the highways schemes we work on, in particular, means we are insulated more than others against the price fluctuations which are being seen across our industry.

This is why we are investing to expand our materials manufacturing and recycling capabilities. You can read more about our recent acquisitions of bitumen and asphalt manufacturers Berkshire Macadams and United Asphalt on pages four and five. These additions to our business will be vital to supporting FM Conway's existing and future customers in London and across the south of England.

We're also investing in our vehicle fleet. Self-delivery of materials isn't just about manufacturing our own products. We also use our own vehicles and equipment to recover arisings from the highway for reuse and to deliver high-quality asphalt mixes back to our operational sites. Find out more about this and how our plant team are driving road safety on pages 14 and 15.

As a business we deliver a huge range of exciting, transformational projects and the first few months of 2017 have been no different. Our term maintenance team is helping the London Borough of Merton - where we have now been working for 30 years - to deliver an ambitious regeneration scheme for the residents and businesses of Mitcham (pages 12 and 13).

I look forward to working with our customers, both old and new, in 2017 and beyond to support their infrastructure and development needs.

MICHAEL CONWAY MBE
CEO FM CONWAY

FM Conway is delighted to announce that Michael Conway has been awarded an MBE for services to UK construction, infrastructure support and road safety.

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SUCCESS ACROSS THE GENERATIONS AT REGIONAL TRAINING AWARDS

Two FM Conway employees – Gus Smith and Tom Scamp – have been recognised at the Civil Engineering Contractors Association (CECA) Southern Training Awards.

Contracts manager Gus Smith received the association’s award for ‘outstanding contribution and lifetime achievement’ in recognition of his 47 years of service with FM Conway. Gus joined the business in 1969 and has established a fantastic reputation for professionalism and commitment, as well as acting as a close personal friend and mentor to many employees. For most of his career, Gus has played a leading role in guiding FM Conway’s longstanding relationship with the London Borough of Merton – now over 30 years old.

The award for ‘most promising apprentice’ was won by Tom Scamp, apprentice quantity surveyor at FM Conway. Tom has already established himself as one of the company’s rising stars, supporting FM Conway’s prestigious contract with Westminster City Council – the company’s biggest long-term local authority contract, worth £450 million.



Gus Smith receives his award



Tom Scamp receives his award

PUTTING SAFETY FIRST

FM Conway has scooped two awards at the annual Mineral Products Association’s (MPA) Health and Safety Awards. The company was recognised for its ongoing work to improve road safety and minimise the risk of vehicle incidents, winning the award for ‘reducing occupational road risk’. FM Conway also jointly received the Association’s special award for health and safety best practice with CEMEX UK. The award recognised FM Conway’s work to promote safer and healthier behaviour across the construction industry by sharing knowledge on SafeQuarry.com and SafePrecast.com, which connect more than 30,000 people across 160 countries.



FM CONWAY WINS £12 MILLION TERM MAINTENANCE CONTRACT

THE SHEPPEY ROUTE COMPANY LTD HAS AWARDED FM CONWAY AN ‘OPERATE AND MAINTAIN’ CONTRACT IN EXCESS OF £12 MILLION FOR THE A249 IN KENT.

This contract win is testament to our growing reach outside the capital, as more and more customers recognise the benefits of our self-delivery model.



The ten-year deal will see FM Conway provide general maintenance and repair services, including winter maintenance, gully cleansing, accident damage repair, and lighting maintenance for the road, which is operated by the Sheppey Route Company Ltd on behalf of Highways England. FM Conway will also carry out structural inspections and repairs of the Sheppey Crossing Bridge, which carries the A249 over the Swale to link north Kent and the Isle of Sheppey. In addition, the company will deliver major project works such as lighting and signage upgrades as well as large-scale resurfacing works in line with Highways England’s safety strategy to keep the travelling public moving.

FM Conway has committed to providing the high level of customer service that Highways England expects for the local community and will keep travellers informed during upgrade and maintenance works. The contract will run for an initial period of ten years, with an option to extend for a further eight and is worth around £1.2 million per annum.

James Tallon, term maintenance director at FM Conway, commented: “This contract win is testament to our growing reach outside the capital, as more and more customers recognise the benefits of our self-delivery model. It will combine the expertise of our term maintenance, structures, cleansing, lighting and asphalt manufacturing teams in order to provide a high-quality and cost-effective service for residents and businesses 24 hours a day and 365 days a year.”

AT THE START OF THE YEAR FM CONWAY COMPLETED ITS ACQUISITION OF TWO ASPHALT MANUFACTURING BUSINESSES.



