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SPRING 2016 | www.fmconway.co.uk

Construct



FOREWORD FROM MICHAEL CONWAY



WELCOME TO THE SPRING 2016 ISSUE OF *CONSTRUCT*. WE'VE HAD A STRONG START TO THE YEAR AND THERE ARE MANY EXCITING OPPORTUNITIES AHEAD FOR FM CONWAY.

There are exciting partnerships underway with leading academic institutions in the US and the UK to grow our capabilities as both a materials producer and innovator. In March this year, we launched a ground-breaking trial (see page nine) with Transport for London (TfL) to test the use of a high recycled asphalt mix for the surface course of a strategic road. This unique project, which is ongoing, has the potential to transform the way Britain's strategic road network is maintained.

People are the heart of our business and we continue to help young, talented people embark on careers in construction. We celebrated and supported National Apprenticeship Week in March by attending a number of events across London and the South East. I'm delighted to say that we have now more than doubled the number of apprenticeship positions at FM Conway since last year.

Meanwhile, the London Highways Academy of Excellence, originally established by FM Conway and now supported and funded by the Worshipful Company of Paviers, secured the Civil Engineering Contractors Association's (CECA) 'Inspiring Change in the Community Award' for 2016, in recognition of the important work it does to help young adults begin new careers in the construction and highways industries.

The great work we are doing for our customers and partners continues. We have started the year with some major projects across London and the South East, including an innovative collaboration with the Baker Street Quarter Partnership, TfL and Westminster City Council to deliver a vibrant redesign for a neglected pedestrian underpass in central London. The photos on pages six and seven look fantastic!

Congratulations to all who have been a part of our great start to 2016 and I look forward to what is set to be an interesting year ahead.

MICHAEL CONWAY
CEO FM CONWAY

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HIGHWAYS ACADEMY WINS PRESTIGIOUS INDUSTRY AWARD

THE LONDON HIGHWAYS ACADEMY OF EXCELLENCE HAS WON THE CIVIL ENGINEERING CONTRACTORS ASSOCIATION'S (CECA) 'INSPIRING CHANGE IN THE COMMUNITY AWARD' FOR 2016.

Held in London, the annual CECA Inspiring Change Awards recognise organisations that promote inclusion and diversity in the infrastructure and construction industries.

Originally established by FM Conway and now supported and funded by the Worshipful Company of Paviers, the London Highways Academy of Excellence provides vital skills training to help job-seekers from a diverse range of backgrounds pursue a career in the construction and highways industries.

The Academy also supports the ongoing training of existing construction industry employees, offering standalone courses designed to give people the skills they need to work on London's major infrastructure projects.

Sharon Field, head of corporate social responsibility at FM Conway, commented: "We are delighted that CECA has recognised the Academy's vital work to tackle the construction industry skills shortage. Encouraging a pipeline of diverse, young adults is crucial to meeting the industry's future skills requirements."

FM CONWAY SUPPORTS LOCAL FOOD BANK



FM Conway has donated £250 worth of groceries to the Sufra NW London community food bank and kitchen in Brent, which provides support for disadvantaged families suffering food poverty.

FM Conway is currently working on a project close to the food bank – a major redevelopment of the A406 in Neasden.

Mohammed S. Mamdani, a director at Sufra, said: "FM Conway's surprise donation came during one of our busiest weeks, which saw us distribute 930kg of food. Your donation saved the day."

APPRENTICESHIP PROGRAMME ON TARGET

FM CONWAY HAS EXCEEDED ITS TARGET, SET LAST YEAR, TO DOUBLE THE NUMBER OF APPRENTICESHIPS AT THE COMPANY TO 50. THE NUMBER OF FILLED AND VACANT POSITIONS NOW STANDS AT 60.

Apprentices are employed across a number of divisions at the business, including finance, term maintenance, street lighting and cleansing. Seventeen FM Conway and CONWAY AECOM apprentices are due to graduate in 2016.

FM CONWAY RAISES NEARLY £7,000 FOR CHARITY

FM Conway has raised £6,987 for the construction industry charity, The Lighthouse Club, thanks to the ongoing commitment of its employees to near miss reporting.

The funds were raised between October 2015 and the end of January 2016 as part of the company's *People First* health and safety awareness campaign.



FM Conway donates one pound to the charity for every near miss report received from employees, whether sent by phone, text, freepost or via the near miss smartphone app.

