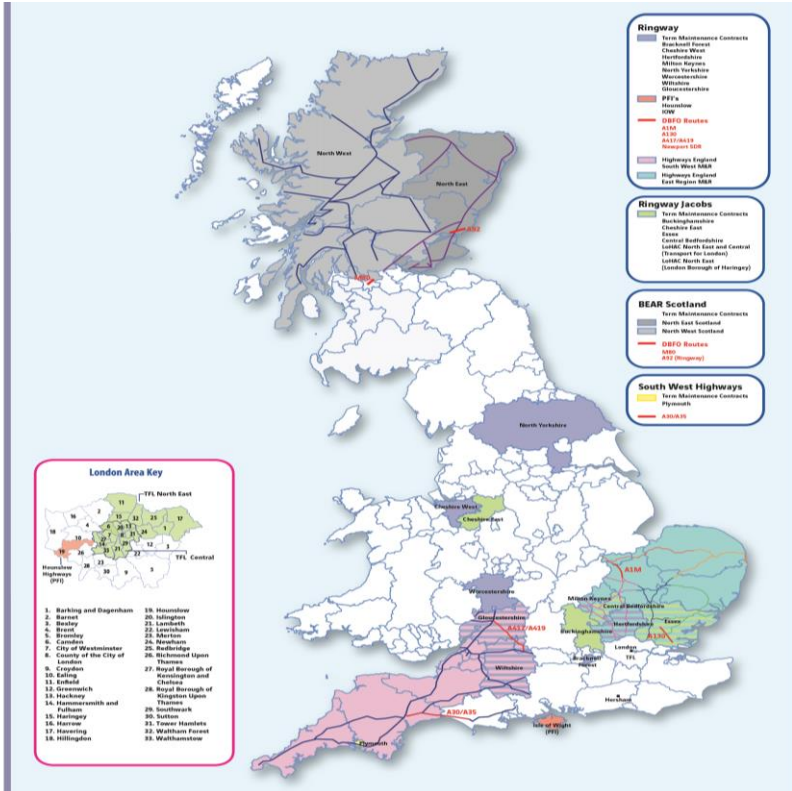




Investing in specialist driver training

Context



- 50000km carriageway maintained
- 3000 Employees (excluding JV's)
- 700+ HGV drivers
- 1414 Ringway Vehicles
- 191 Winter gritters (excluding JV's and Client Fleets)

The issues we face

- Many driving related incidents
- High proportion avoidable
- Slow manoeuvres common cause
- Winter services- we are often working on untreated roads
- Small number of high potential vehicle overturning incidents



What is our approach?

A phased approach to road risk

- **Phase one** High Risk Drivers
- **Phase two** Winter Maintenance Drivers
- **Phase three** Large Goods Vehicle Drivers
- **Phase four** Graduates and young drivers



Phase one - High Risk Driver Training

- 20,000+ miles per year
- Young drivers (17 to 25)
- Novice drivers (passed their test in the last 3 years)
- Divisional Manager/Director nominated drivers

- 300+ attend to date



The training covers

Session 1: Workshop training session on the everyday risks associated with driving vehicles on the road, this is a two part session with an end of day assessment to measure improvement.



The training covers

Session 2: Spatial awareness and speed test: R3 vehicles are used with a ball on the bonnet rig. The ball has to remain in the bowl while the driver negotiates a slow speed manoeuvrability obstacle course. To include both reverse and forward movements.