BUSINESS ACQUISITIONS BRING MAJOR BOOST TO PLANT NETWORK

At the end of 2016 FM Conway acquired Berkshire Macadams Ltd and United Asphalt Ltd. Together the acquisitions significantly expand FM Conway's plant coverage, enabling the business to boost its asphalt production and recycling capabilities in other areas.

The acquisitions provide FM Conway with a much wider market spread, both for the local and strategic road networks. The new facilities include United Asphalt's plant at Theale and Berkshire Macadams' plant in Aldershot, Hampshire, providing a stepping-stone for the M4 corridor and into the south-west of England. United Asphalt's plant at Croydon will support both FM Conway's existing projects and external customers to the south of London and within the capital.

The plants complement FM Conway's existing state-of-the-art facilities at Erith and Heathrow. All of the plants have 24/7 operations and will supply FM Conway's current range of asphalt products.

The acquisition of United Asphalt also enables FM Conway to realise its ambition of having a rail-fed facility to the west of London and supports the businesses' goal to diversify its transportation network - thereby reducing road vehicle emissions and congestion. FM Conway's existing plant at Erith includes a jetty onto the Thames which allows material to be delivered via bulk cargo vessels.

The extension of the plant network reinforces FM Conway's emphasis on self-delivery of material and services, which ensures higher standards, controls costs and boosts efficiency for its external customer base and internal supply of materials for its highway schemes.

Recycling underpins the company's circular economic model, where existing road materials are collected, sorted and manufactured to provide new asphalt products. Every year FM Conway recycles hundreds of thousands of tonnes of asphalt from roads across London and the South East, limiting the businesses' reliance on the extraction of virgin aggregates and prolonging vital mineral reserves.

Michael Conway, CEO of FM Conway, said that the United Asphalt acquisition would support the company's growth in key markets:

"Continued investment in our plant infrastructure underpins our self-delivery model. These acquisitions strengthen our production capability and ability to provide customers with greater network coverage, as well as bringing the added security that comes hand-in-hand with on-demand access to high-quality materials."





**MICHAEL
CONWAY**
CEO,
FM Conway

These acquisitions strengthen our production capability and ability to provide customers with greater network coverage, as well as bringing the added security that comes hand-in-hand with on-demand access to high-quality materials.



OUR PRODUCTS

WE MANUFACTURE A COMPREHENSIVE RANGE OF HIGH-QUALITY PRODUCTS FOR USE ON HIGHWAYS AND CONSTRUCTION PROJECTS, FROM UNBOUND AGGREGATES AND BITUMINOUS ASPHALTS TO FLOWING FLOOR SCREEDS.

Our ranges include:

HOT MIX, WARM MIX AND LOW TEMPERATURE ASPHALT PRODUCTS

- Enviro range of asphaltic concretes, surface course and footway surface products using a high percentage of Recycled Asphalt (RAP)
- SurePave range designed to suit urban and industrial areas where heavy, slow-moving traffic is expected
- Surephalt and Sureflex – fully accredited HAPAS clause 942 pavement solutions
- Other Sure ranges suited for specialist applications, including noise-reducing and sport-specific mixes and single layer
- Greenpatch – a permanent pot hole and patch repair cold lay asphalt

AGGREGATES, READY-MIX AND SELF-FLOWING FLOOR SCREEDS

- Recycled aggregates for use on construction sites
- Concrete products delivered by our efficient fleet of volumetric mixer trucks
- Metroflow – our revolutionary flowing floor screed for residential and commercial projects batched fresh on site



FM CONWAY SCORES CONTRACT WITH MAIDSTONE UNITED FC

FM CONWAY HAS WON A £400,000 CONTRACT TO DELIVER A NEW NORTH STAND TERRACE FOR MAIDSTONE UNITED FOOTBALL CLUB IN KENT, CONTINUING THE COMPANY'S WINNING STREAK ON WORK FOR THE CLUB.



The temporary access ramp

The work that was done by FM Conway on the East Stand meant that we were very keen to retain them for the project on the North Stand.

“”
TERRY CASEY
 co-owner,
 Maidstone
 United

In 2015 FM Conway completed the £550,000 main East Stand at Maidstone United's Gallagher Stadium and has now returned to the ground to construct a new North Stand terrace. The additional stand will bring the stadium's total capacity to 4,170 people, in line with National League requirements.

The club itself has gone from strength to strength in recent seasons, being promoted into the Vanarama National League at the end of 2016.

The new contract win will see FM Conway working alongside structural steel construction specialists REIDsteel to erect the new North Stand terrace. FM Conway will deliver the piling, foundation, drainage and hard landscaping works for the stand, as well as constructing a new turnstile entrance.