The money will support the Lighthouse Club's work delivering welfare and financial support to members of the construction industry community and their families during times of crisis. In line with the aims of the *People First* campaign, the charity also strives to promote health and safety on construction sites.

Recent benefactors of the charity's support include the wife of a self-employed builder, who was suffering hardship following his sudden death. The Lighthouse Club awarded her £2,000 to help pay for funeral costs and cover outstanding debts.



KING OF THE HILL

FM CONWAY HAS DELIVERED A HIGH-QUALITY PUBLIC REALM IMPROVEMENT PROJECT FOR A VIBRANT STREET IN THE HEART OF MAYFAIR.

The streetscape at Grosvenor Hill now offers a beautiful space for residents and visitors to the area.



Located in London's Mayfair, Grosvenor Hill is home to a mix of listed residential mews houses, art galleries, housing association properties and office and retail space. In late 2014 FM Conway was commissioned by Westminster City Council to commence public realm improvement works in Grosvenor Hill.

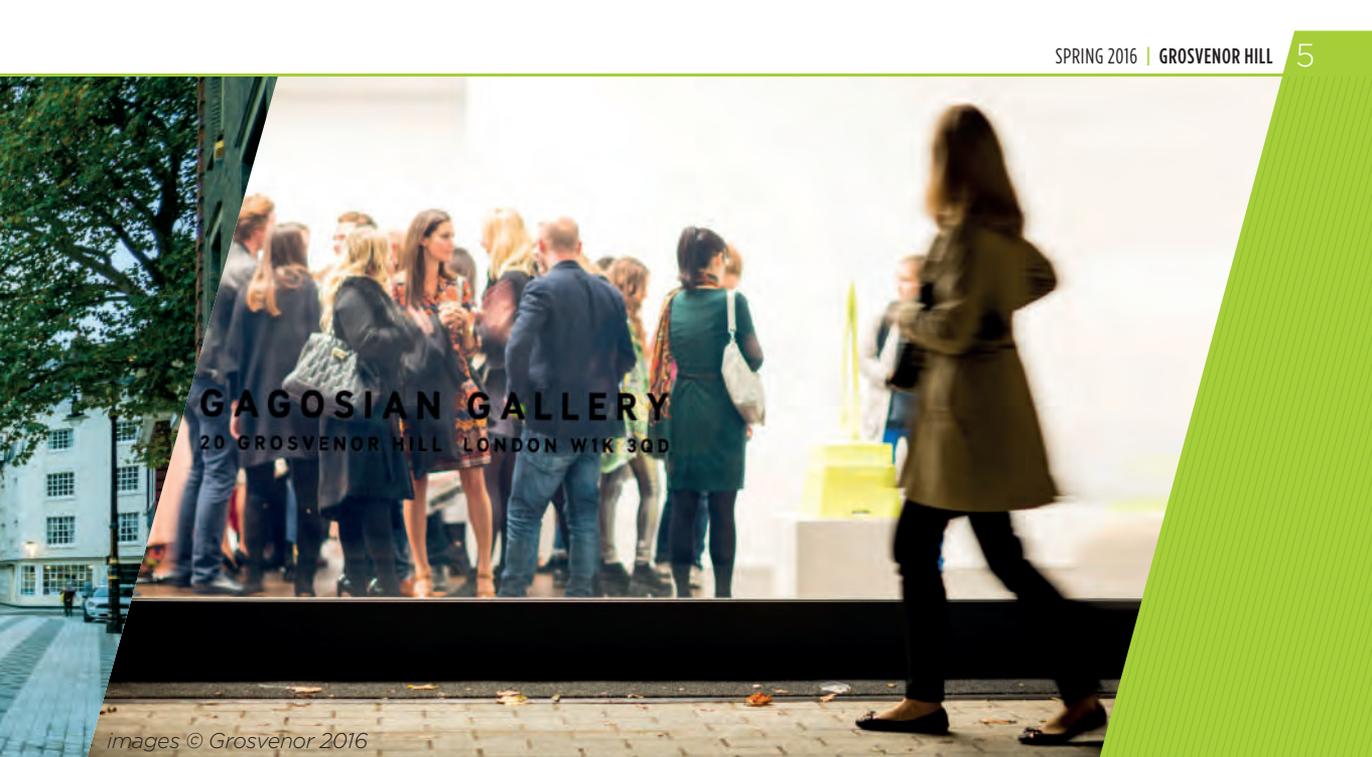
The scheme was funded by Grosvenor Britain & Ireland (Grosvenor) who wanted to uplift the streetscape and develop the full potential of this location which lies between Berkeley Square and Bond Street and close to the luxury shops of Mount Street.

