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# Construct



## FOREWORD BY MICHAEL CONWAY



WELCOME TO THIS SUMMER'S *CONSTRUCT*. IT'S BEEN A SCORCHER, WHICH CERTAINLY MAKES FOR CHALLENGING WORKING CONDITIONS FOR OUR MEN ON THE ROAD, BUT AS ALWAYS PROFESSIONALISM AND DEDICATION PREVAILED AND WE'RE PROUD OF THE STANDARDS WE HAVE SET IN OUR WORK.

We've had a great few months. I am particularly proud of our recent London Loves Excellence Award where we were named Manufacturing, Engineering and Infrastructure Company of the Year. To be recognised for our dedication and excellence within London, our heartland, is fantastic.

The Government spending review was a mixed bag with a greater emphasis on repairing the UK's roads coupled with a freeze on council tax and further deep cuts to local authority budgets. Now as ever, partnership between the public and private sector will be key and the emphasis is on finding more efficient and cost-effective ways of working with local authorities and the entire supply chain. £6 billion for local repairs is an impressive commitment, but we need to work together to ensure the right structures are in place to deliver day-to-day works and add value to local businesses and communities.

Among the political announcements, it's been sobering to read of further accidents involving cyclists and HGVs. As the operator of one of London's largest fleets, it's a matter close to our hearts, and our commitment to the safety of London's road users has been further strengthened through the retrofit of our HGV fleet. All vehicles over 7.5 tonnes are now fitted with the specialist safety enhancements as identified by our drivers and management teams. It's an issue that goes wider than our business and we're very keen to share our experience and practice with others who are looking to make improvements for the safety of UK cyclists and all road users.

As you'll see from this edition, we continue to work on high-profile, prestigious schemes. We take it as a mark of the reputation we have built as a first-class outfit for sophisticated and often complicated works. But we apply the same level of scrutiny, thought and professionalism to everything we take on. It's what has made us successful, and we take these values with us in everything we do.

**MICHAEL CONWAY**  
CEO FM CONWAY

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## LORD'S CRICKET GROUND

**FM Conway delivered high-quality surfacing at Lord's Cricket Ground ahead of the cricket season to make sure the game's most prestigious ground was looking its best for its high-profile summer programme, including the Ashes test against Australia.**

Years of heavy footfall had caused the paved area close to the ornamental Grace Gate to deteriorate, and a problem with existing drainage meant that the area was prone to flooding.

In order to achieve success within short time constraints, we used an asphalt base covered by resin bound surfacing, which dries quickly and is strong enough to bear footfall a mere four hours after being laid. This meant that 340m<sup>2</sup> of surface course was set within two days, creating a professional finish without any disruption to the cricket or its supporters.



**As an operator working in close contact with the public, often in heavy traffic areas, road traffic safety is at the very heart of what we do.**

## ROAD TRAFFIC SAFETY

We are implementing a new Road Traffic Safety management system designed to address the requirements of BS ISO 39001, an international management standard supported by government, Transport for London and road authorities.

The ISO 39001 compliant management system is designed to identify our business activities that affect road safety and will inform how we can best mitigate impact. It evaluates how successful any improvements we make will be and therefore informs the actions we take.

The first audit of our new system will take place in late August and we're set to be fully certified by the end of 2013, at which point we will be one of the first contractors in our sector to be compliant with the important ISO 39001 standard.

*We're set to be fully certified by the end of 2013, at which point we will be one of the first contractors in our sector to be compliant.*

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OUR COMPREHENSIVE RETROFIT AND TRAINING PROGRAMME FOR OUR VEHICLES AND DRIVERS ENSURES WE NOW OPERATE ONE OF THE SAFEST FLEETS ON LONDON'S ROADS.



# RETROFIT FOR PURPOSE

*Industry-wide progress is key to delivering safer cycling for London and the south east.*



Creating safer conditions for cycling is critical for transport in London and the wider UK. For a number of years, we have been carrying out a retrofit and driver training programme to give our drivers the equipment and knowledge they need to keep all road users safe. Recent fatalities on London's road network show just how vital this work is, and we've taken major steps over a sustained period to improve the safety of our fleet.

In practice, retrofitting vehicles with equipment to help detect cyclists can make massive improvements. But it's only half the story. Driver training is also crucial. So too are the cultural changes and systems within a business.

We've addressed all of these elements in our work to make our vehicles safe. Our in-house training and business practices are giving drivers the knowledge and impetus to drive safely - and they have taken up the mantle.

We've invested heavily in our fleet, and have adapted 144 vehicles with features including a system of seven side sensors to detect any nearby objects; near side blind spot cameras that allow drivers to see real-time images to their left; and reversing cameras for the blind-spot at the rear of the vehicle. Side guards have also been

installed and further safety features such as audible 'vehicle turning left', high visibility warning signs and strobe beacons are also making our fleet safer.

