



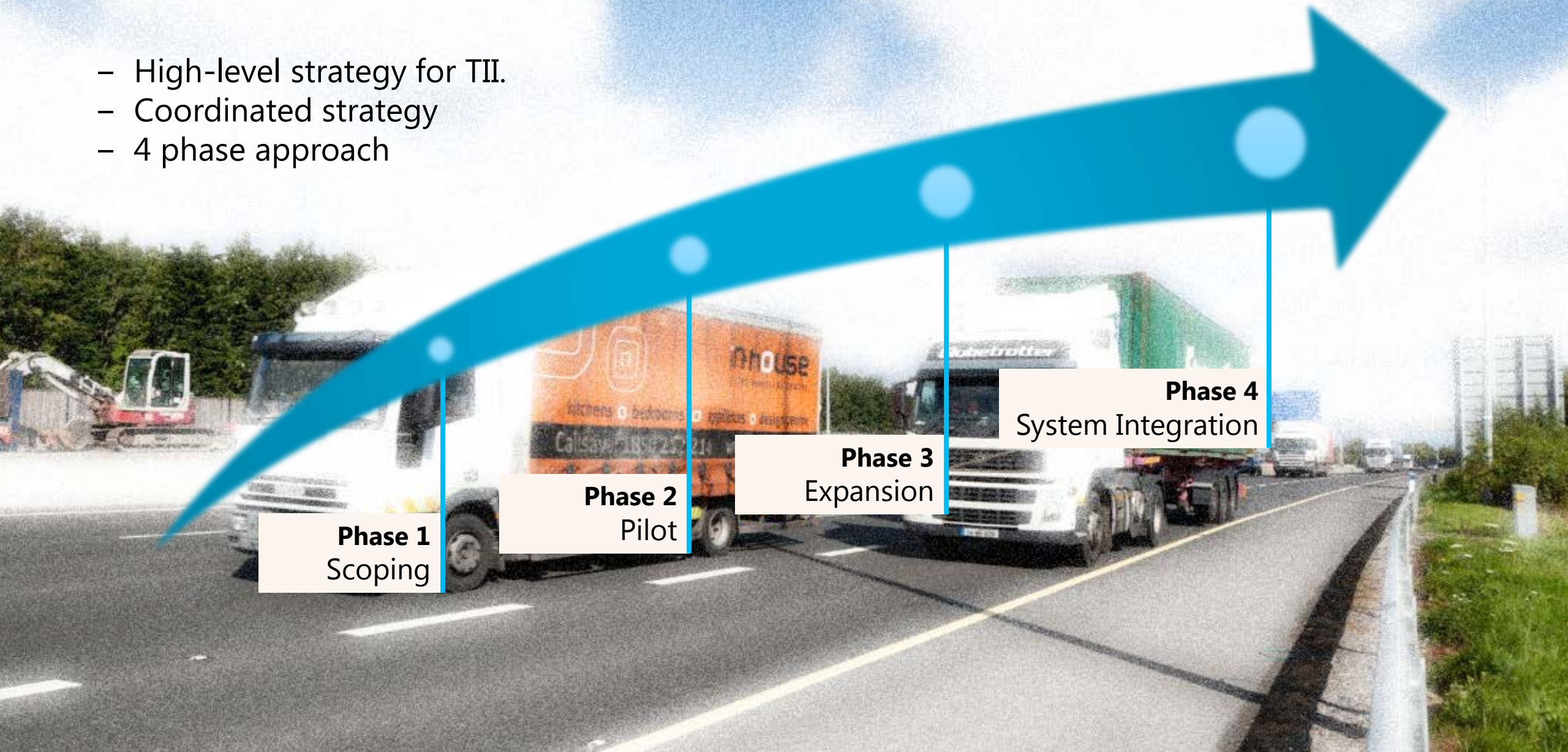
Diversion Route Strategy & Coordination

Kevin O'Sullivan | Arup | August 2015

ARUP

Diversion Route Strategy & Coordination

- High-level strategy for TII.
- Coordinated strategy
