Managing Occupational Road Risk

Vehicle Tracking System (VTS) Implementation

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Objective

VTS is being introduced to improve the safety of our staff by helping them to drive within the speed limit by providing a system that enables drivers to moderate their speed in real time and reduce road risk.

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What is the purpose of VTS?

VTS is a primary safety system.

The key purpose, is to provide live data to the vehicle driver and enable the driver to receive real time feedback to support them to drive both safely and in compliance with

the law.

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Why are we implementing VTS?

Driving is Network Rail's highest workforce risk.

- Between 800 and 1000 people are killed annually in work-related road traffic accidents

- Network Rail has a road fleet of c8000 vehicles and drive approximately 128 million vehicle miles per year

- Since the Life Saving Rules were introduced in 2013, 306 Network Rail employees have been injured in 242 road traffic accidents (RTAs)

- Over 85% of the 242 RTAs occurred in 30, 40 and 50 mph zones

- VTS technology has developed since the current system 'C Track' was installed in c3500 vehicle of which c3000 remain active

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What are the benefits of VTS?

- Live 'in cab' visual & audio speed warnings
- Improved driver behaviour
- Electronic journey purpose reporting
- Reduction in fatalities and injuries due to RTA's
- Reduction in lost days due to RTA's
- Reduction in NR fleet running costs (fuel, repairs, fines, insurance claims)

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What are the benefits of VTS?

- The VTS is intelligent and provides the national speed limit warnings for the current location to assist the driver to comply with the legal speed limit
- An in cab visual & audio alert warning system, so that the first person to benefit from the warning is the driver
- Enables the driver to modify their driving behaviour preventing any Line Manager notification of speeding
- All drivers will have access to an individual driver portal to see their own driver data, Line managers will not have access to this portal
- The system is designed to help staff comply with the speed limit and our life saving rule
- Managers CANNOT just 'login in to see where their staff are'

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Trial within Wessex

- We are working with Wessex to define the fitment plan across 40 vehicles for user acceptance testing (UAT). Vehicles have been identified and RSF will coordinate fitment

- Trial fitment commencing on 5th Dec 2016

- UAT will continue throughout the trial which is expected to complete within 4 weeks to ensure testing is completed prior to national implementation

- Data collection and exception reporting to be defined during trail with HRSS and Traffilog UK

- Following the trial period, we will seek feedback from drivers to incorporate in the Connect and Network Magazine

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Investigation

The system will require the driver to speed for more than 60 seconds from the point where the vehicle first exceeded the speed limit before a exceedance is generated

We propose 'no consequences' for the first 4 weeks of using VTS, unless a driver exceeds the speed limit by more than 20mph

To introduce the VTS system and data use, we want to support staff in understanding the system. We therefore are phasing the VTS speeding consequences:

Week 1 to 4	Week 5 to 8	Week 9 > Business as Usual
>20 mph exceedance (>60 seconds)	>20 mph exceedance (>60 seconds) +10mph> to 20mph exceedance (>60 seconds)	>20 mph exceedance (>60 seconds) +10% exceedance (>60 seconds)

Drivers are subject to the appropriate level of investigation as per the current Fair Culture process:

- An exceedance of more than 20mph over the speed limit results in a level 2 investigation
- An exceedance of the speed limit but 20mph or less results in a level 1 investigation

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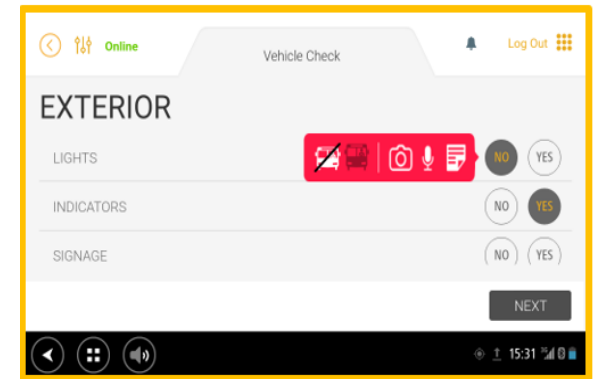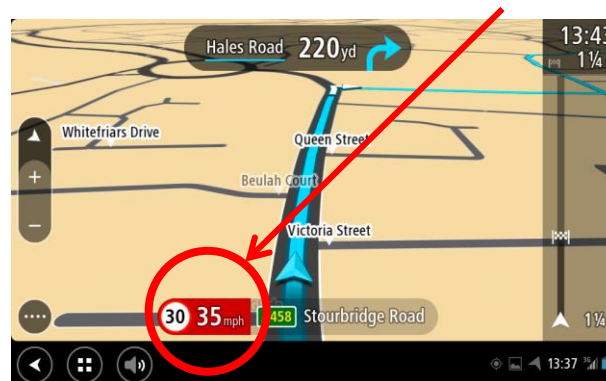# Who is the supplier and what are the services?