Thanks to the construction of a temporary earthwork access ramp to the stadium from the street behind it, local teams will be able to continue using the pitch throughout the upgrade works.



Matt Smith, director of structures and rail at FM Conway, said that the company was glad to be back at the ground: "FM Conway's success is built on repeat business and we pride ourselves on working closely with customers to understand their needs.

"This contract win is testament to the strength of our relationship with Maidstone United Football Club and the breadth of services that we can offer. We look forward to supporting the club as it continues its rise up the football tables."

Terry Casey, co-owner of Maidstone United Football Club added: "We are delighted that we've been able to maintain the excellent relationship between ourselves and FM Conway. The work that was done by FM Conway on the East Stand meant that we were very keen to retain them for the project on the North Stand. The football club is on an exciting journey into the football league, and we hope that FM Conway is able to join us on that journey as we progress."



SURFACING WORKS FLY BY AT HEATHROW

WORKING ALONGSIDE FERROVIAL AGROMAN, FM CONWAY HAS BEEN DELIVERING AN ONGOING SURFACING PROGRAMME AT LONDON'S HEATHROW AIRPORT.

We were very impressed by FM Conway's work on the Northern Perimeter Road. The route is an important link for the airport, meaning that it is critical that disruption is minimised.

“”

ROSS BROPHY
project manager,
Ferrovia
Agroman

Heathrow Airport is one of the world's busiest transport hubs. Keeping its infrastructure maintained is vital to supporting the over 70 million passengers who pass through its doors each year.

This is why from May 2016 FM Conway has been working on resurfacing the Northern Perimeter Road around the airport. The contract, which has a value to date of £2 million, covers several packages of work to the route, which is used by customer traffic to access the airport and its services, including hotels and car hire locations.

Covering a total length of 4km, the improvement works have drawn on a wide range of skills from across the business, including planing, surfacing, traffic management and road marking as well as kerbing, drainage repairs and the installation of road signs. Most recently, the team completed a two-phase package of works which saw them remove the asphalt along the east ramp and inbound carriageway leading into the central terminal area of the airport before laying a new high-quality mix.

The team has successfully maintained a challenging schedule to ensure that the airport remains fully operational and with minimal disruption to customers. Work on the project is limited to a short window from 10pm until 4am, with no flexibility for any element of the project to overrun.

In line with its focus on self-delivery, FM Conway has supplied materials for the project from its Heathrow asphalt plant.

This has included FM Conway's high-performance Surephalt HD PMB range in the base, binder and surface course layers. Where a deeper pavement was required, the team used an EME2 15/25 pen material to give stiffness and durability to a failing substrate on the tunnel approach road.

Kevin Collins, contract manager at FM Conway, said that using FM Conway's own material had supported delivery against a tight programme:

“As the UK's largest airport, Heathrow sees a huge volume of traffic from staff, travellers and visitors every day. Closing the route is not an option, so we have had to adhere to extremely constrained working periods.”

“Being able to self-deliver our own material for the project has been critical. It has ensured that we can maintain close control over the programme and coordinate the works without having to rely on third parties.”

Ross Brophy, project manager at Ferrovia Agroman, added that close collaboration across the team ensured the project ran smoothly:

“We were very impressed by FM Conway's work on the Northern Perimeter Road. The route is an important link for the airport, meaning that it is critical that disruption is minimised. The team has understood this from day one – delivering the programme to a tight schedule and maintaining good relationships with stakeholders across the project.”

THANKS TO CLOSE LOCAL LIAISON AND INTRICATE PLANNING, FM CONWAY HAS SUCCESSFULLY DELIVERED A COMPLEX UPGRADE PROJECT FOR A BUSY UNDERPASS IN THE HEART OF CENTRAL LONDON.


MODERN MAKEOVER

We liaised closely with neighbouring residents and businesses, including carrying out face-to-face visits with some prestigious, high-profile local hotels, and adapted our programme where possible to best meet their needs.

“““

KEVIN BROWN,
senior projects
manager,
FM Conway





The Piccadilly Underpass lies between two of London's most prestigious districts – Knightsbridge and Piccadilly. First built in the 1960s, the underpass' original design reflected the aesthetics of its time and the structure's prefabricated granite and concrete cladding did not suit its historic surroundings.

In 2016, therefore, Westminster City Council appointed FM Conway to deliver a £4 million upgrade programme that would see the interior and exterior of the western and eastern approaches to the underpass reclad in high-quality, stainless steel panels and Jesmonite. The project would also include the installation of two, 12-metre long digital media advertising screens – one at either end of the underpass.

