VTS Trial Fitment Review.

Wessex Route.

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VTS - Purpose

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.

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.

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

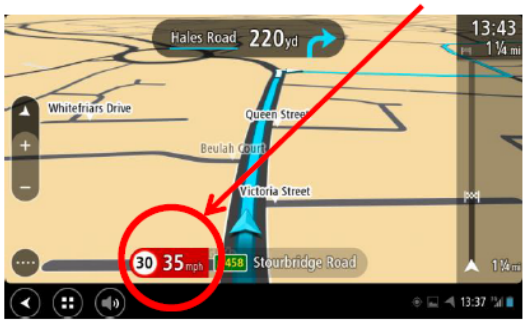
Who is the supplier and what are the services?

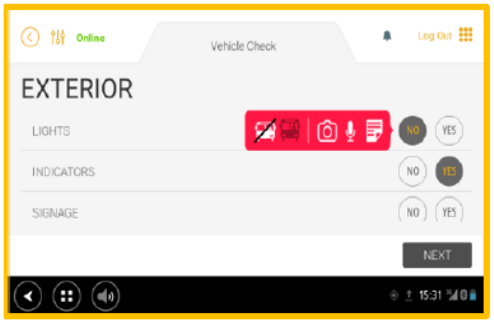
Traffilog UK Limited

A leading global provider of Telematics and associated services

** Driver Data Terminal fitted to Dashboard*

** Mapping System Inc. Speeding Visual*





** Vehicle Check App*

home safe plan

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

Speeding offences – Detected by Police

Route Services

Notices of Intended Prosecution

NIPS	2015	2016
PD 12	47	46
PD 13	56	40
PD 1	67	58
PD 2	50	56
PD 3	52	37
PD 4	49	37
PD 5	54	24
PD6	51	34
PD 7	51	43
PD 8	40	41
PD 9	51	41
PD 10	34	31

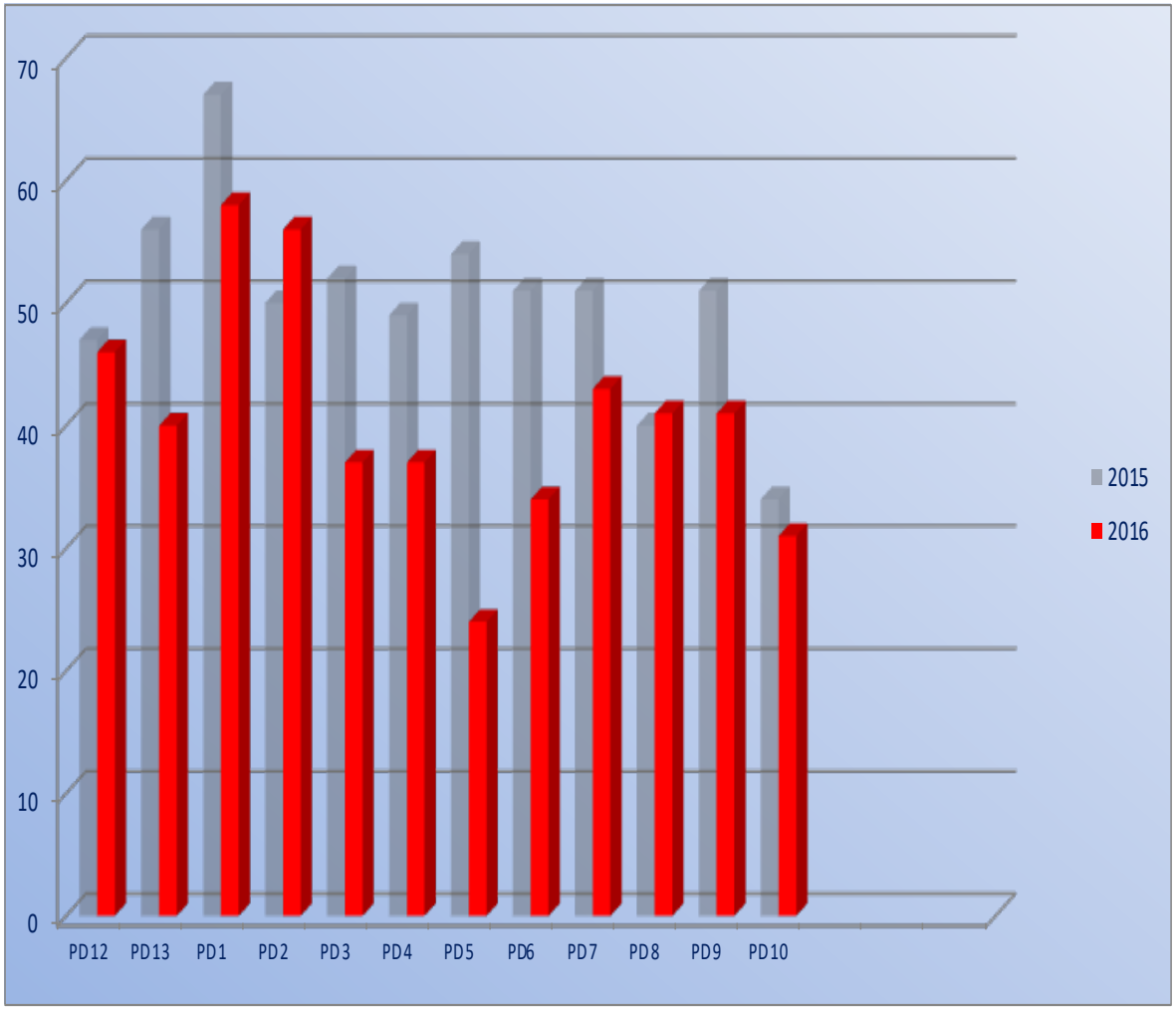
In period 10 we had 31 NIPS compared to 34 in 2015.