It's an issue that we feel passionately about, and industry-wide progress is a key part of delivering safer cycling for London and the south east. There will always be more to do and, to build on our progress, we're working with partners across London to hone best practice and make our roads safe for all users.

## Safer lorries

Sir, The European Commission's plan to change the design of lorries to make them safer for cyclists (report, Apr 15) is a welcome step forward in promoting cycling and protecting cyclists. But tackling the issue at the manufacturing stage will take time, and we need an instant response. The most immediate opportunity lies in adapting existing fleets and training drivers. Retrofitted equipment can eliminate blindspots, and sophisticated training, especially in London, is already leading to greater awareness and understanding from drivers.

We operate one of London's largest contractor fleets and, while there will always be more work to be done to safeguard cyclists, these initiatives are vital for eliminating unacceptable threats to all road users.

MICHAEL CONWAY  
CEO, FM Conway, Dartford, Kent

In April, our CEO Michael Conway wrote to the *Times* about vehicle retrofit, and was published in the paper's 20 April edition

IN THE LONDON BOROUGH OF SOUTHWARK, CONWAY AECOM HAS BEEN AWARDED THE HAPS CONTRACT FOR HIGHWAYS MAINTENANCE, PLANNED WORKS AND PROFESSIONAL SERVICES UNTIL 2019, WITH PROVISION OF A TWO YEAR EXTENSION. THE CONTRACT COMMENCED ON 1ST APRIL 2013 AND IS INITIALLY WORTH £65 MILLION.



## CONWAY AECOM IN SOUTHWARK

CONWAY AECOM will provide end to end highways capabilities which will incorporate planning, maintenance, design and build expertise. Keen to build on the eight year legacy established with Southwark by Conway, and to ensure a seamless service provision and continuation of a first class service for residents, key employees from the previous contract have transferred over to CONWAY AECOM.

Over the next year, CONWAY AECOM will be delivering vital projects for the borough, including a safety scheme at Forest Hill. Footway widening works are due to commence in August at Forest Hill Road, Wood Vale and Brenchley Gardens Junction to improve pedestrian and cyclist access as well as tree planting to improve the street scene.

Other key works will see improvements to Liverpool Grove in Walworth, where tree planting and footway improvements have been agreed, and at Lamb Walk, behind London Bridge station, where York Stone Paving will be installed. In total, the annual Non-Principal Roads Budget includes £1 million for footway reconstruction and £3 million for carriageway resurfacing.

Senior Contracts Manager, Mark Goudy said: "We are delighted to have been awarded this contract and are keen to continue and build on the success of FM Conway with Southwark".



*It's great to get underway and show what we can do as CONWAY AECOM.*

“”

FM CONWAY HAS SECURED A £9.2 MILLION CONTRACT TO RENOVATE THE PORT OF DOVER'S GRADE II-LISTED CRUISE TERMINAL 1 BUILDING

# BUILDING SUCCESS WITH THE PORT OF DOVER

FM Conway has been contracted to deliver a major renovation of Cruise Terminal 1 at the Port of Dover, the UK's second busiest cruise port. The structural works will include the removal and replacement of the 180m steel and glass cathedral-style roof of the historic facility, which was originally built as a railway station between 1912 and 1914.

The main building continued to be operational as a railway station until September 1994. It was subsequently converted into a cruise terminal by the Port of Dover, which was keen to capitalise on the increasing popularity of cruises, and the facility re-opened in 1996. The port now processes 300,000 passengers per season and the terminal is a crucial part of its operations.

The present works represent a major commitment by the Port as part of a multi-million pound heritage project. The wider refurbishment programme will also include work to the adjacent Fisherman's Walkway, the distinctive Stair Tower and the Western End of the Prince of Wales Pier.

Major temporary works will be designed and installed to maintain the terminal's waterproof qualities before starting the renovation works, part of which will be the installation of a "rolling roof" system which reportedly will be the largest single span ever used in this situation.

The refurbishment works include the replacement of structural steel roof trusses and other steel components, preparation and application of a new protective paint system to the exposed steelwork, brick and stone work repairs, upgrades to the existing electrical systems and the installation of a new handrail system along a section of the Prince of Wales Pier. Work commences in October 2013 for a period of 15 months.

The project is part of the Port of Dover's vision for preserving the port's distinctive identity, ensuring that its historic assets are both appropriately maintained whilst able to play a role in the ongoing business of a major international port for the benefit of its customers and the community for which such assets are a key part of local heritage. All of the structures being renovated are located on the Port's western boundary and continually take a battering from the English Channel and its weather systems.

The facility is a live and busy cruise terminal, dealing with major cruise vessels. All works will be programmed and planned to minimise disruption during the works to the Port's cruise customers and staff.

