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Planning

## **Whole system approach to predicting, preventing and responding to External Disruption, N&E Route**

Network Rail Infrastructure Ltd

F01: Prior information notice

Prior information only

Notice identifier: 2022/S 000-009990

Procurement identifier (OCID): ocids-h6vhtk-032da2

Published 14 April 2022, 9:24am

### **Section I: Contracting authority**

#### **I.1) Name and addresses**

Network Rail Infrastructure Ltd

1 Eversholt Street

London

NW1 2DN

#### **Contact**

Benjamin Hilliam

#### **Email**

[Benjamin.Hilliam@networkrail.co.uk](mailto:Benjamin.Hilliam@networkrail.co.uk)

#### **Telephone**

+44 1908781000

**Country**

United Kingdom

**NUTS code**

UK - United Kingdom

**Internet address(es)**

Main address

<https://www.networkrail.co.uk/>

**I.3) Communication**

Additional information can be obtained from the above-mentioned address

**I.4) Type of the contracting authority**

Other type

Railway

**I.5) Main activity**

General public services

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## **Section II: Object**

### **II.1) Scope of the procurement**

#### **II.1.1) Title**

Whole system approach to predicting, preventing and responding to External Disruption, N&E Route

#### **II.1.2) Main CPV code**

- 71311200 - Transport systems consultancy services

#### **II.1.3) Type of contract**

Services

#### **II.1.4) Short description**

Network Rail is seeking to appoint a System Integrator (SI) to work alongside operational teams to help develop and embed a new approach to External Disruption. External Disruption categories include trespass, vandalism, suicide and staff assaults. A high-level summary of the work includes:: 1) Coordinating the Route and its Partners to develop a Concept of Operation/Blueprint and target operating model for external disruption, 2) Developing process architecture technological requirements to speed up and automate prediction, prevention, and response to external disruption to make processes more efficient and effective, 3) Setting out processes and practices to measure the effectiveness/value for money of the interventions that have been applied to reduce the impact of external disruption, and 4) Developing, designing and implementing the interventions identified on the pilot route.

Network Rail is seeking to appoint a System Integrator (SI) to work alongside operational teams to help develop and embed a new approach to External Disruption. External Disruption categories include trespass, vandalism, suicide and staff assaults. A high-level summary of the work includes:: 1) Coordinating the Route and its Partners to develop a Concept of Operation/Blueprint and target operating model for external disruption, 2) Developing process architecture technological requirements to speed up and automate prediction, prevention, and response to external disruption to make processes more efficient and effective, 3) Setting out processes and practices to measure the effectiveness/value for money of the interventions that have been applied to reduce the impact of external disruption, and 4) Developing, designing and implementing the interventions identified on the pilot route.

This notice is being published to gauge the level of interest within the market to provide this service to Network Rail. Anyone who is interested in providing this service is to notify Network Rail at the email address stated in I.1 of this notice by the 29th April 2022 and provide a high level overview of your organisation including the services available that are relevant to this notice.

Following this Network Rail will determine the most appropriate route to market. Please note: registering an interest does not automatically qualify any interested party for any future sourcing activity.

### **II.1.5) Estimated total value**

Value excluding VAT: £3,000,000

### **II.1.6) Information about lots**

This contract is divided into lots: No

## **II.2) Description**

### **II.2.2) Additional CPV code(s)**

- 72220000 - Systems and technical consultancy services
- 73400000 - Research and Development services on security and defence materials

### **II.2.3) Place of performance**

NUTS codes

- UK - United Kingdom

Main site or place of performance

Eastern region

### **II.2.4) Description of the procurement**

Network Rail is seeking to appoint a System Integrator (SI) to work alongside operational teams to help develop and embed a new approach. Activities are likely to include:

1. Coordinate the Route and its Partners to develop a Concept of Operation/Blueprint and target operating model for external disruption:

- Create a coalition of Partners with a united vision for managing (predicting, preventing, and responding to) external disruption. The supplier will resolve any conflicting views or motives and ensure that a system-thinking mentality is central to every decision the Partners make.
- Coordinate and facilitate workshops and sub-groups with stakeholder involved in the coalition to develop an unconstrained blueprint/future state for the management of the various, and different, forms of external disruption.
- Develop and submit the blueprint for a pilot route with the intention that it can be scaled to cover the remainder of the N&E route and wider across the north of England. Effectively this line of route will be the test bed for how to predict, prevent and respond to external disruption efficiently and effectively.
- Apply the POTI (process, organisation, technology and information) model to frame thinking of the change required to achieve the future state.

2. Develop process architecture technological requirements to speed up and automate prediction, prevention, and response to external disruption to make processes more efficient and effective:

- Undertake an assessment of the current technology – including, but not limited to: CCTV, FFCCTV, geofencing, control centre applications and telemetry - in place and set out the gap between what we have and the blueprint/target state.
- Identify and implement quick wins to extract more value from the technology we have in place through technical intervention, process improvement and coordination of partners.
- Support the sponsor in the development of a business case for investment in technologies that will support a reduction in the cost and impact of external disruption. Transform the utility we gain from the CCTV estate – fixed and forward facing – across the region. Enable N&E Route to become the first railway that has immediate access to quality visual data, remotely, to make improved decisions about how to operate the railway safely and reliably.

3. Set out processes and practices to measure the effectiveness/value for money of the interventions that have been applied to reduce the impact of external disruption:

- Deep dive suicide prevention funding and its effectiveness. Identify, where possible, better opportunities to fund prevention.
- Assess the benefit garnered from BTP and local policing. Assess whether funds are being well managed and assigned to the right teams for the right outcomes.
- Analyse the effectiveness of physical interventions and provide insights for future installations (location and type) to increase predictive and preventative capability.

- Analyse and improve the use of security and land sheriffs.
- Create governance and assurance for external disruption, including but not limited to expenditure and benefits.

4. Develop, design and implement the interventions identified on the pilot route:

- Build the case to implement the blueprint.
- Implement the blueprint.
- Measure the outcomes and report with recommendations for wider deployment.

### **II.3) Estimated date of publication of contract notice**

23 May 2022

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## **Section IV. Procedure**

### **IV.1) Description**

#### **IV.1.8) Information about the Government Procurement Agreement (GPA)**

The procurement is covered by the Government Procurement Agreement: Yes

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## **Section VI. Complementary information**

### **VI.3) Additional information**

This notice is not a call for competition . Network Rail will determine the appropriate procurement route having considered the responses (if any) to this notice. The publication of this notice does not constitute any level of confirmation or commitment by Network Rail as to whether or not (or how) it will procure the provision of these services. The estimated date of publication of contract notice in II.3 is therefore entirely provisional and completed only because it is a mandatory field for this notice, and is not a commitment by Network Rail to publish a contract notice or to otherwise advertise, or run, any competitive procurement process.