For Westminster City Council and Grosvenor, it was vital that the new streetscape was completed to a high standard, requiring expert workmanship and the use of select materials.

The project incorporated new high-quality footways and carriageways, tree planting, feature seating and lighting, all designed to bring continuity with other public realm improvements within Grosvenor's London estate.

FM Conway's team replaced just under half of the existing carriageway with new multi-coloured granite setts laid in a linear pattern arrangement to balance use of the space between pedestrians and vehicles.

A new asphalt carriageway was laid along the rest of the street and the existing mastic asphalt footways were replaced with Yorkstone paving to create a visually appealing surface. To ensure longevity, all of the paving and granite setts were laid on a high strength mortar which reaches the desired strength quicker than standard cement bound materials.



GAGOSIAN GALLERY
20 GROSVENOR HILL LONDON W1K 3QD

Images © Grosvenor 2016



Thanks to the teamwork between the different partners on the street, we completed the majority of the public realm works in time for the Gagosian Gallery's red carpet opening.

“ ”
LAWRENCE UPTON
operations manager,
FM Conway

As part of FM Conway's commitment to sustainable construction, arisings from the carriageway were transported back to its state-of-the-art asphalt plant to be recycled for use on other projects.

Using quality urban design features, FM Conway installed decorative granite channels with bespoke feature uplighters in the alleyways to direct people towards the newly enhanced public space. The site team also prepared the area for the planting of nine new trees by specialist landscaper Willerby Landscapes, fitting steel plates to ensure it retained the required loading capacity. Uplighters were also carefully installed to illuminate the trees.

High-end street furniture was fitted including a set of bespoke benches manufactured by Italian company LAB23 - the first of their kind in the City of Westminster. FM Conway's street lighting team installed new, highly decorated Mackenzie and Moncur lighting columns in the style of the more traditional lighting that is found in the City of Westminster.

Lawrence Upton, operations manager at FM Conway, said: "This was an exciting project to be involved in. It had to be completed to a very high standard and also required close collaboration with the different stakeholders along the street to ensure it was completed in a timely fashion.

"Alongside the public realm improvement project, fit out works were occurring for the opening of the nearby Gagosian Gallery. We liaised with the Gallery and its contractor to sequence our programme of works and minimise the disruption for both schemes.

"Thanks to the teamwork between the different partners on the street, we completed the majority of the public realm works in time for the Gagosian Gallery's red carpet opening. The streetscape at Grosvenor Hill now offers a beautiful space for residents and visitors to the area."

FM CONWAY HAS COLLABORATED ON AN EXCITING PROJECT TO TRANSFORM AN UNLOVED LONDON UNDERPASS INTO A BRIGHT AND VIBRANT THOROUGHFARE THAT REFLECTS THE DIVERSE CULTURAL HERITAGE OF THE LOCAL COMMUNITY.



A SENSE OF WONDER



The transformation of the underpass has been remarkable. It provides an excellent blueprint for other areas.



Connecting the southern and northern sides of the busy A501, the Marylebone Road underpass was a dark, neglected space which suffered from misuse and repeated anti-social behaviour.

To address these issues, the Baker Street Quarter Partnership – a local Business Improvement District (BID) – commissioned a scheme, funded by Transport for London (TfL) with contributions from Westminster City Council, to transform the pedestrian underpass into a bright, welcoming space that would encourage locals and visitors to make use of this safer, alternative crossing.

The concept was for a 'Wonderpass' that would profile Baker Street's rich local history and cultural attractions. FM Conway was commissioned to bring the colourful new plan for the underpass to life, advising designer Sing London on the specialist procurement for the project and liaising with local stakeholders due to be featured as part of the redesign.

The FM Conway team faced a number of challenges throughout the project. Contracts manager Adam Barnes explained: "Our initial construction works uncovered a defect in the original flooring of the section of the underpass running through Baker Street Tube station, due to a hole that had been cut into one of the concrete beams for drainage purposes. Before the project could progress, we had to work alongside WSP, the structural engineers for the scheme, to reinforce and make the floor safe.