- 4 phase approach



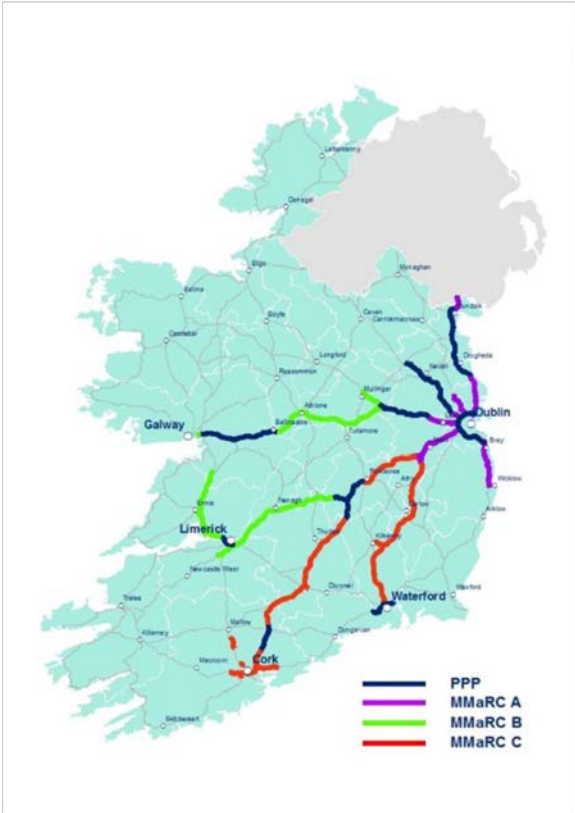
Phase 1
Scoping

Phase 2
Pilot

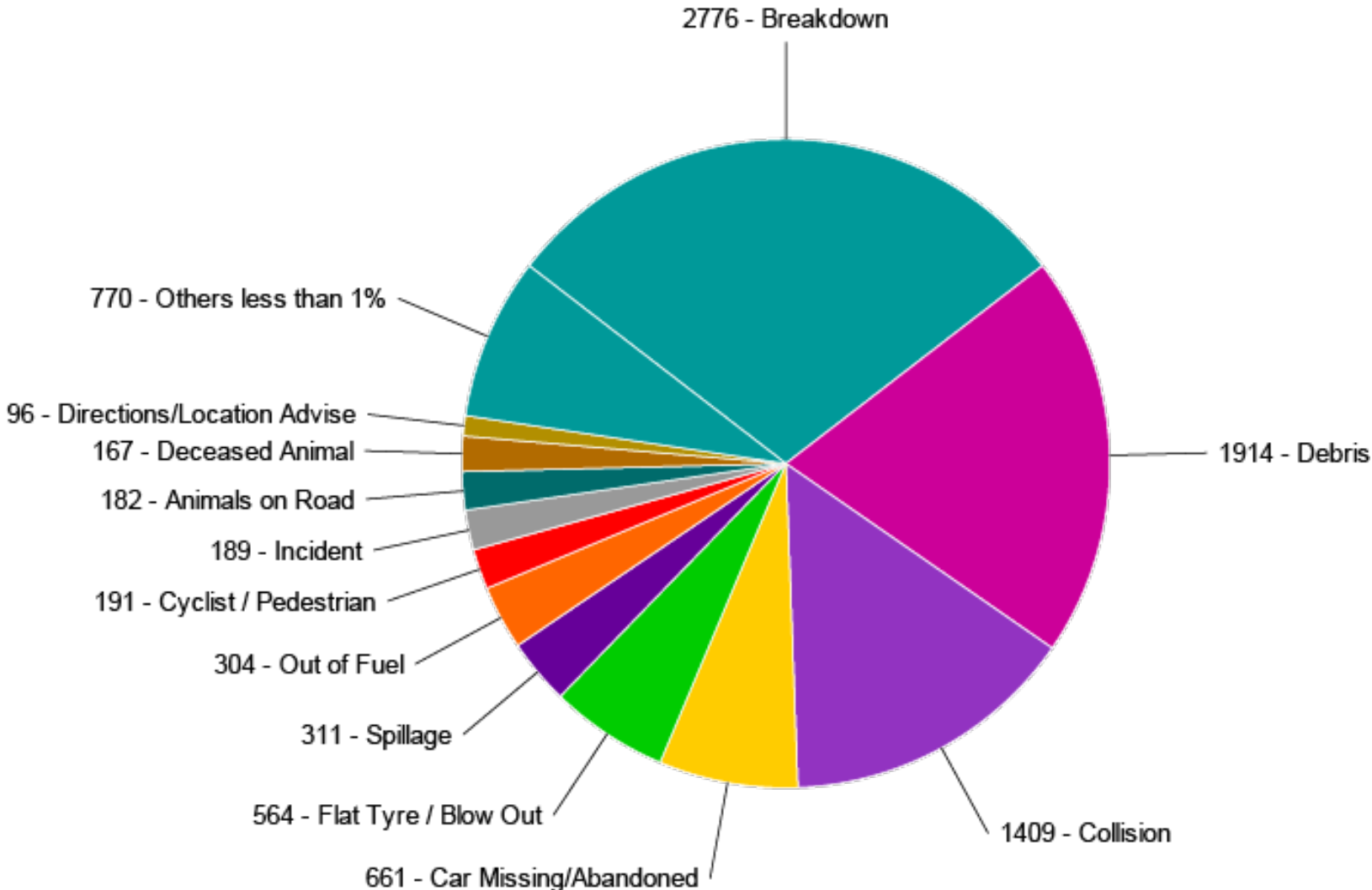
Phase 3
Expansion

Phase 4
System Integration

Incident Data



1200km of Motorway



Scoping



