
Drew Bradley

Chartered Engineer (1996)

BSc in Civil Engineering (1984)

Member of the Institution of Civil Engineers (1990)

Member of the Chartered Institute of Building (1989)

Credentials

Drew is a highly self motivated and successful Civil Engineer specialising in both the management, successful implementation and completion of infrastructure and tunnelling projects. He is a specialist in specific “turn key” projects requiring a high degree of strategic planning and has headed up teams that have delivered small and large projects on time and budget. He pro-actively managed and motivated a highly successful team involved with the construction that completed the DLR southern leg extension, with responsibilities on all technical aspects involving civils, tunnels, trackwork, station construction and problem solving.

Drew’s credentials for the Crossrail Contract 300 include:

- Successful delivery of fast track projects to time and within budget, as evidenced by delivery of the DLR London City Airport and Lewisham Extension, together with recent LU and Network Rail station upgrades.
- Understanding of the complexities of working with multiple stakeholders including rail companies and rail operators in London and the UK, having worked for both clients and contractors
- Leadership and respect for teams, driving projects through encouragement and team interaction, incorporating both internal and external resources
- Track record of coordination and strategic planning of fast track projects in highly regulated environments
- Communication skills, used to manage high level stakeholders within client organisations and government
- Excellent track record of Project and Programme Management

Director: Tunnelling Limited (2010 – present)

Drew has been involved with tunnelling for the last 20 years of his career, so the natural progression was to work for a specialist UK Consultancies. Responsibilities include tunnelling advice and to major clients.

Capita Symonds

Director – Rail (2006 – 2010)

As Director for Rail, Drew is responsible for design, Project Management and delivery of many projects which include station designs at Shepherds Bush, Metronet Station upgrades, Thameslink and MOD track renewals, together with management, design and Project Controls of White City Station, Kings Cross Ticket Hall and Cooling the Tube projects.

As a Director of Rail, Drew has close liaison with, and close working relationships with all Capita Symonds teams, including Architecture, M&E, Environmental and others. This includes all RIBA A-D and full design projects, such as feasibility studies for Irish Rail on Dunboyne/Clonsilla routes, RIBA D designs for Metronet on station

upgrades and concept designs for Network Rail on new developments, such as Twickenham Station and others.

Some of Drew’s other responsibilities include, ensuring the design is to CDM, value engineering, risk analysis on design and good client relationships.

London City Airport and commencing the Woolwich DLR extension, Docklands Light Railway. Project Director (2000 – 2006)

As Project Director, Drew was responsible for delivering London City Airport and commencing the Woolwich DLR extension and the award winning Heron Quays Station. Provided technical and logistical advice and ensured that construction packages remained on programme to standard and met all safety and CDM requirements. Responsible for all interfaces with staff, consultants and stakeholders. Project value of £500m with no overspend and was completed 2 weeks early.

Drew other responsibilities included upgrade of Custom House Station to receive customers to the newly constructed ExCel Centre.

HMRI/LFEPA liaison with DLR with all major and minor schemes.

Feasibility and Stage RIBA Stage A-D design of DLR Three-Car Project, Stratford Station and Beckton Depot upgrade.

London Underground, Senior Project Manager (1998 – 2000)

Responsible for management of asset engineers coordinating the commissioning of the £5bn Jubilee Line extension. Used effective stakeholder management skills, liaising with HMRI and LFEPA to achieve acceptance of the infrastructure, stations and routeway and associated systems. Ensured that the correct information was provided in the Infracore and client safety case. His expertise in project planning, safety assessments and direct management of the works, culminated in satisfactory standards of workmanship during intense periods of activity.

DLR Lewisham extension, Mowlem Civil Engineering (1995 – 1998)

Section Agent responsible for the management of all category A & B works and co-ordination of category C works through and around Greenwich station and Railtrack infrastructure. This included:

- Construction planning and railway liaison of possession and single line working.
- Design and implementation of temporary works to support the permanent way
- Preparation and presentation of planning and construction packages to Railtrack.
- Close liaison with Railtrack Management in the implementation of the successful works.

Drew was responsible for the delivery of two key stations, Greenwich and Cutty Sark together with the tunnel construction liaison and tunnel track and full tunnel fit out. Drew was responsible for the liaison and planning of construction activities during the tunnel construction, using a TBM and PC linings in London Clay and gravels from Greenwich to Isle of Dogs, and also included independent compensating grout shafts and along the tunnel route.

Planning and co-ordination of risk analysis and safety reviews, including quality assessments and material requirements. Control of £50m budget.

The project was completed to the extension 6 weeks before programme and under budget.

CTRL Tunnels 1994 – 1995

Chief Engineer: Arley Tunnel, Mowlem Special Projects - Consultant

Drew managed a group of 18 technical staff on the re-alignment and re-lining of an existing railway tunnel serving the Channel Tunnel link, ensuring quality procedures are produced and maintained, with close liaison with HMRI and senior Railtrack management. The tunnel re-lining used both Sprayed Concrete and a ribs and laggings methods which meant intense planning and co-ordination of materials, proposal of safe working methods and production of intricate programmes for the delivery of this project.

Planning & Contracts Manager, Mowlem Civil Engineering (1993 – 1994) - Consultant

These works included specialist rail contracts including Waterloo and City Line upgrades to tunnel inverters and track, using Sprayed Concrete to the inverters. Baker Street and Kings Cross refurbishments were in intense programme upgrades of the stations.

Independent Consultant (1986 – 1995)

Project Engineer/Manager, worked on a consultancy basis for major contractors including Balfour Beatty, Mowlem, Amec and Miller Construction on tunnelling, including the Channel Tunnel and Dudley service tunnels. Both the Channel Tunnel and Dudley Services were TBM's with Sprayed Concrete linings, using the DORAG or NTAM system at adits or connection areas.

Drew's further experiences in construction and tunnelling during the eighties and nineties where in large heavy civil engineering project with contractors in the water industry, highway construction and smaller tunnel related projects.