Bernard Hodgkinson, director of buildings and maintenance for FM Conway comments: "We have a proven track record of working alongside the Port of Dover to successfully deliver complex schemes in a challenging environment - the contract to refurbish the Cruise Terminal certainly presents some new challenges and we are looking forward to working with the Port again to deliver an interesting project safely and successfully."

The firm continues to deliver maintenance and improvements work for the Port's infrastructure. To date FM Conway has delivered a number of major infrastructure schemes within the Port's Eastern Docks, and is currently working on the Port's Traffic Management Improvement Scheme, which will improve the resilience of the Port operation and enhance the visual impression at the front of the Port.



“”

**TIM WAGGOTT**  
Chief Executive,  
Port of Dover

*We are committed to providing the best port facilities for our customers and to both preserving and bringing new life to the incredible heritage of our wonderful community and the assets within our care.*



# SHEPHERD'S BUSH COMMON

## ENRICHING PUBLIC SPACE THROUGH SMART WORKING AND EFFICIENT DELIVERY





Shepherd's Bush Common is an historic eight-acre area of public space in the heart of West London. It's one of 52 parks and green spaces managed by the London Borough of Hammersmith and Fulham and, in 2011, FM Conway was appointed to carry out a comprehensive regeneration for the area, which was completed in May.

### A major uplift

The common is surrounded by major highways, as well as Shepherd's Bush tube station. It's a busy urban area, and the common has been revitalised to provide an attractive, safe and communal area for the borough's residents and visitors.

"The common was very tired and run down before" explains Marlene Pope, parks development officer for the London Borough of Hammersmith and Fulham. "So we wanted to bring it up to the impressive standards that have been set by other regeneration and development projects in the area, like Westfield, and the broader investments that have been made to the high street here."

FM Conway worked with Grontmij to deliver improvement works to the common including construction of extensive new play areas, footways and paved surfaces, and the restoration of the area around the site's landmark war memorial.

The project also included the installation of modern park furniture, covering street lighting, CCTV, bins, fences, benches and signage. Complex drainage works were also carried out. This encompassed the installation of an oil interceptor, an attenuation tank and three soakaways.

### Working in the heart of London

The common is a crucial part of the urban realm in Shepherd's Bush as a busy thoroughfare for the local community, so a key challenge for the works was to ensure that access was maintained at all times for the general public. We kept crossings open and maximised footfall during the works through careful planning of the scheme's phases and dedicated site management.

Communication was a vital element. We worked with the borough to prepare and carry out letter drops, and coordinate web bulletins through the council's website, updating residents on progress and access details. The common's external footpaths border onto the main road – a busy four-lane carriageway – and works were undertaken at off-peak intervals to ensure that disruption was minimised wherever possible.

### Ecological considerations

We used our wider recycling capabilities to divert further waste arisings from landfill. In total, the site produced around 3,400 tonnes of waste, 95 per cent of which was either re-used or recycled.

The scheme used high-performance carbon capture turf, which absorbs green house gases much faster than standard turf, to maximise the amount of carbon that would be taken out of the atmosphere for the project.

The existing natural environment was also carefully protected throughout the works, and we collaborated with Hammersmith and Fulham's Tree Officer to ensure that the impact of the works on the trees being retained was minimised in all cases.

### A hit with residents

"The response to the improvements has been fantastic" comments Marlene. "We've completely opened up the park, so there are clear sight lines and a real sense of safe, open space. Since it has been finished we have seen numbers using the park increase, the playgrounds are really popular as is the rest of the space. We're seeing a lot of families and young children, and that's exactly what we wanted.

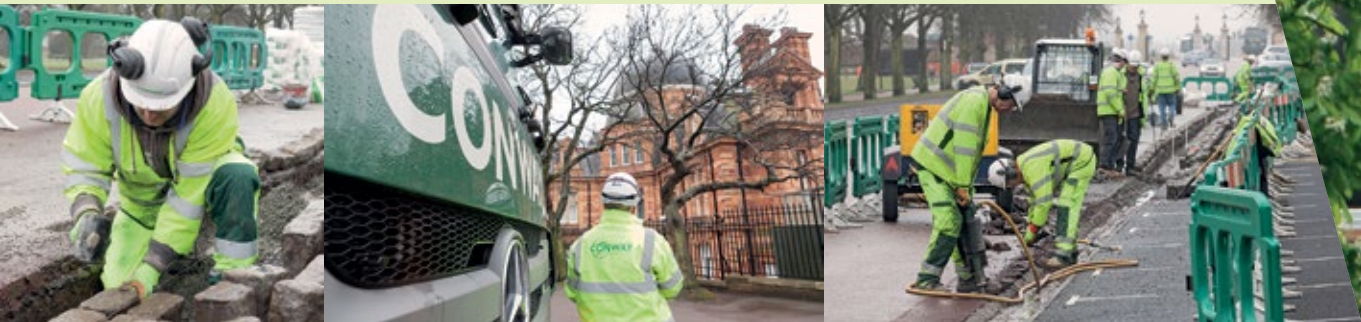
"With the population density of London, you have to capitalise on the green spaces you have. This has been a comprehensive regeneration. Everyone involved has worked incredibly hard to make it happen and the change has been amazing."