Road
Operators &
TII

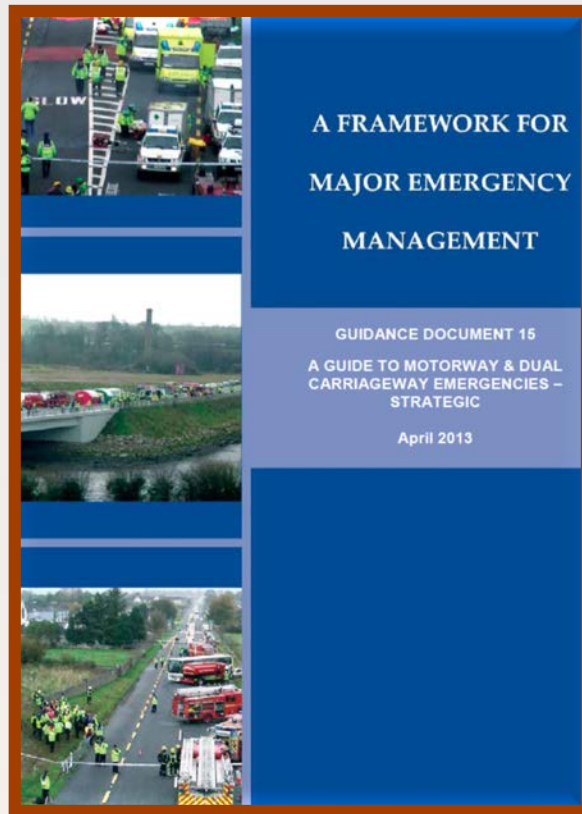
Coordination

Emergency
Services

Local
Authorities

- Current Protocols
- Stakeholders
- Roles & Responsibilities
- Benchmarking

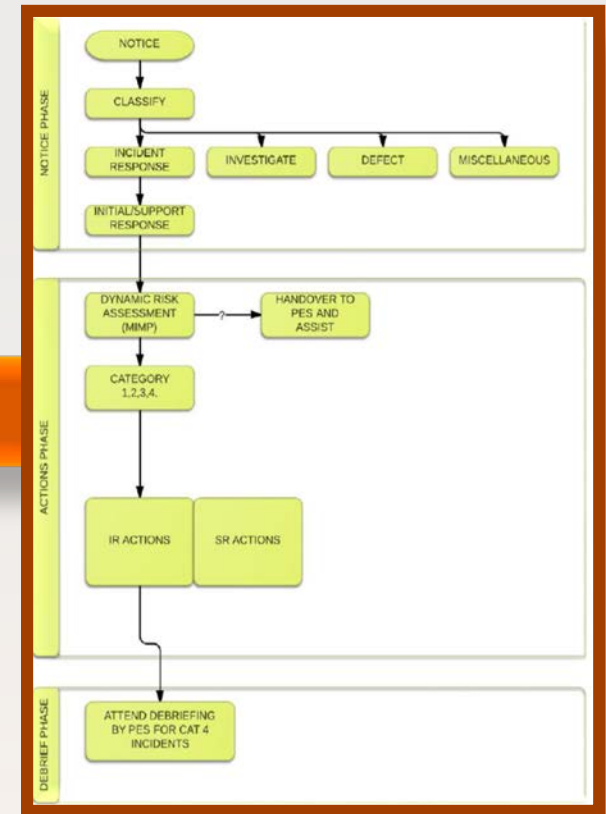
