

Project: London Midland Fitters Refurbishment Works
Location: Birmingham New Street Station
Client: Network Rail
Date: September 2018 - May 2019



Introduction

Quinn Infrastructure under their existing LNW minor building work framework was appointed by Network Rail as the Principal Contractor for these refurbishment works.

The London Midland (LM) subsurface accommodation located in the East Dock at Birmingham New Street station (home to the train cleaner and fitting teams) had become unsafe for use as long term accommodation.

The fitters and cleaners are a critical resource in order to keep the London Midland trains running so the works were crucial to not only maintain services, but also their health and wellbeing.

The East Dock required significant remedial works to make it safe for long term occupation. Due to the scale and complexity of these repairs and the

timescale involved, LM staff required relocation in the first instance so as to ensure their safety and in order to vacate the East Dock for full remediation.

With Network Rail acting as the Principal Designer for the GRIP 5 detailed design stage, Quinn Infrastructure duly priced the project is to relocate the staff and then refurbish a retail unit facility to adequately accommodate the 16 staff covering GRIP stages 6-8 – implementation, hand back and close out.

The works included:

- Painting and Decoration
- Kitchen Installation
- Electrical Installation
- Mechanical Installation
- Building Fabric Installation

Contract Deliverables

This project had different outputs for different parties involved which included London Midland, the retail team and station management:

The main outcome of this project was to remove the cleaners and fitters for London Midland with the least disruption as possible from their current accommodation in the East Dock which is unsafe into a new temporary accommodation (for 3 years).

Time was a key factor with this project as Quinn Infrastructure needed to move them out quickly.

The accommodation was then fully serviced, made fit for purpose and ready for occupation by London Midland. The new accommodation was refurbished to all applicable Network Rail standards including sub surface fire regulations, as Birmingham New Street Station is classed as a subsurface station.

The new fitters' facility provided:

- A refurbished/modified facility to adequately accommodate 16 Staff
- New toilet facilities Inc. an accessible wet room as part of the refurbishment
- Suitably compliant messing and kitchen facilities
- New lockers
- Suitable storage facilities
- Capacity for storage of all necessary cleaning materials used by LM
- All required ceiling, floor and wall linings/coverings and lighting provision

The retail unit included:

- A 200m² space currently managed by the retail team and earmarked for tenant use. To create this space existing retail storage spaces were relocated for the retail team:
 - Unit 36A - A block wall was constructed at a depth of 4.3m to separate the rear storage and relocate the services, detectors and alarms etc. ready for letting.
 - The rear of the existing retail unit 36A was subdivided for 3 storage pods of similar size fully serviced and ready for occupation. Door openings were created onto the service corridor rather than creating a common area within the storage space
 - In addition to this an area of 28m² was preserved for a retail kiosk fronting the station with full services

- Retail Store 1 - Infilling of the opening between the rear of the storage area and Unit 35
- Station Store - Within the current station store the space was subdivided up to create 3 storage pods. 2 of the storage pods were 26.5m² each. The final remaining storage pod for the station storage created two retail storage pods of 300sq ft each with all services and ready for occupation to be accessed from the service corridor

Challenges and Solutions

During the mobilisation phase of the project it soon became apparent the design would require further development. Quinn Infrastructure working collaboratively with Network Rail found solutions to the following project challenges:

- Floor slab design suitability
- Partition wall material requirements
- Electrical cable management system relocation
- Ventilation system layout requirements
- Drainage system suitability

The challenges were achieved by ensuring stakeholder management and collaborative working were at the forefront of the project delivery. Once the design constraints were resolved, a challenge was then set to the project delivery team to complete the programme of works within an eight-week window, versus the original programme duration of 16 weeks.

The 8 weeks programme was delivered on time, however, was only achieved through Quinn Infrastructure's ability to proactively co-ordinate and programme multi-trade discipline works. This proactive approach enabled the site to be available to work on 24 hours a day, 7 days a week.