*Since it has been finished we have seen numbers using the park increase, the playgrounds are really popular as is the rest of the space. We're seeing a lot of families and young children, and that's exactly what we wanted.*

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**MARLENE POPE**  
parks development  
officer for the  
London Borough  
of Hammersmith  
and Fulham

THE RESURFACING OF CARRIAGEWAYS AND FOOTPATHS IN GREENWICH PARK CALLED FOR A SENSITIVE APPROACH TO PRESERVING HISTORIC MATERIALS AND WORKING TO A NARROW TIME WINDOW THAT ENSURED THE ROYAL PARK'S ROADS COULD REMAIN OPEN TO THE PUBLIC.



## GREENWICH PROJECT

Greenwich Park is Britain's oldest enclosed Royal Park, dating back to 1427. It is the location of the Prime Meridian Line and Royal Observatory as well as being part of the Greenwich Maritime World Heritage Site.

Earlier this year, FM Conway was commissioned by The Royal Parks to resurface carriageways and footpaths which had deteriorated when the Park was used to host the equestrian competition during the London 2012 Olympics. An initial assessment before the Games also identified the need for routine repairs. So our brief was to ensure that the Park's carriageways and footpaths were improved above and beyond their pre-Olympics condition.

The project saw us resurface 13,500 m<sup>2</sup> of carriageway and 3,000 m<sup>2</sup> of footpaths. We completely resurfaced Blackheath Avenue and The Avenue, planing existing carriageways and surfacing with a distinctive and high-quality red 10mm SMA asphalt which was specially developed and supplied by our state-of-the-art asphalt plant in Erith.

### Window of opportunity

With some roads in the Park carrying peak traffic, works could not be carried out between 7-10am or after 4pm. Working each day within this narrow window required a flexible approach to adjust the programme accordingly. FM Conway contracts manager, Paul Martin says:

"Our unique self-delivery model brings real benefits to projects like this. We supply our own materials and operate our own logistics fleet meaning we can carefully schedule when deliveries arrive, plan exactly when the work will take place and consequently minimise our impact."

We also had to be flexible over timings to accommodate the London Marathon and filming for the 2014 release 'Before I Go To Sleep', which saw Nicole Kidman and Colin Firth on set at Greenwich Park for five days, during which we temporarily suspended works.

### Sensitive delivery

All new materials needed to be carefully chosen to complement the surrounding area and Greenwich's World Heritage Site status. FM Conway's team also had to apply a sensitive approach to ensure historic materials were carefully preserved. Paul says: "The Park's carriageways are lined with granite sets which date back to the reign of Henry VIII and around 1,700 pieces of stone had to be taken out by hand, washed and reset.

"This process was made even more challenging because tree roots had grown between the granite sets, requiring us to work closely with The Royal Park's groundsmen to minimise any impact. In addition to this, our teams worked extremely carefully to undertake surfacing around the Greenwich Meridian Line."

*Our unique self-delivery model brings real benefits to projects like this.*



# REQUIRES TIMELY DELIVERY

“”

*The Park's carriageways are lined with granite sets which date back to the reign of Henry VIII and around 1,700 pieces of stone had to be taken out by hand, washed and reset.*



FM CONWAY HAS WORKED WITH BALFOUR BEATTY MOTT MACDONALD TO IMPLEMENT A SUSTAINABLE WATER SOLUTION FOR TREATING AND DISCHARGING WATER AT THE HIGHWAYS AGENCY'S STANFORD DEPOT IN KENT.

## DRIVING WATER EFFICIENCY WITH REED BED KNOW-HOW

Washing vehicles across the country's transport depots uses millions of litres of clean drinking water each year. The surface water runoff is usually contaminated by oils and salts and water can't be simply discharged back into the environment without treatment first.

At the Highways Agency's Stanford depot near Junction 11 of the M20, significant amounts of drinking water were being used to fill brine tanks and wash vehicles. The traditional solution is to use underground tanks to capture and store the runoff. However, emptying the tanks on a regular basis is expensive and their position underground makes them difficult to inspect and increases the risk that contaminated water will leak into the ground.

### Reed all about it

To tackle this problem, Balfour Beatty Mott MacDonald Joint Venture, which manages the Highways Agency Area 4 Network, commissioned FM Conway to implement an innovative above ground drainage solution that treats and discharges runoff water.

*The works implemented by FM Conway have cut down water use at the depot significantly.*

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This system sees waste water diverted to an on-site treatment plant that filters out any oils or objects. It is then pumped onto live reed beds, designed by specialist firm Living Water, where the water is cleaned by micro-organisms living on the root systems. The organisms use the sewage for growth nutrients, leaving behind only clean water that can be re-used. The process is environmentally friendly and visually superior to traditional sewage works.