"Throughout the works, we also faced a number of logistical challenges. The underpass is located close to a very busy A-road so we had to be careful making deliveries to our site depot."

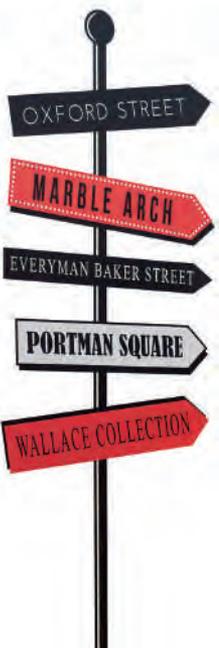
Once the strengthening work to the flooring had been performed, FM Conway applied new floor resin, repainted the ceiling of the underpass and installed the bespoke red and white wall panels commissioned for the redesign.

To ensure safe access to the underpass for the public, new handrails were fitted to the steps which meet the requirements of the Disability Discrimination Act (DDA) and new treads and glass reinforced plastic (GRP) anti-slip nosings were installed.

The southern entrance of the underpass lies close to a local pub so to prevent visitors from placing empty glasses on the handrails – which often fell into the underpass – the site team replaced the old square-topped rails with circular ones. The FM Conway lighting team also designed and installed a new, energy efficient LED lighting system to replace the existing fluorescent lights.

On 29 January, David McNeill, Director of Public Affairs & Stakeholder Engagement at TfL, and Penny Alexander, Chief Executive of the Baker Street Quarter Partnership, officially opened the new Wonderpass to the public. Penny Alexander commented on the scheme's success: "The transformation of the underpass has been remarkable. It provides an excellent blueprint for other areas looking to turn their unloved underpasses into cultural hubs that bring together the best of the local area.

"The Wonderpass has become an attraction in its own right. Visitors are now greeted by a vibrant space featuring trivia and a timeline of facts about the local area and 'Cabinets of Curiosity' which will be updated regularly to showcase the area's cultural destinations such as Madame Tussauds, the Regent's Park Open Air Theatre and The Wallace Collection."





FROM THIS



...TO THIS



“ ”
PENNY ALEXANDER
 chief executive,
 Baker Street
 Quarter
 Partnership

The Wonderpass has become an attraction in its own right. Visitors are now greeted by a vibrant space featuring trivia and a timeline of facts about the local area.





We're confident that the trial will answer any doubts about the use of high recycled content asphalt for both surface courses and the base and binder courses of strategic roads.

“”

TIM METCALF
director of
aggregates
and asphalt,
FM Conway



A GROUND BREAKING TRIAL WITH TRANSPORT FOR LONDON HAS DEMONSTRATED THE UNTAPPED POTENTIAL TO INCREASE ASPHALT RECYCLING ON THE STRATEGIC NETWORK.



PAVING THE WAY FOR RESOURCE EFFICIENCY

Asphalt recycling is essential for the highways industry's present and future. Reusing recycled planings from existing roads helps to mitigate the lack of high Polished Stone Value (PSV) aggregates in the south east, reduce the sector's reliance on primary materials and make road maintenance more resource efficient.

In practice, however, industry perceptions of recycled asphalt have hindered the opportunity to use more of these materials on strategic roads. While it's not unusual to incorporate 50 per cent recycled content into the base and binder layers on strategic routes, there are misconceptions that high recycled content mixes cannot provide adequate skid resistance and durability. As such, the recycled content of surface course mixes has traditionally been limited to around 10 per cent.

To challenge this notion and establish if it's feasible to use higher percentages of recycled asphalt on strategic roads, Transport for London (TfL) appointed FM Conway to lay an asphalt surface course containing 50 per cent recycled aggregate constituents on the A1 Mill Hill.

This unique trial is being carried out on three lanes of the strategic highway and the recycled content mix will be monitored against primary aggregate asphalts to ensure its durability and retention of a skid resistant surface.

Dana Skelley, TfL's director of asset management, said: "We're really pleased to team up with FM Conway and Arizona Chemical on this trial for an environmentally friendlier way of resurfacing London's roads. The unique trial is helping us test how durable recycled asphalt is with a view to efficiently implementing this process across the highway network in the near future."