Traffilog UK Limited

A leading global provider of Telematics and associated services

Mapping System Inc. Speeding Visual

Driver Data Terminal fitted to Dashboard

Vehicle Check App

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Example images of road mapping and application design, subject to NR detailed design of VTS solution

Key messages

➢ Staff personal data is secure

➢ Unique Driver IDs will be issued to all Drivers, only NR HRSS know who which driver ID relates to an employee

➢ Managers cannot and will not be able to track vehicles or staff

➢ The system is designed to help staff comply with the speed limit and reduce road risk significantly. All drivers to be instructed on the VTS hardware and system application to provide clear understanding by Traffilog
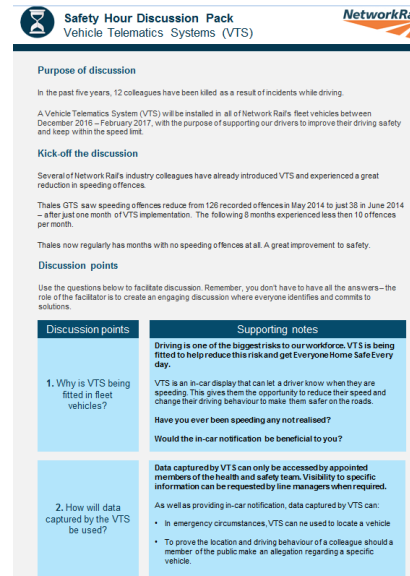
➢ Fitment to be 90% completed by 31st March 2017

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Communications

Safety Central updated to include VTS information, Video of Mark Carnes support of VTS and a Q&A sheet.

Safety Hour Discussion Pack

MORR standard being developed and 'Drivers handbook' will be updated to include VTS guidance

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Next Steps

➤ Commence Wessex Route trial 5/12/16

➤ Issue unique driver IDs

➤ Complete UAT by Jan 2017

➤ Agree fitment plans per Route, Region, Function

➤ Define business reporting requirements for exception reporting with Traffilog

➤ UAT with HRSS for exception reporting to LMs

➤ Develop a robust data interface between VTS data & HRSS team

➤ Set up the VTS Data Governance panel to share trend analysis

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How can you help?

➢ Engage with 'us' STE, Route Services Fleet team & the VTS supplier Traffilog to define fitment plans

➢ Know your driving community & ensure driving licence checks have been conducted?

➢ Provide constructive feedback, examples and good news stories to include in future comms

➢ Encourage conversations regarding VTS and safer driving behaviours

➢ Promote & champion the implementation of VTS as a tool, to support drivers to be safer on the roads and compliant with the speed limit and law

➢ Report any unsafe driving behaviours in line with our Lifesaving Rules
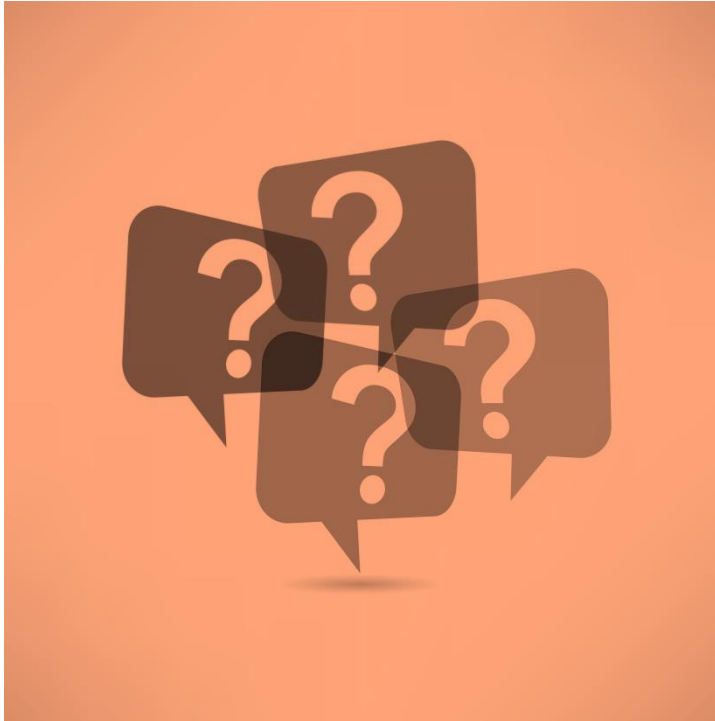
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Never use a hand-held or hands-free phone, or programme any other mobile device, while driving.

Always obey the speed limit and wear a seat belt.

Any Questions?

everyone
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every day

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