

HS1 Trespass Prevention Strategy Phase 1



CASE STUDY

Overview of Deliverables

Two recent fatalities on the HS1 line necessitated a focus on the broader issue of railway trespass. Detailed analysis has revealed that approximately 33% of delay minutes since Period 3 2013/14 were attributable to trespass. In the months following the fatalities a number of procedural improvements have taken place yet the HS1 Leadership Team rightly requires that a more strategic approach be taken in order to reduce the impact of trespass to as low as is reasonably practicable. HS1's objective is to be “World Class” in terms of train performance and that should any trespass occur, that the delay is minimal and service resumption swift. Success will be quantified by reducing trespass and the impact of trespass to an absolute minimum.

Vertex was requested to identify a range of potential interventions and defining strategic choices for consideration by HS1 Board, the project will evaluate hard and soft elements of Trespass Prevention including physical barriers, CCTV and control systems, safety and security standards, planning and performance, incident response procedures, behaviours, training and communications.

Deliverables Included:

- Provide a series of strategic options to the Board of HS1 for their consideration.
- To pave the way for the development of a Trespass Strategy.

Technical competencies applied in the delivery of the contract

Vertex Engineers employed the following competencies during these works;

- Deep systems, operational and safety knowledge of the rail industry, which includes HS1..
- Relevant project experience includes structured optionerring dovetailed with Common Safety

CASE STUDY

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Method for NR & TfL, development of control and resilience strategy for Thameslink, the assessment of numerous system & operational change to critical rail assets and the provision of safety cases to HS1, NR and TfL.

Programme start and completion dates

Project duration from July 2015 – to date .

Resources utilised

Vertex utilised its team of Railway Systems Engineers and Project Managers for this project. Qualification held includes membership of the Institution of Railway Signalling Engineers, membership to the Association of Project Managers (MAMP), Project Management Professionals (PMP) and professional Chartership (C.Eng.). Combined railway experience of the project team (4 persons) exceeded 60 years.

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