While a long-term study of the pavement's performance will now be conducted, Tim Metcalf, director of aggregates and asphalt at FM Conway, believes the trial has the potential to transform the way Britain's strategic road asset is maintained.

"We're confident that the trial will answer any doubts about the use of high recycled content asphalt for both surface courses and the base and binder courses of strategic roads. It not only meets specified safety requirements, but can support the highways industry in its drive to be more resource efficient.

"With the high volumes of asphalt required by Highways England's roads investment programme and the lack of virgin aggregates needed to meet London and the south east's highways requirements, there is a critical need to maximise existing resources and recycle the asphalt that's currently within our roads," concludes Tim.

For more information, contact FM Conway's Aggregates and Asphalt division on 0844 880 9249



SHINING A LIGHT ON TUNNEL COLLABORATION

CONWAY AECOM HAS DELIVERED A MAJOR REFURBISHMENT OF THE LIGHTING IN THE A40 HANGER LANE TUNNEL – ONE OF LONDON'S BUSIEST CARRIAGEWAYS.

Thanks to the close collaboration between CONWAY AECOM and TfL the lighting upgrade project was completed safely in just 16 weeks.



CONWAY AECOM – FM Conway's joint venture with AECOM – is the London Highways Alliance Contract (LoHAC) delivery partner for Transport for London in the north west of London. In October 2015, CONWAY AECOM completed work on one of the most challenging parts of TfL's current tunnel refurbishment and upgrade programme, the Hanger Lane Tunnel.

First built in 1960, the 240 metre-long dual carriageway road tunnel carries the A40 underneath the North Circular. It is one of the busiest routes in and out of central London, with almost 22 million vehicles passing through the tunnel each year.

An intrusive asbestos survey carried out at the start of the upgrade works to review the project risks revealed the works would be far more complex than expected. The joints between the tunnel's precast concrete soffits were originally sealed with a caulking material which contained some asbestos. Due to years of water ingress and contamination, the caulking material had begun to decay.

The solution to this came in the form of an asbestos encapsulation system designed by asbestos and environmental services specialist Forest Environmental. A curing membrane from structural repair specialist Flexcrete was applied to seal the substrate and consolidate any loose material. A water-based, non-hazardous cementitious coating was then applied in two coats to lock in any remaining asbestos fibres and provide a permanent, waterproof seal over the surface of the joints.



Our overriding objective throughout the project was to minimise disruption by making the best use of the time we had on site.



TOM CHIPPERFIELD
contracts manager
FM Conway

A lighting condition survey confirmed the installed lighting in the tunnel was below acceptable standards. A temporary lighting solution and speed restrictions were implemented for road user safety in November 2014 while a detailed lighting design featuring new LED lighting was developed.

LED luminaires are usually fixed directly into the tunnel soffits. However, in this case drilling into the soffit to install the luminaires would undermine the integrity of the encapsulation system. To solve this, the CONWAY AECOM team designed a bespoke stainless steel bracket system which the luminaires and supporting cabling infrastructure could be mounted onto and fixed to the wall.

Tom Chipperfield, contracts manager at FM Conway, explains the challenges the team faced: “Our overriding objective throughout the project was to minimise disruption for tunnel users by making the best use of the time we had on site. Working closely with TfL and their LTRACs Contractors (CUBIC), we enabled other planned works to be undertaken at the same time as the lighting upgrade, including the renewal of the PA, radio and CCTV systems. The lighting upgrade project was completed safely in just 16 weeks.”

Steve Ryan, TfL’s tunnels technical manager, said: “CONWAY AECOM was commissioned to replace the aging and dilapidated tunnel lighting with a modern, energy efficient LED system. The age and nature of the Hanger Lane Tunnel provided a challenge for their design team, which was solved collaboratively.”





The project exemplified the spirit of collaboration which the gate represents, with local residents and business owners even making Chinese pastries and tea for the team.

“ ”
ADAM BARNES
 contract
 manager,
 FM Conway



FM CONWAY HAS WORKED ON A PROJECT TO ERECT THE UK'S LARGEST CHINESE GATE, MARKING THE ENTRANCE TO THE UNIQUE CULTURAL COMMUNITY OF LONDON'S CHINATOWN.