### Hard and soft landscaping

FM Conway installed all of the drainage works and constructed the concrete facilities including pumping stations, wells and treatment works. This included managing the construction of the specialist treatment beds which had to be built to a very detailed specification and overseeing the planting of indigenous grasses and flowers that will give the area the appearance of meadowland.

The project was made logistically challenging as the depot needed to be kept operational throughout the works.

### Financially, environmentally and logistically sound

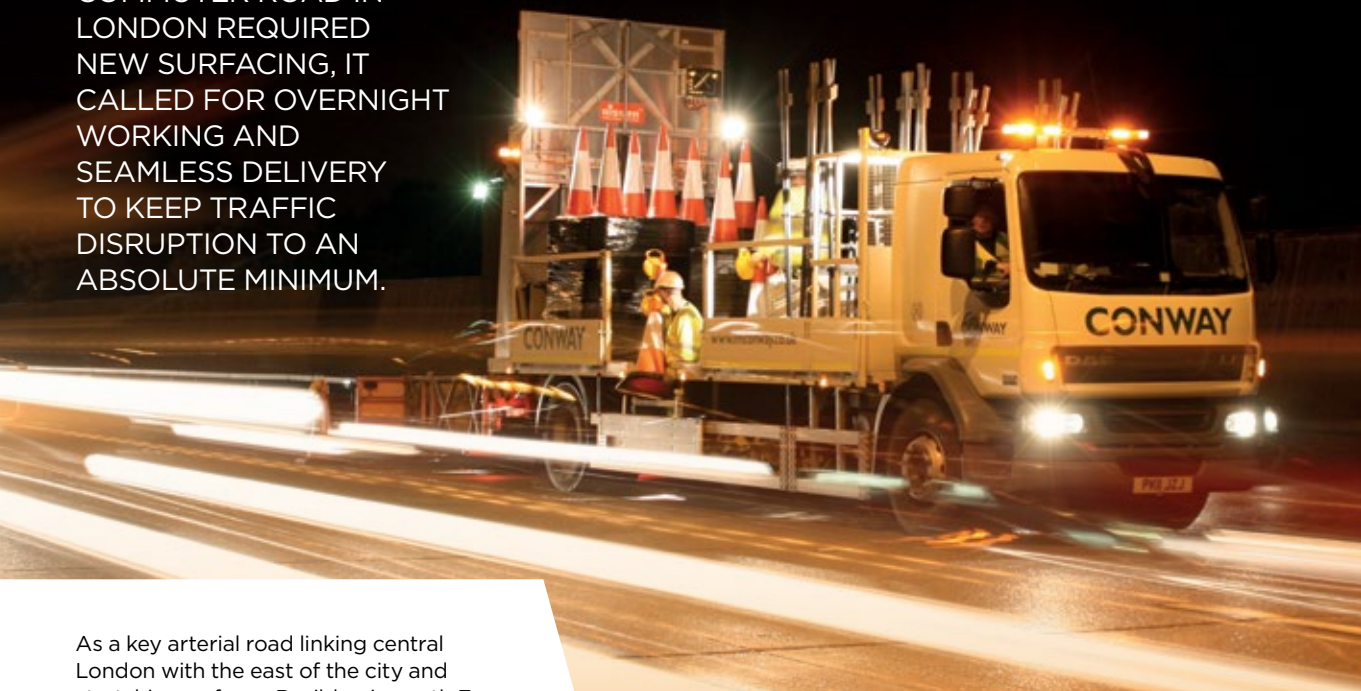
The project, which was highly commended at both the CIHT Awards and the ICE South East Awards, has delivered a number of benefits for the client.

Alistair Geddes, portfolio manager at Balfour Beatty says: "Depots can be very resource-intensive, and this project is an example of best practice in terms of how we should recycle and reuse our precious water supplies.

"The works implemented by FM Conway have cut down water use at the depot significantly. This will ultimately reduce costs. But most importantly it is a responsible way to use resources. Simply put, it is the right thing to do."

# OVERNIGHT DELIVERY, MINIMAL DISRUPTION

WHEN A MAJOR COMMUTER ROAD IN LONDON REQUIRED NEW SURFACING, IT CALLED FOR OVERNIGHT WORKING AND SEAMLESS DELIVERY TO KEEP TRAFFIC DISRUPTION TO AN ABSOLUTE MINIMUM.



As a key arterial road linking central London with the east of the city and stretching as far as Basildon in south Essex, the A13 is a major commuter route requiring regular maintenance. But even closing one lane of the road during peak commuter times could cause widespread disruption, meaning that any road renewal needs to be carefully planned and executed.

To minimise any impact to road users, FM Conway was contracted by highways maintenance company RMS to renew the road surface during the night.