FM Conway worked closely with Westminster City Council from the start of the project to hone the design and build process. Kevin Brown, senior projects manager at FM Conway, explains: "Working alongside structural engineers WSP and Westminster City Council, we designed an innovative structural steel frame system to support the underpass' new cladding, allowing us to fix the new stainless steel panels directly to the existing structure. By removing the need to demolish 500 metres of retaining walls within the underpass, we were also able to dramatically reduce the noise and dust that would be generated by the works."

Carrying traffic under Hyde Park Corner, Piccadilly Underpass is a vital part of London's local infrastructure, and disruption during the works needed to be kept to a minimum. As the term maintenance contractor for Westminster, FM Conway had delivered lighting works in the underpass before. Thanks to this long-term experience in the borough, FM Conway's traffic management team was able to use the principles it had employed for this previous scheme to develop a contraflow system that would allow road traffic to continue using the tunnel throughout the upgrade works.

Working alongside two specialist sub-contractors, FM Conway oversaw the simultaneous installation of the underpass' stainless steel cladding system and new Jesmonite coping to mimic the Portland stone design of the surrounding buildings. The steel panels were prefabricated off site by a British manufacturer to allow quick and easy installation on site.

"By delivering these two elements of the scheme in tandem, we were able to significantly speed up project build times, constructing 2,000 sq m of stainless steel cladding and 450 m of Jesmonite coping in just ten weeks", says Kevin Brown. "With so many teams on site at the same time, we had to be especially safety conscious during this part of the process. In particular, extra care was taken to ensure the segregation of plant and people while heavy-duty scissor lifts were used to install the cladding system."

In addition to the cladding works and installation of the new media screens, the project also incorporated the construction of two new plinths at either end of the underpass. The plinth at the Knightsbridge end will be used to display public sculptures. Crucially these will also provide structural support for the media screens and the 13-metre long, curved aluminium louvres that over sail them to minimise light spill.

FM Conway completed the groundworks and poured specialist waterproof concrete for the new plinths. With this enabling work completed, the new LED media screens and louvres were then lifted into place, overseen by the FM Conway site team working in collaboration with a specialist subcontractor.

Constant local liaison was required throughout the project to minimise disruption. "It was vital that the underpass and life around it could continue to function as close to normal as possible during the works," comments Kevin. "We liaised closely with neighbouring residents and businesses, including carrying out face-to-face visits with some prestigious, high-profile local hotels, and adapted our programme where possible to best meet their needs.

"At one point during the scheme, we had to completely demobilise our works to allow over 26,000 cyclists to pass through the underpass as part of the Prudential RideLondon-Surrey 100 event. We removed all of our plant, materials and equipment for the weekend event before putting it back in place in just one night, ready to start work again on Monday morning!"



FM CONWAY HAS BEEN TRIALLING NEW TECHNIQUES TO ALLEVIATE FLOOD RISK IN WEST LONDON THROUGH THE USE OF SUSTAINABLE URBAN DRAINAGE SYSTEMS (SUDS).

SUSTAINABLE SURFACE WATER MANAGEMENT

London's sewage and stormwater drainage system was designed and installed in the 19th century and is, mostly, a combined one - with the same drains being used to carry waste and surface water.

Development since the system's creation has led to a significant loss of permeable areas and a resulting increase in impermeable surfaces such as roofs, roads and car parks. A major percentage of the runoff from these now enters the combined sewers, some of which surcharge during storms.

To help mitigate this, Thames Water has advocated an approach to sustainable drainage systems (SuDS) that limits, as far as possible the volume of and rate at which surface water enters the public sewer system. By doing this, SuDS have the potential to play an important role in ensuring that the sewerage network has the capacity to cater for population growth and the effects of climate change.

Working on behalf of a partnership between Thames Water, the London Borough of Hammersmith and Fulham and the Royal Borough of Kensington and Chelsea, FM Conway is supporting an innovative trial to retrofit SuDS in three streets in west London, which is providing the opportunity to measure the volume and flow of surface water through flow monitors that have been installed at each street.

PILOTING NEW SYSTEMS

In close partnership with Atkins and SEL Environmental, FM Conway is trialling different systems over three streets in the two boroughs. The first scheme at Mendora Road, Fulham has seen FM Conway install a total of 3,600 Permavoid cells, developed by Polypipe, within a channel along one side of the road to create nearly 136 cb m of stormwater storage beneath the surface. In a channel under the other side of the road, there is a layer of aggregate within the geotextile membrane that sits beneath the top surface of permeable paving blocks.



