



# IPV Strike and TM Incursions – ASG Update

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**Asset Support Group 1<sup>st</sup> March 2021**



# IPV & Incursions working group - Objectives

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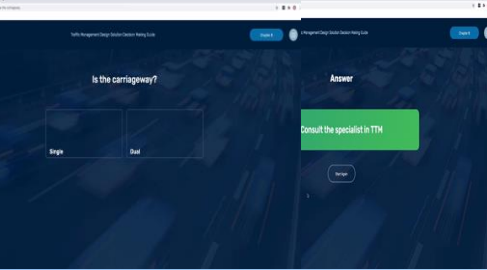


- **Vision:**
  - Remove road workers working in and alongside the carriageway
  - Prevent IPV strikes and Traffic Management Incursions
- **Purpose:**
  - Reduce risks on the network to operatives and road users
  - Establish and have oversight of current innovations
  - Standardise approach for Traffic Management deployment
  - Establish a collaboration strategy with other industry wide working groups undertaking similar work
- Establish benchmarking measures
- Establish data on IPV strikes / vehicle incursions; analyse trends, solving specific challenges
- Collect data on prosecutions around IPV strikes
- Identify current best practice
- Agree short, medium and long term objectives and develop a project plan
- **Accountability**
  - The group feeds in to the Supply Chain Safety Leadership Group and ultimately the Asset Support Group









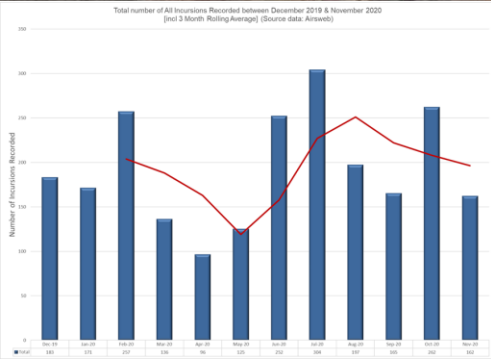
2020 Achievements



# 2020 Achievements

- **Common Intent Document** 
  - Launch publicised via Safer Highways
  - High level of engagement
- **RtB 37 - IPV Safety, specification and usage** 
  - Driver safety video published via Safer Highways and Safety Hub website plus distributed via TMCA
  - Standardised inspection and maintenance approach based on existing Truck Mounted Attenuator Testing Agreement (TMATA)
  - Pro's & Cons of Upstream / Downstream working considered
  - Final draft – publication March 2021
- **Standardised Decision Flowchart** 
  - Completed visualisation work for flowchart
  - Web based application developed
  - Final check of logic underway
  - Publish finalised version via safety hub and Safer Highways end March 2021
- **Enhanced Mobile Carriageway Closure** 
  - Complete operational protocol documentation
  - Off-road trials completed September 2020
  - NSCRG approval of concept
  - On road trials subject to further NSCRG approval of test plan

# 2020 Achievements



- **Project Management Office for TM Safety Innovations**



- Outline approach agreed and IDC funding obtained for outline development
- Detailed approach also developed and Terms of Reference agreed with HE Innovations Team
- Processes, team and programme forward pipeline under development

- **Deployable IPV Project**



- Further funding awarded to project through IDC
- Developing through detailed design of deployment vehicle and trailers
- Second stage collision simulation modelling undertaken
- Second stage driver simulation study commenced

- Off road trials including reversing manoeuvrability and IPV spacing to optimise technical solution
- PSCRG held to develop Strategic Risk Assessment
- NSCRG approval received to proceed to next stage of development

- **Detailed monthly reporting of TM Incursions and IPV Strikes**



- Established reporting format
- Available via Highways Safety Hub
- Intelligence led briefing to projects where spike in incursions identified through reporting data
- “Bitesized” learning on incursion prevention and best practice rolled out





# Key Priorities for 2021



# Short Term Stops and Hard Shoulder Closures

- Follows recent spate of incidents in Area 10 where incursions resulted in collisions with TM vehicles
- Includes review of:
  - GG115 for short term hard shoulder works against existing planning processes
  - GG116 for short term live lane stops against existing planning processes
  - with view to minimising risk exposure time
- Review reasons for significant duration permanent Hard Shoulder closures e.g. response to bridge parapet strikes
- Investigate whether routine inspections of hard shoulder closure TM can be done remotely rather than deploying people
- Key targets:
  - H/S stops to be more vehicle based – remove operatives on foot
  - Reduce requirement and exposure time
  - Establish best practice around vehicle types, activities, resource
- Task & Finish sub-group set up in February 2021 – members Lucy Fell & Lee Malloy (Amey); Paul Spreadbury (Virtus); Darren Tovey (Ringway); Keith Smith (Chevron)
- Further volunteers for this Task & Finish Group from across the industry welcome



# Reduction of Roadworker Abuse

- Working alongside Safer Highways on the “Stamp It Out” campaign to reduce abuse and violence towards roadworkers
- November 2019 Trunk Road statistics:
  - 70% of workers experience dangerous driving
  - 31% have had missiles thrown at them
  - 65% have been verbally abused
  - 14% have suffered physical abuse
- Encourage greater reporting of abuse across the industry
- Apply similar approach to analysing and interpreting airswab data as currently used for incursion reporting to evaluate trends / heatmapping
- Review airswab to ensure reporting is made easier with appropriate categories
- Share best practice around conflict resolution techniques
- Review roadworks layouts to identify and establish best practice around managing conflict points e.g. works accesses
- Webinar of 10<sup>th</sup> February 2021 was extremely well attended





# PMO / Innovation support for TM Safety Innovation Projects

- Approval received December 2020 to proceed to detailed design of innovation support processes
- Next steps:
  - Development of detailed processes
  - Development of support team
  - Development of forward programme pipeline
- Intention is to feedback on proposal at end of March 2021
- Development session from 2020 to be used to form basis of innovation challenges going forward
- Proposal to have secondments to project team from industry from late spring onwards – industry led



**Any Questions?**