Over the course of 17 nights, the team laid 45,000 m<sup>2</sup> of surface course and 5,000 m<sup>2</sup> of EME binder at seven separate sections of the highway between the M25 junction and the Blackwall Tunnel.

#### Unique challenge

Wayne Tomlin, senior contracts manager at FM Conway, explains some of the challenges faced: "We had a tight working window of between 10pm and 5am and at this point the last cone had to be removed and the road reopened.

"Once you take into account the time to set up and clear away we effectively had five hours each night which meant we had to be as efficient as possible while delivering a high-quality service."

#### Recycling best practice

As with many FM Conway projects, the contract placed a great focus on recycling materials to maximise natural resources. Asphalt was planed from the old surface so that it could be reused and reprocessed at the company's asphalt plant in Erith. To maximise efficiency and reduce lorry movements and carbon emissions, all vehicles delivering asphalt to site were loaded with road planings for their return journey.

Since completing these works on this important commuter route, FM Conway has been awarded two more jobs on the A13 worth over £100,000.

*Night working brings its own unique set of challenges, but our teams are very experienced in working in this environment against the clock.*

“”



Brian Cookson OBE,  
president of British Cycling



## NEW FACILITIES OPENED AT HERNE HILL VELODROME

# CYCLING LEGACY COMES ALIVE

Throughout the spring, we delivered new facilities and major upgrades for Herne Hill Velodrome, the iconic south London cycling track where Sir Bradley Wiggins learned his trade.

The track is the only remaining Olympic venue from 1948, and the works are part of London's efforts to build a legacy for the 2012 Games.

The official opening took place on 6 June, with speeches from Rt Hon Tessa Jowell MP, the former Olympics Minister; Peter John, the leader of Southwark Council; and Brian Cookson OBE, president of British Cycling. FM Conway's head of legal Ron Woodland held a Q&A session about the works we delivered and our wider commitment to cycling in London.

It was a fantastic event and, having built the new junior track for the stadium and erected lighting for the main track of the first time in its history, we were delighted that special praise was reserved for our site manager Peter McAnany.

The velodrome is a terrific community facility, that has expanded its offer for cyclists of all abilities. The launch was a great opportunity to celebrate both the hard work that has gone into the improvements, and the bright future for cycling in Southwark.



## PARTNERING FOR CYCLE SAFETY

FM Conway has further demonstrated its commitment to cycle safety through a partnership with cyclist training provider Cycle Confident to provide up to 1,500 construction HGV drivers per year with safer driving skills.

The collaboration involves Cycle Confident using FM Conway facilities to deliver driver training aimed at reducing accidents between large vehicles and cyclists. The course, run through our London Highways Academy of Excellence, includes practical training where drivers take to the saddle and learn the theory on how to share the road with cyclists.

The TfL funded courses require a minimum of 15 drivers to make them viable which has made it difficult for some contractors to take part.

David Showell, director at Cycle Confident, explains: "There has been a barrier for companies requesting the training but being unable to supply the minimum number of 15 drivers for an independent course. By opening up its facilities to all drivers who want to take part, FM Conway is removing this barrier and makes it possible for us to train up to 1,500 HGV drivers each year."

Sharon Field, head of corporate social responsibility at FM Conway, said: "Driver training has a huge role to play in making construction traffic safer around vulnerable road users. It goes hand in hand with equipping our vehicles with modern safety features and with careful road design. We've seen first hand that these courses improve driver awareness and safety around all road users. This partnership will also give more construction SMEs the opportunity to educate their drivers – and that's crucial as cycling becomes part of the fabric of London."

Images courtesy of Gabriel Marsh, apprentice photographer at FM Conway



ON A HOT AND SUNNY SUNDAY, 30 JUNE, SIX TEAMS OF KEEN CYCLISTS GATHERED TO TAKE PART IN THE FIRST ANNUAL CONWAY CUP, A 50 KILOMETRE TIME-TRIAL HOSTED BY FM CONWAY WITH INVITED COMPETITORS FROM OUR CLIENTS AND PARTNERS.

## THE FIRST ANNUAL CONWAY CUP

The Conway Cup was part of The *Financial Times* London Cycle Sportive, of which FM Conway was associate sponsor, organised and run by events company Human Race. The event was extremely popular, seeing almost 2,500 riders take to the streets.

Teams made up of five cyclists each from FM Conway, CONWAY AECOM, Transport for London, London Borough of Southwark, London Borough of Bromley and Cycle Confident gathered in Dulwich Park, south London, alongside MBE Rebecca Romero for the inaugural race. The route took participants out of London as far as Biggin Hill, following busy London roads and rural lanes alike before ending with a final lap of the newly restored Herne Hill Velodrome.

The CONWAY AECOM team won the Conway Cup with four of its five riders completing the challenging route in less than two hours. They were closely followed by The London Borough of Southwark in second place.