GATEWAY TO CHINATOWN



FM Conway oversaw the project management of the final stage, using an interpreter to communicate with the Chinese teams



Home to London's Chinese community since the 1950s, the historic Chinatown in Soho is a unique cultural centre. Unlike other districts across the world, London's Chinatown is at the heart of the city, attracting a significant number of visitors every year.

As part of ongoing plans to improve Chinatown, Westminster City Council granted consent for the London Chinatown Chinese Association (LCCA) to commission a new 15-metre high gate on Wardour Street – the largest of its kind in the UK – to join the area's three other Chinese gates.

FM Conway began the preparatory groundworks for the structure in late summer 2015, uncovering a three-metre wide trunk sewer running down the middle of the street which had not been accounted for on the original plans. Once ground investigation works had been completed, the site team had to be especially careful when constructing the gate's two new 16-metre concrete pile foundations to avoid damaging the services running underneath the street.

The column bases for the gate, each weighing around three tonnes, were installed with thick steel connections onto the piles. The team then used a 20-tonne crane to put the main steel sections of the gate in place, taking extra care to avoid collisions with surrounding buildings. Once the steel frame had been erected, a complex vertical pouring technique was used to encase it in concrete.

The shuttering for the concrete had to be very precise as this was to be the finished exterior surface. Once the concreting was completed, the next stage for the team was to position the gate's three, three-metre long timber roof sections onto the concrete framework and fix them into position.

Traditionally reserved for Chinese royal palaces, all of the cladding and architectural materials for the gate were shipped to Britain from China. The oak and red pine for the new structure were sourced from a single mountainous area near Beijing.

Chinese contractors, brought to London by the LCCA especially for the project, completed the architectural and cladding works. Adam Barnes, contract manager at FM Conway, explained: "FM Conway oversaw the project management of the final stage, using an interpreter to communicate with the Chinese teams. The Chinese operatives spoke a number of different dialects so it was crucial that everybody could understand what was going on to ensure the safety of all on site.

"It was also important for us to liaise with locals to keep them safe and minimise disruption. Restricted working hours ensured that any noisy activities were not conducted before 10am and we allowed local shops and businesses to put their signs and banners onto our hoardings to reduce disruption to their trading.

"The project exemplified the spirit of collaboration which the gate represents, with local residents and business owners even making Chinese pastries and tea for the team during the works!"

Once in place, the FM Conway team then completed paving works underneath the structure. The scheme was safely finished in time for Chinese New Year in February, with the gate centre-stage of local celebrations.



FM CONWAY HAS CARRIED OUT SPECIALIST WORKS TO HELP SAVE AN HISTORIC STRUCTURE IN THE HEART OF CENTRAL LONDON.

PRESERVING LONDON'S PAST

A restoration project of this sort often requires you to think on your feet. Uncovering historic human remains is certainly not an everyday occurrence!



Tucked away at the end of Borough High Street in Southwark, the beautiful St George's Churchyard Gardens offer visitors a quiet resting place and a chance to step into London's rich past. Located on the site of an historic graveyard beside the church of Saint George The Martyr, the northern boundary wall of the gardens once formed part of the notorious Marshalsea Prison – a debtors' prison which featured prominently in the works of Charles Dickens.

The London Borough of Southwark instructed CONWAY AECOM to carry out repairs to realign and strengthen the Grade II-listed north boundary wall. Constructed sometime between the late eighteenth and early nineteenth centuries, the free-standing brick wall had suffered from many years of decay and was at risk of falling down.

The restoration works were undertaken by FM Conway's specialist structures team on behalf of CONWAY AECOM. Throughout the project the FM Conway team had to be careful to preserve the historic integrity of the site and the structure. An archaeological team was also on hand at all times to supervise the project.

Specialist nylon lifting equipment was first used to remove the fragile gravestones resting against the wall and scaffolding put in place to allow the team to access the structure. Pilot holes then had to be hand-dug to allow examination of the wall's foundations.

While digging the pilot holes, the FM Conway team unearthed historic human remains. These had to be investigated by the archaeologists on site before the excavations could be carefully back-filled by our operatives. The foundations were then examined at a different spot further along the wall.

Much of the structural damage had been caused by water saturation and frost weathering, leading the wall to crack and bulge in places. The cracked areas were stitched and special ArborTech mortar saws were used to carefully extricate the 200-year old bricks from the damaged sections of the wall without breaking them. The original bricks were saved where possible, and replaced and re-pointed using traditional cement lime mortar. Reclaimed bricks were used to match the existing ones that could not be saved.