Larry Kyan, senior contracts manager, is leading the project for FM Conway. He explains how the system will work:

“The loss of green and soft landscaping along the edges of the road has increased run off into the road gutters. This in turn accelerates water flow in the case of heavy rain, to the point of overloading the combined sewers and road gullies.

“Polypipe’s Permavoid product essentially replicates the effects of the soft landscaping which has been lost. It sits beneath permeable paving which we have installed under the side of the road and acts to slow down the rate at which water flows into the main sewer system.”

A similar approach is also being taken at Melina Road, Shepherd’s Bush, further north within the borough. However, here the system is being used in conjunction with soft landscaping. 2,345 Permavoid cells have been used beneath rain gardens - areas of soft landscaping built into the edge of the road and pavement.

Larry describes the difference in the approach:

“At Melina Road the same system allows the new water ‘tanks’ to support plant growth above ground, bringing environmental benefits to residents and enhances the streetscape, as well as reintroducing areas of soft landscaping to reduce surface run-off.”

FM Conway is currently completing the construction and installation of the SuDS at Arundel Gardens, Kensington which will be finished during March 2017. Here, the SuDS is comprised of a shallow layer of attenuation crates within a geotextile membrane across the entire width of the road, under a final layer of porous asphalt.

MONITORING THE TRIAL

The use of three different SuDS and the variety in their methods of construction and installation will enable scientists on the

project team to measure the effectiveness of each technique.

“The three streets were chosen for their very traditional characteristics”, Larry continues. “The architecture and layout of the roads, with terraced houses flanked by tree-lined pavements, is very typical of large parts of west London.

“This means the lessons we learn from the trials here could be adapted and used elsewhere in the capital, helping to free up capacity in the drainage network and guard against flood risk.”

Dominic Kelly, Works Performance Manager - transport and highways at the London Borough of Hammersmith and Fulham added that the success of the project depended on collaboration:

“We’ve been extremely pleased by the close partnership that has developed between our team and our partners, including Thames Water, Atkins, SEL Environmental and FM Conway. The trial has required both technical expertise as well as recognition of the needs of residents and in both cases the professionalism of the team has been exemplary.”

Ian Hawthorn, Head of Highways Maintenance and Projects for both the London Borough of Hammersmith and Fulham and the Royal Borough of Kensington and Chelsea, commented:

“This has been not just an incredible learning experience for everybody, but a way forward for future developments. We have tried various SUD measures across each of the three projects, testing what will work. It has increased all of our experience and we have certainly learned a lot of lessons. FM Conway has risen to the challenge, especially when problems have needed to be addressed.”

...the lessons we learn from the trials here could be adapted and used elsewhere in the capital, helping to free up capacity in the drainage network and guard against flood risk.



LARRY KYAN
senior contracts manager,
FM Conway



TRANSFORMING MITCHAM

FM CONWAY IS WORKING WITH THE LONDON BOROUGH OF MERTON TO SUPPORT A MAJOR REGENERATION SCHEME FOR MITCHAM TOWN CENTRE – THE LARGEST EVER PROJECT OF ITS KIND IN THE BOROUGH.

Improving the accessibility of Mitcham town centre is a critical part of the regeneration scheme.



High streets across the country are being forced to adapt to maintain their place at the heart of our towns and cities, facing competition from out-of-town retail and leisure centres, the growth of internet retailing and broader socio-economic changes in the ways people spend their time and income.

Mitcham in the London Borough of Merton is no different. For a number of years the town centre has suffered from falling pedestrian numbers, little activity after dark and the negative impact of heavy traffic around the main shopping district. In 2012, Merton Council launched a £6.2 million regeneration project called 'Rediscover Mitcham' to address some of these challenges.

Assisted by funding from Transport for London, the scheme is transforming Mitcham town centre into a prosperous, vibrant and accessible community hub that will support local residents and businesses for many years to come.

As the term maintenance contractor for Merton for over 30 years, FM Conway is working closely with the Council to deliver this exciting project.

The first phase of the six-stage project saw FM Conway refurbish the main shopping area and market place and the company is now back on site to deliver phase two: improving access for visitors by introducing a new bus route into the heart of the town centre.

Jonathan Delany, project manager at FM Conway, explains: "Improving the accessibility of Mitcham town centre is a critical part of the regeneration scheme. The new bus route from nearby Fair Green is designed to bring visitors through the heart of the newly revitalised shopping area to boost footfall."

The project has required a major overhaul of the town centre's road network by FM Conway in order to accommodate the new route.

Jonathan continues: "Using recycled asphalt from FM Conway's state-of-the-art manufacturing plants, we've altered a number of approach junctions. We've also completely reconstructed Mitcham's main highway, London Road, to withstand the weight of bus traffic and installed new drainage.