*We donated £5,000 to sports charity Access Sports which works to give more children, particularly in disadvantaged areas, access to a wide range of quality local sport.*

“”

As part of the Conway Cup, FM Conway donated £5,000 to sports charity Access Sports which works to give more children, particularly in disadvantaged areas, access to a wide range of quality local sport.

As part of our continued commitment to cyclist safety, one of our HGVs was on site for the day, fully fitted with cycle safety innovations. This enabled our driver to demonstrate to a large number of keen cyclists the areas of concern when cycling around large vehicles.

The day was a great success enjoyed by all involved, with the challenge already set for 2014 Conway Cup.

IN JUNE, WE WERE NAMED MANUFACTURING, ENGINEERING AND INFRASTRUCTURE COMPANY OF THE YEAR AT THE INAUGURAL LONDON LOVES EXCELLENCE AWARDS 2013. IT'S A FANTASTIC ACCOLADE AND WE'RE INCREDIBLY PROUD.



## LEADING IN LONDON



**LONDON loves BUSINESS**  
**THE WINNERS of the London Loves Excellence Awards 2013**  
 25 JUNE 2013  
 A huge congratulations to all these amazing, inspiring and hugely successful companies and entrepreneurs  
**Manufacturing, Engineering & Infrastructure -**  
 Supported by EAL.  
 Winner: FM Conway

*Our people know the city inside out, and we were delighted to be recognised for our success.*



FM Conway has been named the Manufacturing, Engineering, and Infrastructure Company of the Year at the London Loves Business Awards 2013. The judging panel, which included business luminaries Willie Walsh and Karren Brady, praised our 'clear vision, focus on recycling and significant growth', as Michael Conway collected the award at a ceremony on 25 June in central London.

The awards are run by the London Chambers of Commerce and London Loves Business to celebrate the very best businesses in London.

Michael Conway, commented: "We've worked incredibly hard to make FM Conway the business it is today. London has always been our heartland, and we've developed industry-leading ways of working for frontline delivery, customer service and resource efficiency that have allowed us to flourish in the capital - providing the best possible service for Londoners. Our people know the city inside out, and we were delighted to be recognised for our success."

FM Conway's focus on London has seen it develop expertise to handle the challenges of working on the capital's roads.

Since 2009 we have invested £5 million in training and development, delivering over 16,000 training days for staff.

90 per cent of our people live within the M25 and the company have invested in a comprehensive vehicle improvement and driver training programme so that our drivers can operate HGVs safely around London's cyclists and pedestrians.

We have also invested £25 million in our recycling capability since 2005, allowing us to recycle a wide range of materials from London's roads and put them to use for other highways projects across the capital.

June also saw us shortlisted for the Chartered Institution of Highways and Transportation's Sustainability Award 2013. The judges commended the 'very high percentage of recycled surface materials' that we are capable of producing, and praised our work in delivering 'lower levels of truck movements' by transporting materials on the Thames. Finally, we were delighted to be finalists for the Kent Excellence in Business Awards: a terrific event recognising the best businesses in the county.



**THE EDIBLE BUS STOP IS AN ORGANIC COMMUNITY GARDEN FOUNDED BY LOCAL RESIDENTS ON AN OPEN STRIP OF LAND BESIDE THE 322 BUS STOP IN LANDOR ROAD, LAMBETH, AND OPENED IN MAY THIS YEAR.**



## THE EDIBLE BUS STOP

The Edible Bus Stop originated in 2011 when local residents got together to transform a disused piece of land into a thriving neighbourhood garden. The vision was to create a green urban space which could be used and enjoyed by the whole community, while promoting gardening skills and the cultivation of fruit and vegetables.

In 2013 the Edible Bus Stop was awarded joint funding from the Mayor of London and Lambeth Council as part of the Pocket Parks Programme, a scheme aimed at improving streets, squares, and riverside spaces across London, to make some more permanent improvements to the area.

It came down to an FM Conway team, supervised by Shelly Panesar, to deliver the project. We installed raised planting beds for vegetables and other greenery which were made from granite kerbstones all of which had been reclaimed from our other projects in the borough. We built gravel paths between these beds, a mesh fence at the back of the site for climbing plants, and timber benches which local residents can use to sit and enjoy the garden.

*These works have made the garden a permanent fixture and secured it as a green space for the benefit of the whole community for years to come.*

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The installations really are a breath of fresh air, and show how innovative use of urban space can enrich local communities in London.

Makaela Gilchrist, founder of the Edible Bus Stop project said: “The Edible Bus Stop began its life as a ‘guerrilla gardening’ project – a group of local volunteers cultivating the land using the tools we had to hand. FM Conway has helped give the project longevity by putting in some of the heavier infrastructure such as the paths and raised beds. These works have made the garden a permanent fixture and secured it as a green space for the benefit of the whole community for years to come.