Despite showing an overall reduction in speeding events in comparison to PD 1 to PD 10 2015/2016 (19%) The significant reduction we saw following the driving safety stand down (Pd5) has begun to be eroded.

Although the comparable numbers post the stand down show that NIPs reduce by 46% in the subsequent 8 weeks to the event.

Calendar year to date we have seen a 19.5% reduction in prosecutions.

No Changes have been made to the way we report the numbers.



VTS Trial Feedback

- We fitted the system to 40 vehicles in Wessex as a trial
- Drivers knew what the system was for and why we were fitting it, but felt more training on unit could have been provided about how to use the system. We have developed further resources in response to this issue.
- An issue was found where the screen of the VTS unit reflected in the side window of the vehicle and the feedback questioned the position of the unit. A site visit was made, followed by the installer visiting and the system was updated. This has solved the issue.
- We have produced an animated film that will help them understand the unit and leaflets will be posted to all drivers that have completed an electronic license check
- No drivers were identified and the agreement with the TU's was that we would not action any data collected
- 28 vehicles of the 40 presented a speeding event of some sort.
- 1 Vehicle had 39 speeding events recorded across 10 working days
- During the pilot we collected Zero breaches of the speed limit of over 20mph+
- 107 events of 10mph+ were recorded during the pilot
- 329 speeding events in total were recorded of +10% of speed limit
- 101 events happened between 23:00 – 06:00

Response to Feedback

- **Initial feedback on the unit**
- The positive comments are that it is clear to read, easy to use, with a large display.
- Some say it is too large and bright. It appears at this stage that the software wasn't right and it didn't dim correctly at night time. David Burgess visited site in Basingstoke where this was fed back. Traffilog attended site and provided solution.
- The units return to medium settings for volume and brightness when the vehicle is switched off.
- Brightness and volume can be adjusted by the driver and if necessary the display can be switched off to support reversing etc.
- If switched off the data is still collected as the telematics is hidden in the vehicle and not physically connected to the driver display unit.
- Some stated that it beeps too much. It beeps when over the road speed or if the driver is approaching a speed camera and the bleep will stop once under the legal road speed limit.

Fitment Lessons Learned

- Initial communications from Road Fleet will include FAQ's and a description of how the fitment takes place.
- Fitting times have been amended in line with feedback from fitting locations to suit business needs and ensure vehicles are available.
- Key things for the fitment location to do are: Have someone on site on the first day to familiarise the fitters with the site, have a point of contact for the fitters, have keys available or made available.
- Position of the driver terminal in the vehicle has been justified and traffilog fitters are compliant to the agreed principals.
- The data supports our initial concerns that our vehicles are routinely speeding.

Further Resources

It is important that communication comes from one source, all communications and briefings will come from the Safety Team

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

home safe plan

Key Messages

The feedback from the route trial was very valuable

Early response to the feedback was important, including, site visits and solution

Drivers are responsible for the operation of the vehicle and compliance with the relevant speed limits and legislation

Staff personal data is secure

Unique Driver IDs and VTS supporting documents will be issued to all Drivers who have completed an electronic licence check, only NR HRSS know which driver ID relates to which 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 (all routes) to be 90% completed by 31st March 2017

everyone
home safe
every day

Always obey the speed limit and wear a seat belt.

Never use a hand-held or hands-free phone, or programme any other mobile device, while driving.