“Throughout the project we’ve made sure the materials and techniques we’re using will support the long-term performance of the asset. For the London Road works this has meant using an MOT Type One and concrete sub-base with expansion joints to prevent the road from cracking, before laying high-quality granite setts which offer an improved aesthetic finish and a more durable road surface.”

The FM Conway team is now upgrading a number of footpaths into the town centre with sandstone paving as well as introducing new cycle lanes and parking bays – all with the intention of making it easier for shoppers and visitors to access the town. FM Conway will also upgrade Mitcham’s street lighting using its in-house specialist team and will install high-specification street furniture, including new seating areas.

Preserving the historic character of Mitcham is an important consideration for the project. Jonathan explains: “By using high-quality street furniture and materials, we’ve looked to reflect the town’s heritage and achieve a balance between traditional and contemporary designs.

The Rediscover Mitcham programme is a long-term vision to create a thriving town centre which works for residents and businesses well into the future.



PAUL MCGARRY
head of Future Merton,
Merton Council



“We’ve also had the opportunity to save some of Mitcham’s history ourselves. During our reconstruction works along London Road, we uncovered and managed to salvage remains from an old tram route into the town.”

The Rediscover Mitcham project is due to be completed by FM Conway in 2017. Paul McGarry, head of Future Merton at Merton Council, commented on the project: “The Rediscover Mitcham programme is a long-term vision to create a thriving town centre which works for residents and businesses well into the future. As our term maintenance partner for over 30 years, FM Conway understands the challenges as well as the opportunities we face, and we look forward to working with them to create a town centre that Mitcham can be proud of.”





These new vehicles will support our focus on self-delivery, which is at the heart of our business.

“”

PETER PARLE,
transport
manager,
FM Conway



FM CONWAY HAS INVESTED £3 MILLION IN ITS VEHICLE FLEET, REFLECTING ITS CORE ETHOS TO SELF-DELIVER PROJECTS WHEREVER POSSIBLE IN ORDER TO SECURE COST AND TIME EFFICIENCIES FOR CUSTOMERS.



DRIVING EFFICIENCY WITH A NEW VEHICLE FLEET

FM Conway has purchased 24 new Scania vehicles including seventeen 8-wheel tippers and two 6-wheel tipper vehicles to support its asphalt recovery and recycling operations in London and the South. The trucks will transport reclaimed asphalt from FM Conway's operational sites to its state-of-the-art recycling plants where it will be used to manufacture high-quality recycled asphalt mixes. These will then be delivered by the vehicles back to site for reuse on the highway.

As part of its ongoing commitment to promote road safety within the construction industry, FM Conway has worked alongside Scania to adapt the vehicles with the safety of its drivers and other road users in mind. New features include an extended window in the nearside door of the 8-wheel and 6-wheel tipper trucks, which improves drivers' field of vision and makes it easier to spot vulnerable road users such as pedestrians and cyclists.

The company has also invested in two 44-tonne tractor units for walking floor trailers, which bring major safety benefits to workers and the wider public thanks to their non-tip design, as well as two 18-tonne pole lorries to support its specialist lighting operations.

FM Conway's transport manager Peter Parle comments: "These new vehicles will support our focus on self-delivery, which is at the heart of our business. By delivering projects using our own in-house materials, plant and vehicle fleet we cut costs and bring reliability for customers. This fleet investment supports the growth of our operations across London and the South as more and more customers recognise the benefits of this approach.

"FM Conway strives to be at the forefront of road safety initiatives in the construction industry and these new vehicles have been specially designed to help keep our drivers and other road users safe. All of our drivers will be taking part in one-to-one training to familiarise them with the new trucks and promote safer driving."

FM Conway strives to be at the forefront of road safety initiatives in the construction industry and these new vehicles have been specially designed to help keep our drivers and other road users safe.



THE ROAD TO SAFETY

NEW TECHNOLOGIES ARE COMING TO THE FORE THAT ARE HELPING CONSTRUCTION INDUSTRY DRIVERS AND THE PUBLIC TO STAY SAFE ON THE ROAD.

FM Conway is trialling the use of a pioneering new mobile phone safety app – Cellcontrol DriveProtect – which minimises distractions for drivers. The app tracks a vehicle's movement and blocks any SMS messages, social media or call notifications while a driver is in transit.

Transport manager Peter Parle explains: "Drivers have a legal responsibility not to check their phones while driving, but it is also incumbent on employers to reduce

distractions for drivers by avoiding calling or messaging them while they are on the move. This app helps us track drivers on the road so that we only contact them when it is safe to do so. If a call is made, the app will block it to help drivers maintain concentration. Drivers can then pick up any messages once their vehicle is stopped."