“Our vision now is to see similar schemes rolled out across all bus stops on the 322 route and, ultimately, throughout London.”

# CONWAY PEOPLE



## SPECIAL CONGRATULATIONS TO ELLIS FRENCH

**On 30 April, Ellis French was working on Merton High Street, South Wimbledon, when he ran into a distressed father who said that his two-year old daughter was not breathing.**

Ellis, a nineteen year-old trained first aider, ran into the house to help where he was met by the girl's mother, and helped her to start breathing again.

Andrew Hansen, chief operating officer for FM Conway, comments: "We're all incredibly proud of Ellis. His quick thinking, bravery and willingness to act saved the life of a very young child, and the way he has conducted himself has been nothing short of exceptional.

"He's a young man who obviously cares deeply when people need help, and we've been down on site to congratulate him personally."

*We're all incredibly proud of Ellis. His quick thinking, bravery and willingness to act saved the life of a very young child.*



### Good Samaritans step in to help toddler having fit

A couple have thanked a teenage cousin who stepped in to help their daughter who was in the grip of fits. Ellis French, 19, of Rivers Road, Merton, was working as a Conway's construction site in South Grove, South Wimbledon, on April 30, when he saw a six-year-old girl with a fit brought to him by her mother. He ran to help and helped her to start breathing again. He said: "She was having fits and her eyes were rolling into the back of her head. I had her lie down and breathe a few times and then she was back to normal. I was really pleased to help her and to be able to do it for her. It was a real relief." He said: "She was having fits and her eyes were rolling into the back of her head. I had her lie down and breathe a few times and then she was back to normal. I was really pleased to help her and to be able to do it for her. It was a real relief."



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## FM CONWAY TEAM TAKES ON 'TOUGHEST' OBSTACLE COURSE

**On 8 June five intrepid Conway staff took on the Tough Mudder obstacle course, known among fitness enthusiasts as "probably the toughest event on the planet", in a bid to raise money for Great Ormond Street Hospital.**

Team members included Oliver Scuttis, Jason Jones, Peter Suggett, Wayne Tomlin and Dan Bullock who together tackled the 12 mile, 23 obstacle course in a highly respectable 2 hours and 45 minutes.

All five ran through fire, swam through icy water and dodged electrified wires to raise money for the Great Ormond Street Hospital, a charity that cares for over 200,000 sick and injured children each year.

*In total the team raised £1,945 for this very worthy cause and in doing so showed a great sense of community spirit. Congratulations to all of you for taking part!*



FM Conway's Toughmudders, left to right: Oliver Scuttis, Jason Jones, Peter Suggett, Wayne Tomlin and Dan Bullock



*All five ran through fire, swam through icy water and dodged electrified wires to raise money for the Great Ormond Street Hospital*



# COMPLIMENTING CONWAY

*"It is great to see that FM Conway, the construction company currently working on one of our most iconic venues (Herne Hill Velodrome), has put cycle safety at the heart of its HGV fleet and we encourage others to follow its lead."*

**Martin Gibbs, policy and legal affairs director at British Cycling,** to compliment FM Conway on its fleet retrofitting programme.

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*"We wanted to write to you to express our appreciation for the work your employees have carried out to the paving and driveways in our road. Unfortunately, we do not know the main gentleman's name but we have witnessed him working incredibly hard, grafting tirelessly each day. He has been polite and helpful and is truly a credit to your company. He certainly earns every penny of his salary!"*

**Mr and Mrs Cullern, residents of Poplar Avenue, Orpington,** praise the hard work of Jamie Evan, Mick Doolan and team.

*"I wanted to write to you as cabinet member responsible for highways in Lambeth to express my appreciation for the excellent manner in which FM Conway workers carried out the resurfacing in Trent Road this week.*

*The workers really were excellent. They were extremely considerate to the school, and ensured that the inevitable disruption was kept to the very minimum. Every one of the team was polite and interacted positively with the school all the way through the work.*

*I am deeply impressed by the way Ray Terry and his team conducted themselves and I would appreciate if you could let FM Conway know how pleased we are."*

**John Wentworth, headteacher at Corpus Christi School, Brixton,** writes to Imogen Walker, Cabinet Member for Environment and Sustainability at Lambeth Council to thank FM Conway, in particular Ray Terry and his team, for its consideration during resurfacing work at Trent Road.

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*"Just thought, since I suspect people don't often bother complimenting the council, that I'd say how splendidly quiet the new road surface is on Nightingale Lane! I think it's made a great improvement to the level of early morning noise. I don't know if it's just the removal of all the years of accumulated bumps, repairs and potholes that caused jolting before, but it seems to me the surface itself is intrinsically quieter too"*

**Simon Foster, local resident,** compliments the FM Conway team on its carriageway improvement works at Nightingale Lane.

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# Construct

AUTUMN 2013



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