To ensure the longevity of the structure, the FM Conway team installed a new drainage system. New copings were also applied to the top of the wall to protect the brickwork from water infiltration.

Project manager Craig Mason said: "Due to the central location of the site, we had to be careful not only to protect the structure but also to respect neighbouring businesses and residents. Restricted working hours kept disruption to a minimum. By installing hoardings around the structure, we were also able to allow members of the public to continue using the gardens.

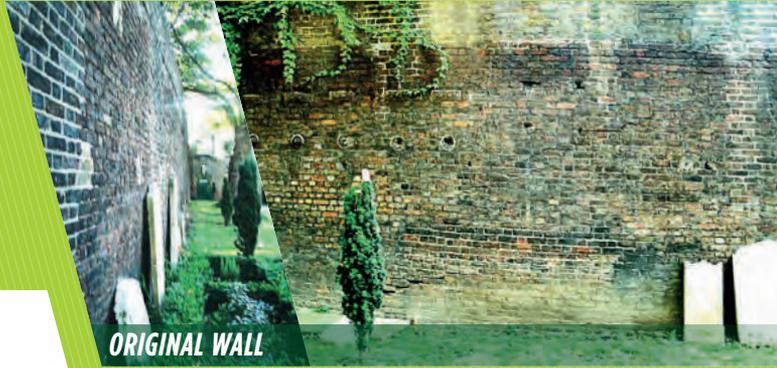
"A restoration project of this sort often requires you to think on your feet – uncovering historic human remains is certainly not an everyday occurrence! Nonetheless, we were able to make use of our specialist knowledge to carry out the works and the archaeological team was always on hand to provide expertise when needed. It is a pleasure to know that you are helping to preserve part of our city's heritage for future generations."



We were able to make use of our specialist knowledge to carry out the works and the archaeological team was always on hand to provide expertise when needed.



CRAIG MASON
project
manager,
FM Conway



ORIGINAL WALL



FM CONWAY HAS INSTALLED A BRONZE SCULPTURE IN SOUTHWARK PARK LAKE, USING A SPECIAL ALUMINIUM FRAME SYSTEM TO HOLD THE STRUCTURE IN PLACE

SWIMMING WITH DOLPHINS

The sculpture can now be viewed from the park gardens and café. They are a beautiful addition to the park and we hope that the public will enjoy them.

“”

RACHAEL ROE
senior arts officer,
Southwark Council





First opened to the public in 1869, the historic Southwark Park in Bermondsey provides a beautiful space for visitors to relax, play or simply enjoy the scenery. Home to a range of sporting facilities, an art gallery and a boating lake, the park recently welcomed three new inhabitants – a family of bronze dolphins.

The ‘Family of Dolphins’ sculpture – designed by renowned sculptor David Backhouse – had originally resided at Surrey Quays Shopping Centre and was later gifted to Southwark Council. Following a public consultation, the council decided to relocate the sculpture to the lake in Southwark Park.

As Southwark Council’s term maintenance contractor, FM Conway was commissioned by the council to carry out the installation of the sculpture in its new home, along with the construction of a new fountain.

After conducting a survey of the lake floor, the key concern for the FM Conway team was how to install the sculpture without damaging the membrane at the bottom of the lake. The solution came in the form of a 3m² aluminium frame, which the sculpture could be bolted onto and then held in place via the use of water tanks at each of the frame’s four corners.

Wearing waders, the site team half filled the 400 litre water tanks and carefully manoeuvred the frame into position 45 metres from the shore before mooring it in place. A 55-tonne crane was then used to lift the dolphins over surrounding trees and lower them carefully onto the frame.

FM Conway’s project manager Toby Butler explains: “We had to be extremely delicate when lifting the heavy bronze sculpture, which weighed around 800 kilograms. Crane strops were used to support the dolphins, while banksmen armed with walkie-talkies coordinated the procedure from the lakeside. The park remained closed to the public throughout the works to keep them safe.

“Once in place, two of our operatives bolted the sculpture onto the frame’s central metal plate. The weight was then gradually released from the crane, allowing the frame to sink down into the lake and the water tanks to fill up to the top.”