FM Conway is also looking at how the use of new telematics systems can support driver teams. The systems collect data on driver performance across the fleet, which can then be used to inform targeted training programmes.



30 SECONDS

WITH STEPHEN WOJCIK | HEAD OF CONSULTANCY SERVICES

Q What does consultancy services do?

A Our consulting specialists work side-by-side with our operational teams to provide engineering solutions and advise across the transport and infrastructure environment. Essentially, we bridge the gap between concept planning and construction, meaning that projects can be delivered to the correct standards efficiently and safely, with whole life cost benefits to our customers.

Q Which consultancy fields does the team cover?

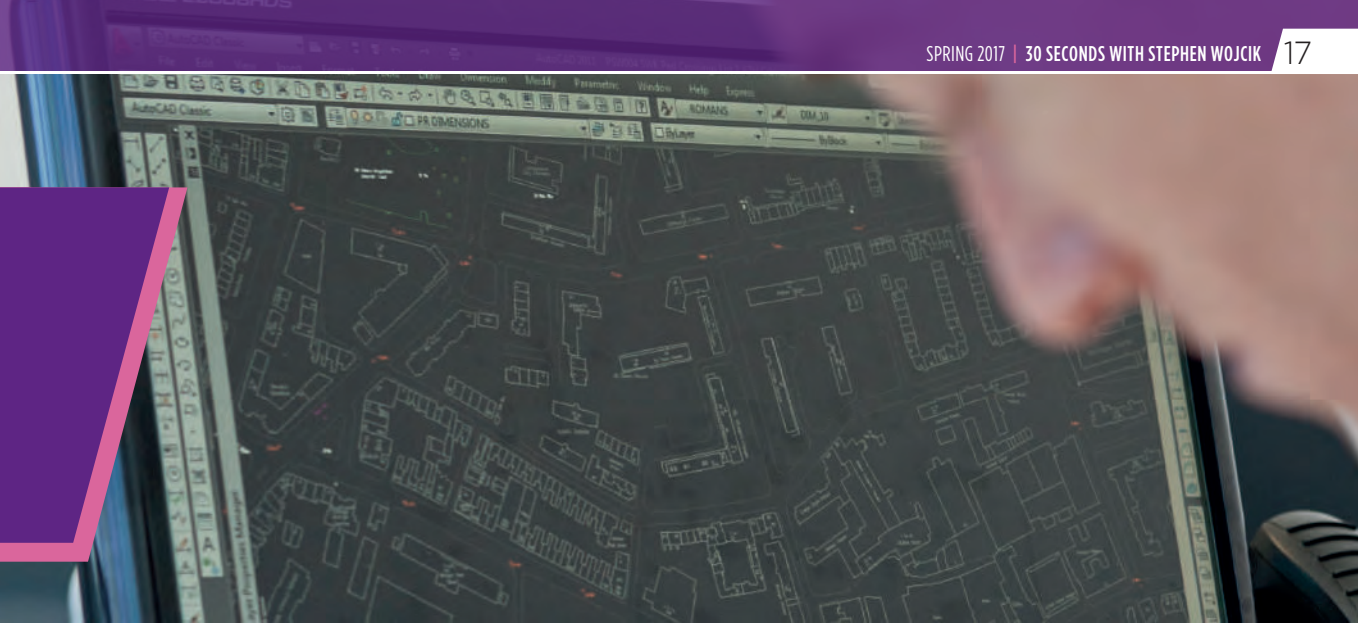
A Where to begin, without being pigeonholed? Consultancy is a discipline led business; and what we don't do today we may do tomorrow. Our core services include design (highways, structures and street lighting), programme management, asset management, surveying, utility identification, permitting and 2D/3D CAD. As a division we employ around 40 people, including chartered engineers, software specialists, LEAN/PRINCE2 practitioners and operational personnel. We also draw on expertise across the company and will continue to seek further support in specialist disciplines as we grow the business.

Q How does the team work with the wider business?

A We are fully committed to FM Conway's model of self-delivery, meaning the customer sees a completely seamless process from design through to construction. We work with delivery teams within our own business to integrate our services into those of other teams and vice versa.

Q How do you work with customers and their teams?

A Our role varies on a project by project basis, ranging from us providing full oversight of the design process, to delivering specific parts of a development in partnership with our internal colleagues, who lead the relationship with the customer. The ambition for the business is that we expand these relationships and also develop direct delivery of our services.



Q What are the key trends in design and materials that are going to affect infrastructure in the future?

