

Mark Bonner Managing Director

Profile

Mark has a proven track record of managing and delivering track design solutions for a wide range of rail projects throughout the UK and overseas.

Responsible for the strategic and technical leadership of Bonner Rail, providing guidance and support to a team of handpicked engineers and technicians. Relationship building and maintenance is a core belief, strong business is built around strong, trusting relationships. Mark has created an honest and nurturing environment for his team and an extensive range of clients.

Mark is a natural problem solver, with his technical excellence founded on 20 years' experience in the rail industry specialising in permanent way design. Mark's expertise lies in the following areas:

- Coordination and management of multidisciplinary rail projects.
- Experienced Track CRE and Design Manager.
- Track alignment and S&C design, feasibility through to detailed design.
- Platform design, extensions, re-coping, new construction.
- Gauge clearance projects, platforms, structures and passing clearances and associated civil engineering solutions.
- Novel and innovative design, providing targeted engineering solutions for specific problems.
- Depot design, remodelling, renewals and new facilities for a wide range of clients at all Grip stages.

Experience

Bonner Rail: Managing Director (2013 – present)

WSP: Technical Director – (2012 - 2013)

PBH Rail: Principal Permanent Way Engineer (2005-2012)

Jacobs: Senior Permanent Way Engineer (1999-2005)

Selected projects

Doncaster to Immingham W12 gauge enhancement – The introduction of the W12 freight vehicle on the route between the ECML and Immingham Docks. This scheme was developed from GRIP 3 to construction. Mark acted as the P'way design CRE for the GRIP 4 stage following up with overall design package management for the GRIP 5 stages. Intervention schemes consisted of a combination of track works and platform alterations at various locations requiring P'way design schemes and gauging assessments. The Bonner Rail design team worked closely with the civil engineering BCS design team to ensure compliance for passenger/train interface.

Hebden Bridge Station Platform Extension – Platform 2 required extension as a direct result of the Calder Valley resignalling works. The Bonner Rail team delivered the Grip 4, Form A design for the P'way alignment and gauging requirements, working closely with COWI who developed the Form 001 Civil engineering deliverable. Bonner Rail worked directly for the installation contractor with Mark providing project management /coordination to the combined design team.

Position

Managing Director

Nationality

British

Language

English

Qualifications

Bsc Civil Engineering
Member of the Permanent Way Institution

Key skills

Design Management
Project Management
Survey
Feasibility
Outline Design
Detailed Design

Manchester Metrolink - Mark was responsible for the investigation of vehicle/platform interface issues experienced at certain Metrolink platforms, resulting in difficulties for door opening mechanisms. Checks of the track alignment and relative position of the platform to the track were carried out and results fed back to Metrolink with recommendations and detailed designs for track realignment where required.

IEP Scotland – Design Manager for over 20 sites requiring gauge clearance works to allow the safe passage of the soon to be introduced IEP vehicle. Schemes including minor structural alterations through to platform remodeling and extensions carried out. Bonner Rail providing the P'way expertise to support the client's existing civil engineering capability.

Crossrail Western Platform Works – Platform extension works from Paddington to Maidenhead. Mark was responsible for gauging analysis of platforms, liaising with Civils team support and platform edge setting out data. Extensive platform analysis was required for the installation of a leaky feeder cable along the underside of the copper edge.

Wessex Platform Extensions – 57 locations requiring platform extension. Mark was responsible for the production of the optimised track alignments, supporting drawings, geometry calculations and gauging information to complete the Form B submission.

Knighton OTM Sidings – Track CRE for the design of a new OTM facility within the existing disused Knighton sidings. The facility is a requirement of the Market Harborough LSI, providing engineering sidings to cater for

displaced units near Market Harborough. Scheme developed from inception through to AFC including ongoing construction support.

Ely Depot – Lead Engineer, managing and providing technical support for the feasibility design for a train stabling facility at Ely Depot. Providing rail expertise for the facility to be utilised by Angel trains, maximising the storage capability on a very constrained site, using mostly serviceable materials from other disused depots. The sustainability credentials of this scheme required advanced design input, using non standard S&C layouts to ensure full utilisation of the available land and serviceable materials. The Bonner Rail team progressed the project from feasibility through to construction.

Reading Wheel Lathe – Detailed design (GRIP 5) for the provision of new track layout allow the construction of a new wheel lathe at Reading Depot. Design of bespoke slab track on approach to the lathe and inspection pit track to the rear of the facility. Coordination of the OLE, depot protection and signalling design changes required as part of Bonner Rail's responsibilities, supporting the contractors lead design team (civils).

Parkeston High Output Operations Base – Track CRE for the design element of creating a new facility to service the high output renewals plant. The scheme included the refurbishment of some existing assets and implementation of new assets such as a wash floor area, inspection pit and improved S&C arrangement. Short programme timescales required a close working relationship with the contractor to ensure that the facility was completed in time to facilitate the high output delivery team's aspirations.

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