Current Protocols



MEM



Strategic Regional
Responsibilities



Local Incidents

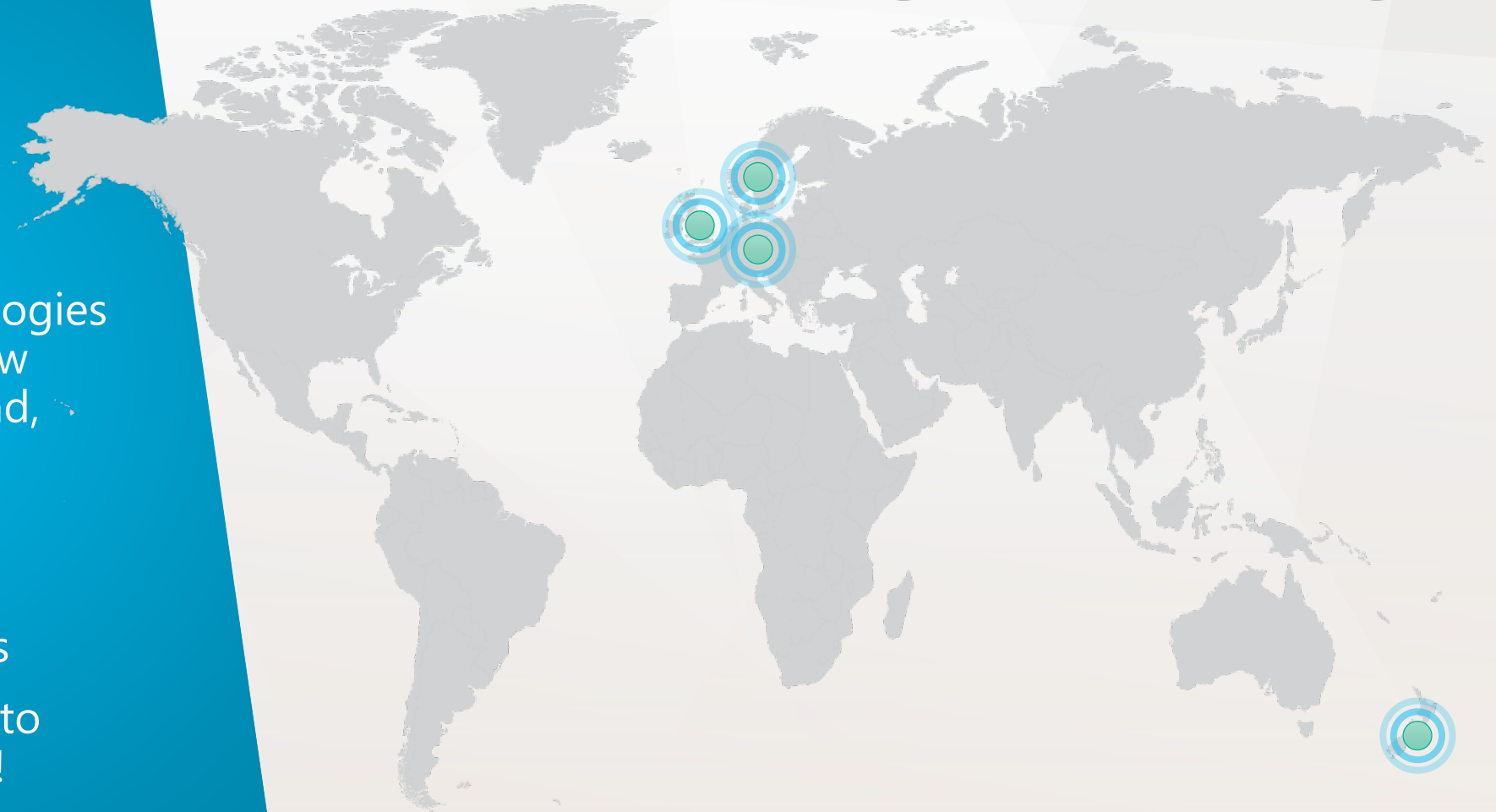
Stakeholders



BENCHMARKING

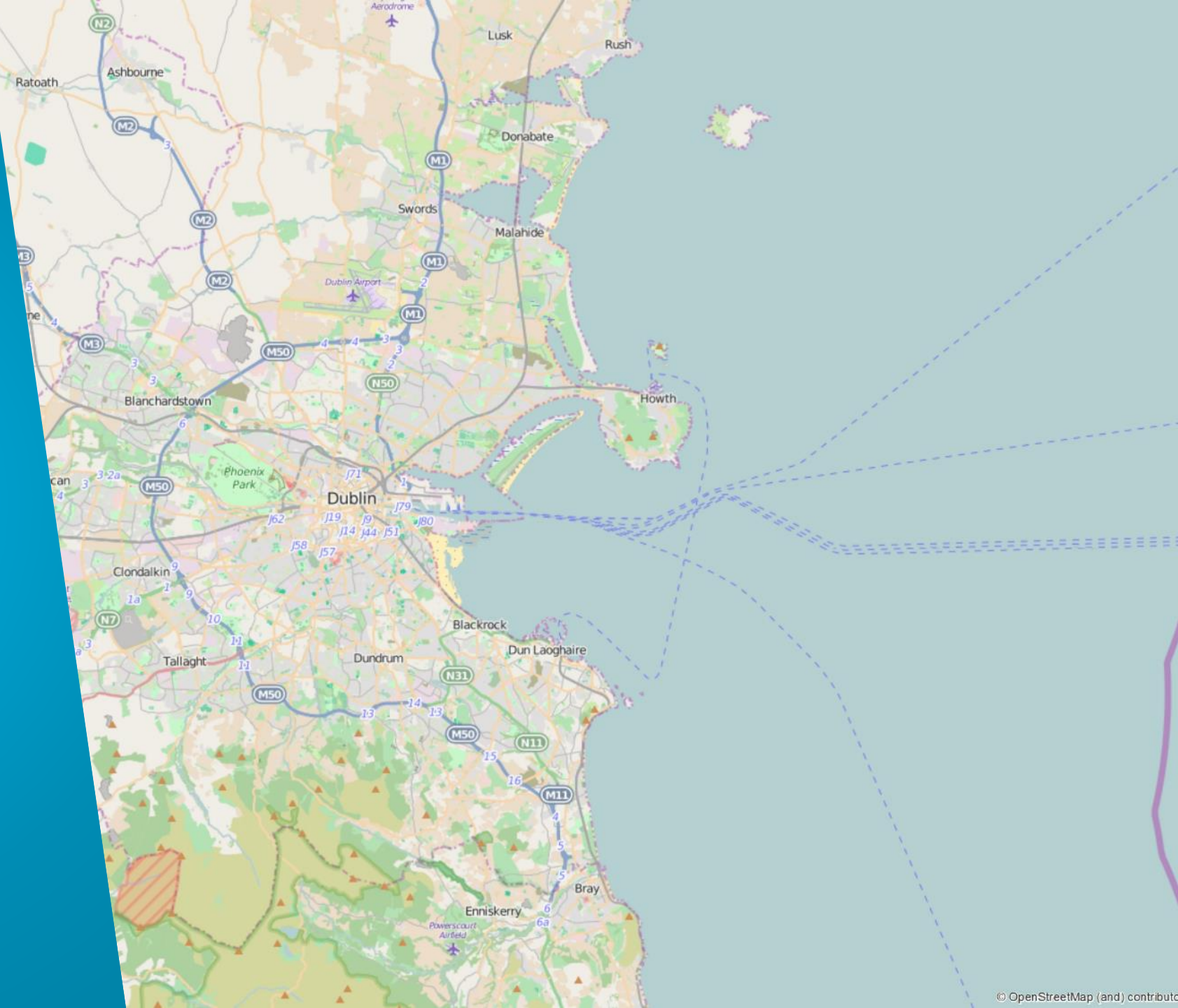
Scoping

- Benchmarking
- What are the methodologies and/or strategies in New Zealand, Wales, Scotland, and England? (Country Sizes)
- Compare with Europe
- Roles & Responsibilities
- Identify What we need to improve (Gap Analysis)!
- Legislation Required?