A Health and safety, sustainability, durability and the environment are the big factors affecting the materials we use to build our streets. FM Conway is already leading the market in these areas. As we take greater control of the design and build opportunity, this can only increase further by designing out issues at the early stages and by pushing innovation through greater collaboration.

The term collaboration, introduced with the concept of Early Contractor Involvement (ECI) to the strategic road network by the Highways Agency in 2001, has unfortunately become something of a 'buzz word bingo' fad, as sadly today many projects are still characterised by a silo mentality. This is partly due to procurement methods but also stubborn behavioural traits that both consultants and contractors have been slow to let go of.

The realisation of our 'self-delivery' ethos means we, as a business, are making those behavioural step changes which will be key to our continued success.

Changes in technology, both as part of in-house operations and on-street delivery, is accelerating and we must move with it. We have already started to look at the potential for Building Information Management (BIM) within FM Conway which will require investment in technology and people. Autonomous vehicles, smart pavements and 'big data' will all also have significant impacts on infrastructure, including on design, materials, function and operations coupled with whole life costs. Ultimately, there are exciting times ahead for us all.

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STEPHEN WOJCIK
head of
consultancy
Services,
FM Conway

The realisation of our 'self-delivery' ethos means we, as a business, are making those behavioural step changes which will be key to our continued success.

CONWAY PEOPLE

EMPLOYEES OF THE QUARTER

CONGRATULATIONS TO EVERYONE WHO WAS NOMINATED: JAMES MORGAN, BEN CARTLEDGE, KEN BURGESS, RYAN MACKIE, ALAN CHAMPION, ANDREW LEE, BRUCE BENNETT, CHRIS LE COUTEUR, DARREN BOEG, DONNA EARLEY, ELLIE COLLETT, ERIC PLAICHE, FRANK AYEH, JAMES WILLET, JASON CRITCHELL, JAZ KANDOLA, JOHN CORCORAN, LEON SMITH, LEWIS SHUTTLEWOOD, LUKE PANTREY, MARK SLUCE, MATT CHAPMAN, MATT DAHMEN, MICK THOMAS, NICK HOWARD, NICK MULLIGAN, PAUL CEREXHE, PAUL MARTIN, PHILIP HATTON, PHILIP MADGETT, RISHMEE ACHADOO, SACHA ATTARD, STACIE SINFIELD, STEPHANIE TURNBULL, STEVE SMITH, TARAN OMER & TARIQ KASSAM.

LOIS WYNN - surfacing



LOIS' COLLEAGUES SAY:

"She is constantly busy and keeps on top of her workload."

"She is very positive every day and keeps the office in high spirits."

"Sometimes it's the things done behind the scenes that need to be recognised and Lois' work is so valuable to our surfacing division."



CLIVE CARTER - civils



CLIVE'S COLLEAGUES SAY:

"He runs complicated sites efficiently and produces snag-free work that everybody can be proud of."

"Clive gets on with everyone and is always willing to help - at the same time, he keeps the company's interests in mind."

"He is always the first on site to prepare the day's work and leads by example to the rest of his team."



DAVID KELLAM - finance



DAVID'S COLLEAGUES SAY:

"He is always happy to go the extra mile and has proven to be a real problem solver."

"He always has time for others and has helped with my commercial training."

"His intelligence is immediately apparent. Mix this with a hardworking, always ready to help attitude and you have a fantastic addition to the team."





A JOB WELL DONE

"There have been some works carried out to the pavement on my street by Eugene Simion Flore and Gheorge Huton. Their work is outstanding; their professionalism is second to none. I've not seen kinder, harder working, more respectful workers before in my entire life! They deserve some recognition as they have been so helpful and considerate when carrying out works on my road."

A member of public thanks Eugene Simion Flore and Gheorge Huton in the Hammersmith and Fulham team.

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"FM Conway attended Peter Street at 5.00am last week to repair the street lights. This was requested by Westminster City Council on behalf of Councillor Paul Church. FM Conway was quick to attend this job at short notice and the team went out of their way to attend out of hours, making sure all lights were repaired and tested fully."

Westminster City Council thanks the FM Conway team for its quick-action response.

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"I live in New Barns Avenue, Mitcham. We have had our entire road laid with new pavements and everything removed down to piping levels. Your men were considerate to anyone who was elderly, sympathetic about the parking problems this job brings and altogether a thoroughly nice, helpful gang. They have worked their socks off during these weeks. Please pass my and I am sure other people's grateful thanks on to them."

A member of the public thanks the Merton team.

“”



**PEOPLE
FIRST**
GO HOME SAFE

Construct

SPRING 2017



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