The training covers

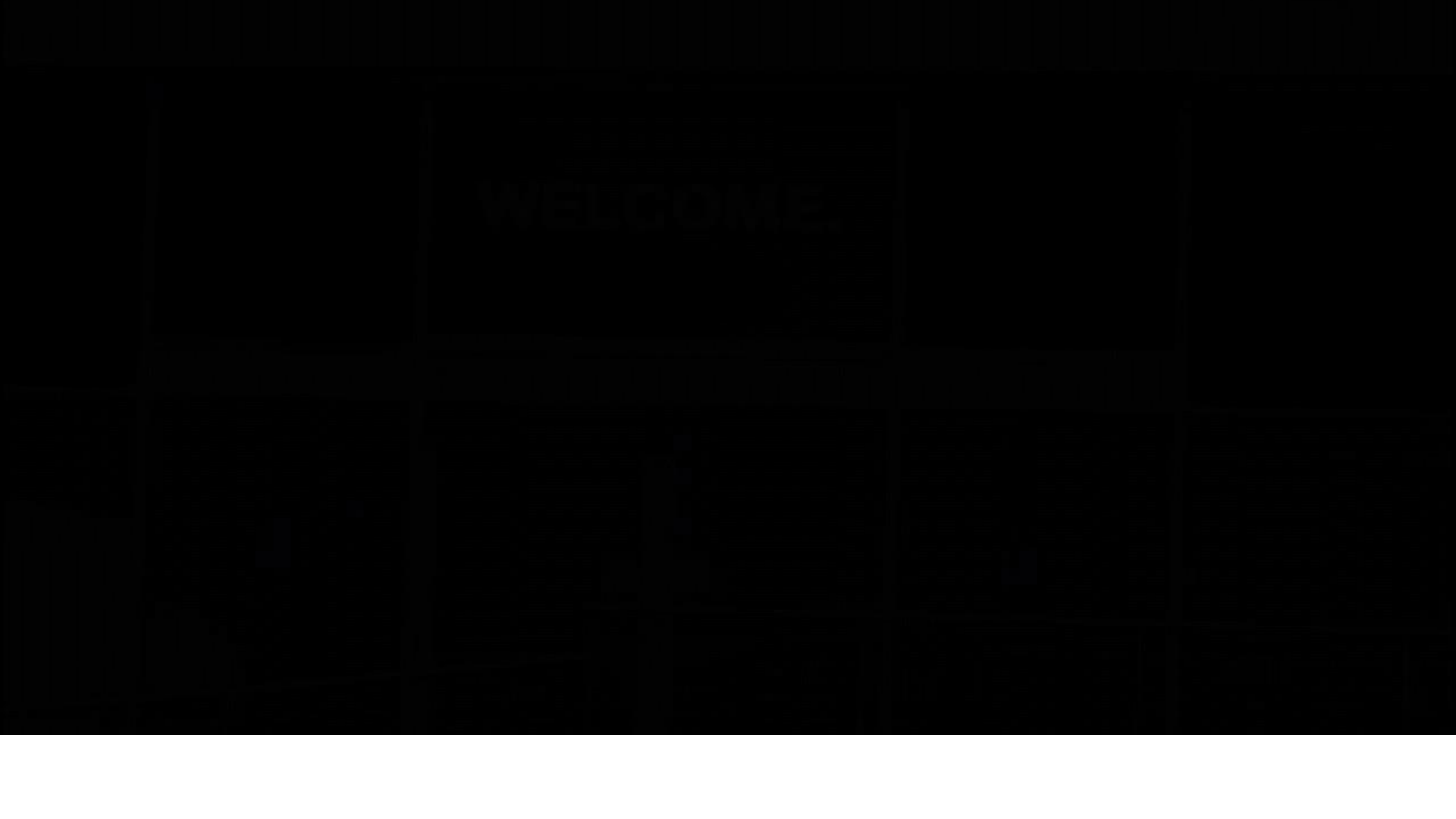
Session 3: Speed awareness course. A test of driving at a given speed with vehicle speedometer and rev counter covered (R3 cars). Speed is checked by a speed gun and variance measured for each driver.



The training covers

Session 4: Low friction surface. All the activities in this area are carried out in our vehicles. Practical experience of driving on low friction surfaces and comparison to normal road conditions.





Phase two – Winter Driver Training

- Focusing on Gritter drivers
- **748** drivers to date
- Moved to Thruxton, due to the weight of the vehicles
- Similar structure to Phase One
- Supplemented by chassis specific training



Phase two – Included in the training..

- Classroom session - includes pre/post course assessment
- Spatial awareness – slow manoeuvres and confined space driving
- Low Friction Surface - all activities carried out in Ringway vehicles
- Understanding the vehicles - plough removal and refitting



Phase three - HGV Driver Training

(Proactive one day course)

- Aimed at all HGV drivers (not included in Phase 2 Winter Driver Training)
- Supports more holistic development of fleet drivers
- Based upon the individuals driving performance/behaviour



Phase four - Graduates and young drivers

(Proactive one day course)

- Follows concerns about the driving standards of Graduates, Apprentices and Young Drivers
- Similar format/content to Phases 1,2 & 3:
 - Classroom workshop session including a pre-course and post course test to assess level of learning
 - Spatial awareness – slow manoeuvres and confined space driving techniques
 - Low Friction Surface – activities in this area carried out in Eurovia vehicles



Vigiroute Road Risk Management



Four Phase Approach to Risk Management



Assessments and Training of Young Drivers



A new look at the need to drive

 Driving for
Better Business

 **7** • STEPS to
EXCELLENCE







RINGWAY