Trial

- Pick an Area
- Develop Protocols
- Scalable
- Transferable



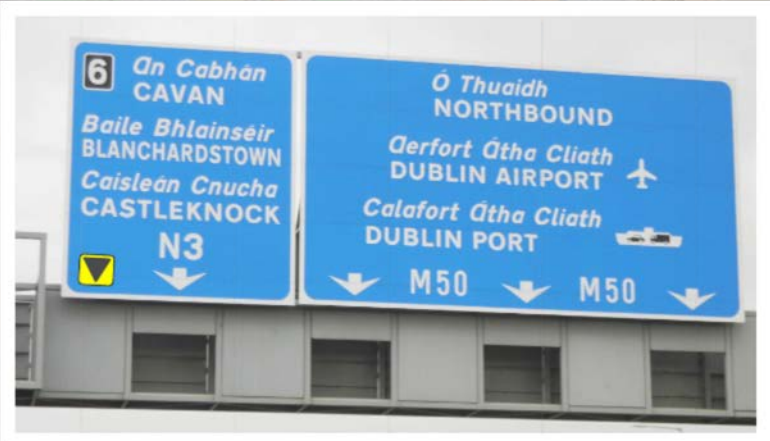
Local Diversion Plans



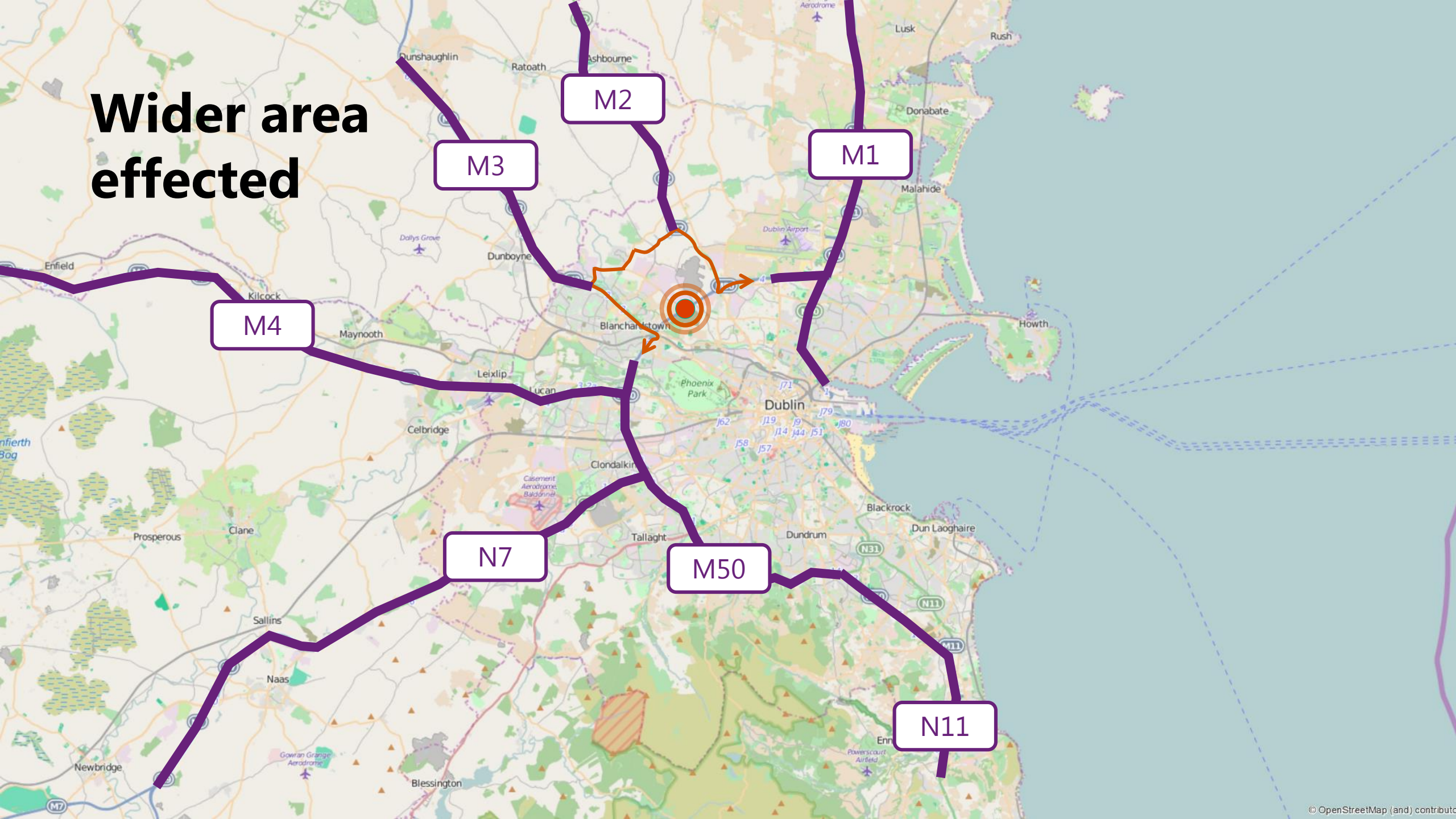
Incident

J5

J6



Wider area effected



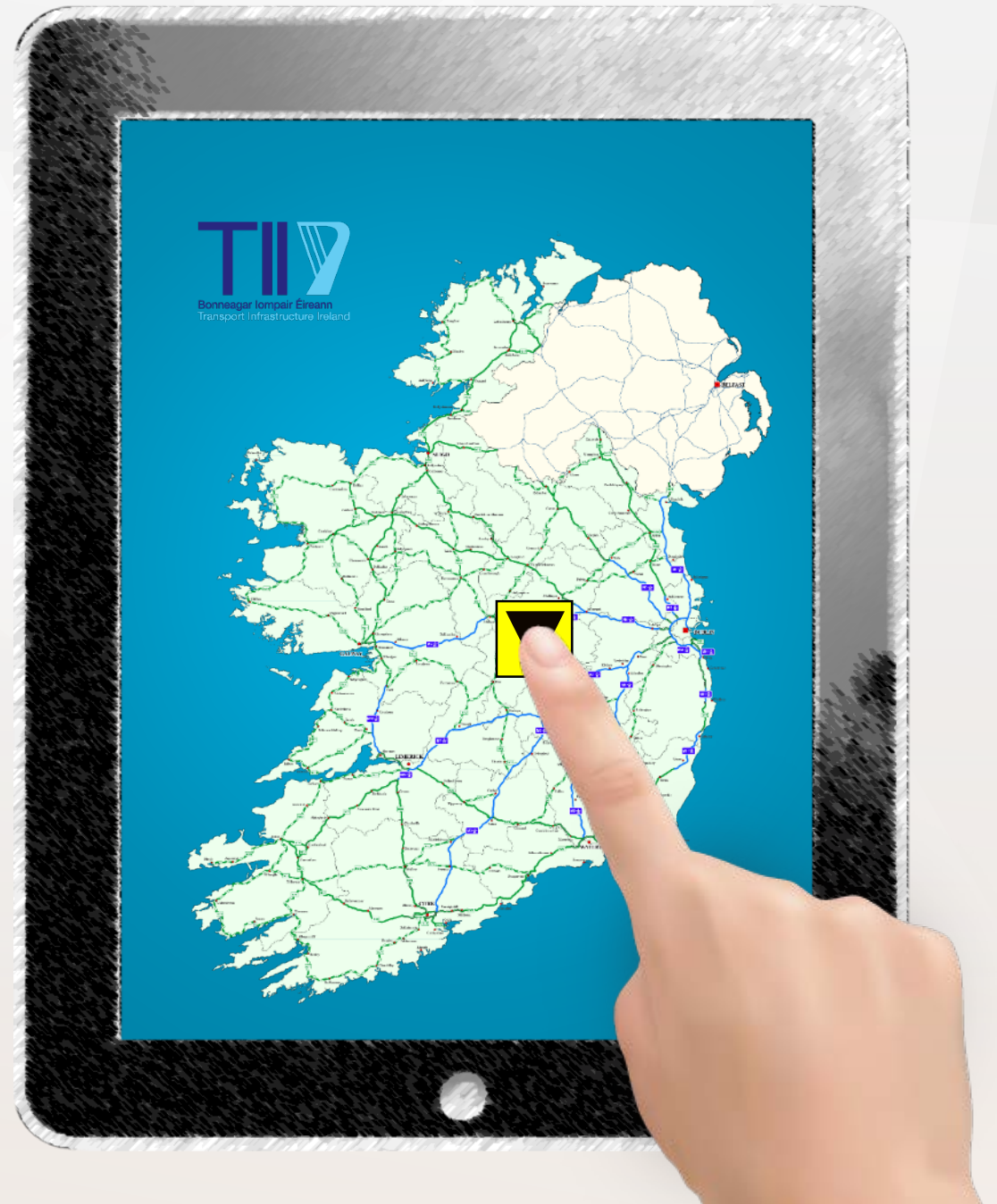
**Wider area
effected**



Incident Data
Who is Affected!
