



Improvement function of possession overrun risk evaluation data for the area as a result of the well-publicised failings at Rugby and Liverpool Street during the 2007/8 Christmas period.

**November 2005 to April 2009                      Scheme Project Manager, Network Rail**

Reporting to the Project Manager for Evergreen 2, a £70m enhancement of the Chiltern line between Bicester and London Marylebone, Adrian was principally responsible for proactively monitoring the flow of design submissions from the contractor against the agreed programme. This involved attending weekly progress meetings as well as maintaining regular dialogue and establishing good working relationships with the contractor. This enabled optimal use of Network Rail's internal engineering resource and also, through recording programme slippage, established a strong contractual stance against any claims from the contractor.

Subsequently Adrian was engaged in the early stages of the Wrexham Train Care Depot scheme to provide staff accommodation and train maintenance and stabling facilities for the Wrexham Shropshire and Marylebone Railway Company (WSMR). Adrian liaised closely with the end user, WSMR, to establish a definitive requirements specification in line with the available funding from the client, the Welsh Assembly Government. He was also responsible for managing minor Outside Party schemes within the 2007/08 portfolio and managing the option selection and single option development stages of a scheme to provide an additional signalled route out of Platform 3 at Shrewsbury station.

During his time in this role Adrian gained a broad understanding of the many different facets of project management, including multi-disciplinary engineering design (submission/review/approval), contracting strategy, invitation to tender/tender review, commercial management, risk management, possession planning, ROGS (Railway and Other Guided Systems) regulations, and CDM regulations.

**January 2003 to November 2005                      Operations Risk Manager, Network Rail**

Specifically with regard to the reduction and mitigation of instances of signals passed at 'Danger' (SPAD), Adrian was responsible for undertaking operational risk assessments of signals in line with Group and Company standards. This involved the collation of train flow data in respect of both type and frequency, as well as location data, and the subsequent judgement of risk level. For those signals identified as being at high risk, Adrian led and facilitated Detailed Assessment workshops involving both train operators and Network Rail to identify and propose suitable control measures to reduce the level of risk. He also attended Signal Overrun Risk Assessment meetings on specific projects to give professional guidance on the signal risk process and maintained a register of all category A SPAD events to ensure that accurate information was given to the Safety Manager.

**December 1997 to January 2003                      Senior Production Supervisor, Railtrack/Network Rail**

Adrian was responsible for responding to operational incidents ranging from equipment failure and trespass and vandalism to more serious incidents such as derailments and fatalities, to ensure a safe and speedy return to normal working. Such events would, on occasion, involve taking the lead for Network Rail and liaising closely with other agencies e.g. Train Operating Companies and British Transport Police. Adrian's duties also included a wide range of activities such as infrastructure safety checks, monitoring of contractor activities and worksites on the operational railway, implementation of emergency operating procedures as a result of failure or mishap, and the proactive and reactive monitoring of signallers' performance against set rules, regulations and procedures. Other duties included managing signal box rosters 'out of hours', which often required working to extremely tight deadlines, with limited resource, to ensure continuous manning.

**September 1980 to December 1997                      Signaller (various grades), British Rail/Railtrack**

Extensive signalling experience over a period of 17 years, working both manual and power signal boxes.

<b>Languages</b>	<b>Spoken</b>	<b>Written</b>	<b>Reading</b>
English (Mother Tongue)	Yes	Yes	Yes