A new floating fountain, supplied from America by Kasco Marine, was also installed by the team and anchored to the sculpture to keep it in place. Special sealed cables were used to connect the fountain to an existing power supply on one of the lake’s islands.

Rachael Roe, senior arts officer at Southwark Council commented on the finished project: “The sculpture can now be viewed from the park gardens and café. They are a beautiful addition to the park and we hope that the public will enjoy them.”

We had to be extremely delicate when lifting the heavy bronze sculpture, which weighed around 800 kilograms.



CONWAY PEOPLE

EMPLOYEES OF THE QUARTER

CONGRATULATIONS TO EVERYONE WHO WAS NOMINATED: NICK HOWARD, STEPHANIE TURNBULL, TOM GODDARD, DONNA EARLEY, KEMAL MEHMET, KEVIN DON, MICHAEL HILLS, ALEX WARD, ALISHA CHAHAL, ANDY BOLTON, ARTUR KIELCZ, CHEY CHAN, CLAIRE SAUNDERS, CURTIS SHALLOW, DAMON CRIPPS, DANIELLE CROWLEY, ELAINE HOOPER, EMMA OAKLEY, ERIC PLAICHE, FRANCESCA COSTANZA, HARRY GREENWOOD, JACOB BUNTING, JAMES TWYFORD, JOHN LANE, JOHN WATSON, JUSTIN LEE, LISA REDDING, LOUISE PARSONS, MARGARET COOK, MATT DAHMEN, MICHAEL CURLEY, MICK COPPING, MORGAN REYNOLDS, NANCY MOORE, OLI SCUTTS, PAUL MANNING, PAUL MARTIN, RAINER APPLETON, SCOTT NICHOLSON, SEAN SOWNEY, SIMON BAKER & TONY CONROY.

▶ TARKAN OMER, Assistant Lining Supervisor



TARKAN'S COLLEAGUES SAY:

"He is new to the industry but the way in which he has grasped the role through sheer hard work has been brilliant"

"He is well liked by our clients, a real credit to FM Conway"

"Tarkan's work ethic is second to none"

"He is a highly valued and key member of the road marking division"



▶ STEFFAN JACOB, Buildings & Structures Supervisor



STEFFAN'S COLLEAGUES SAY:

"Steffan has a very professional approach and takes on each and every job with a great amount of care"

"He has a positive and proactive approach to every challenge he comes across"

"He has shown a good depth of understanding in a wide number of areas and has picked up on how our team works very quickly"

"Steff's planning and attention to detail during work has been superb"



▶ DANIEL CONWAY, Quality & Environmental Support Coordinator



DANIEL'S COLLEAGUES SAY:

"He has put in numerous additional hours of overtime and been very thorough with all works he has been asked to perform, without question"

"He has been willing to help out in other tasks that were not under his remit and has excelled"

"Dan worked tirelessly on the parts improvement project and stock take"





COMPLIMENTING CONWAY

"We have had an absolutely outstanding service from the gang. They have sorted the main road drain and at least one by the business park. Really helpful, cheerful gang. Please pass on my grateful thanks (and the Parish's) to them."

A client thanks David Roebuck and Bruce Martin – cleansing team.

“”

“”

Councillor Bob Rutt from Middleton passes on his thanks to the cleansing team for attending The Hill and B670. He was extremely pleased with the works that were carried out.

Councillor Bob Rutt commends the cleansing team.

"I just wanted to send you an email related to the work which is being undertaken by one of your crews on Farm Lane in SW6. Even though the work is not yet complete, they are doing a fantastic job, and at all times are being very mindful of local businesses and residents. The quality of work looks fantastic and the crew are always polite and safety conscious (especially important as we have young children). They have ensured minimal disruption along the road to both cars and pedestrians. They have had to replace our driveway, and at all times they have communicated with us and ensured we have access to our house. It is very refreshing to see such good workmanship."

A member of the public praises the conscientiousness of Toader Flore, Ioan Bira, Toader Coste and Ion Florin Coc – Hammersmith & Fulham team.

“”

“”

"Just wanted to say that there have recently been some works taking place outside the front of my house at Egerton Road in Twickenham and the team has done an excellent job. They are both polite and considerate."

A member of the public thanks Vasile Florin Paul, Gheorghe Bura and Nelu Deac – Richmond team.

“”



**PEOPLE
FIRST**
GO HOME SAFE

Construct

SPRING 2016



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