Key stakeholders
Communication
Information Transfer
Roles & Responsibilities

Expansion

- National Implementation
- Identify Areas of Influence
- Identify Local Stakeholders
- Identify Zonal Protocols & Plans (Signage Image & VMS & Radio/Media)
- Audit & Review



System Implementation

- Intelligent and dynamic system
- Available to all Stakeholders
- Dynamic algorithms to predict local and strategic diversions
- Open Technology



Identification



Roles



Live Updates



Reporting



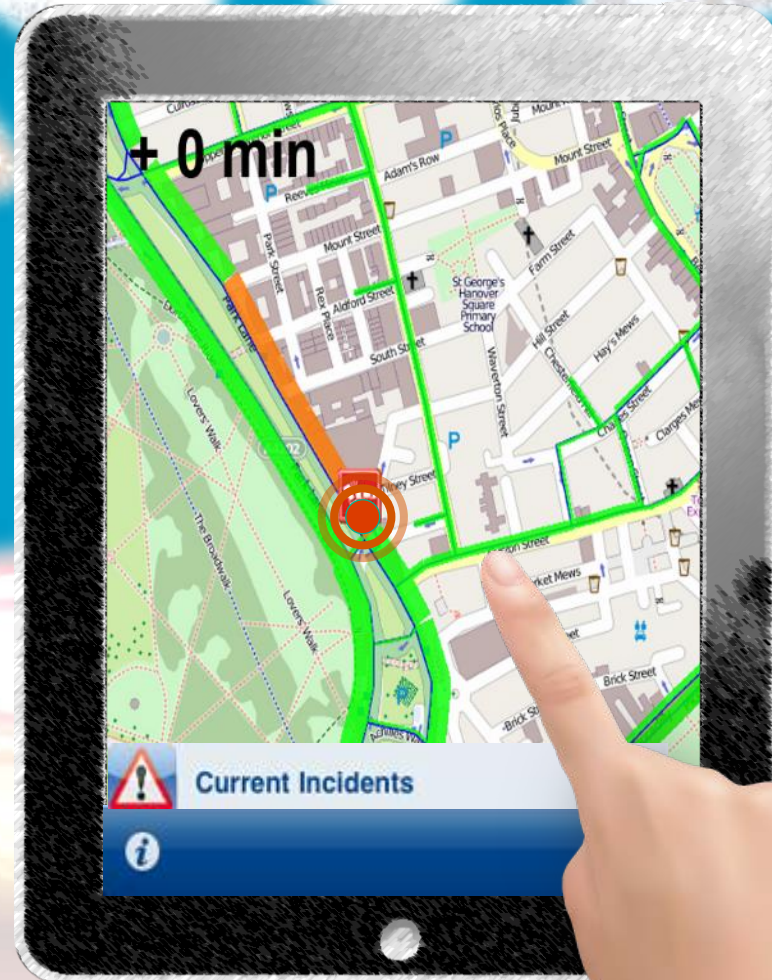
Classification



Stakeholders identified



Notification





Thank you

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