Annex B: Rail industry data on manual handling and shock/trauma incidents

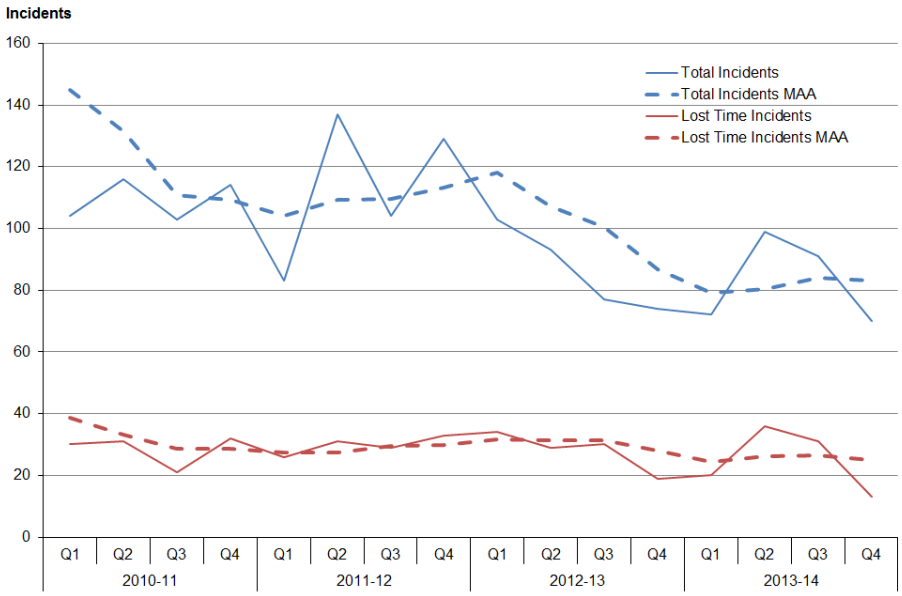
B1 - rail industry manual handling data

The health and safety reports on ORR's NRT data portal[58] include rail industry data (SMIS for mainline rail and LUSEA for LUL) on manual handling incidents from 2005/06 to 2013/14. It should be noted that these industry datasets do not capture all parts of the industry (they exclude light rail, heritage and some rail contractors and freight operations), and the reliability of reporting into SMIS in different parts of the industry may disproportionately affect data for some groups of workers. More information on the industry data sources and methodology can be found in the manual handling reports on our data portal.

The graphs below show trends in industry data on manual handling during our first health programme. Moving annual average (MAA) data is used to smooth out fluctuations and show trends in mainline and LUL datasets over our first health programme.

MAA data for the mainline shows a downward trend in reported manual handling incidents since 2010, with 43% fewer total manual handling incidents and 35% fewer lost time incidents reported into SMIS in quarter 4 of 2013/14, compared with quarter 1 of 2010/11. The downward trend in manual handling incidents may be the result of better case management for individuals, including earlier intervention, and better rehabilitation to support earlier return to work.

Figure 14 – Moving annual average trends in mainline manual handling incidents by quarter, 2010/11 to 2013/14

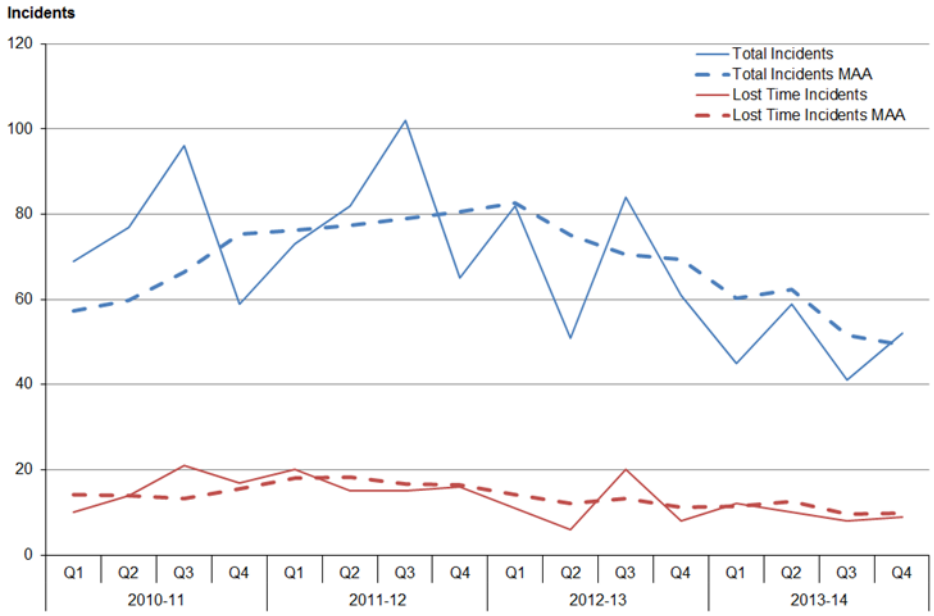


Source: ORR analysis of SMIS data provided by RSSB.

MAA data for LUL shows a fluctuating pattern in manual handling incidents, but with an overall reduction over the period. The MAA data show 14% fewer total manual handling

incidents and 32% fewer lost time incidents reported into LUSEA by quarter 4 of 2013/14, compared with quarter 1 of 2010/11. Over this period LUL used initiatives aimed at preventing MSDs and reducing absence times, including lower limb classes and lower back pain physiotherapy services.

Figure 15 – Moving annual average trends in LUL manual handling incidents by quarter, 2010/11 to 2013/14



Source: ORR analysis of LUSEA data provided by London Underground Ltd

A breakdown of manual handling incidents by duty holder group[57] shows that, since 2010, the majority of lost time manual handling incidents were reported by infrastructure managers and their contractors, rather than by train and freight operators (reversing the pattern seen prior to 2010). The combined share of manual handling incidents reported by TOCs and LUL fell from a MAA of 78% in 2009-10 (Quarter 3) to 48% in 2013-14 (quarter 4).

B2 - rail industry trauma/stress data

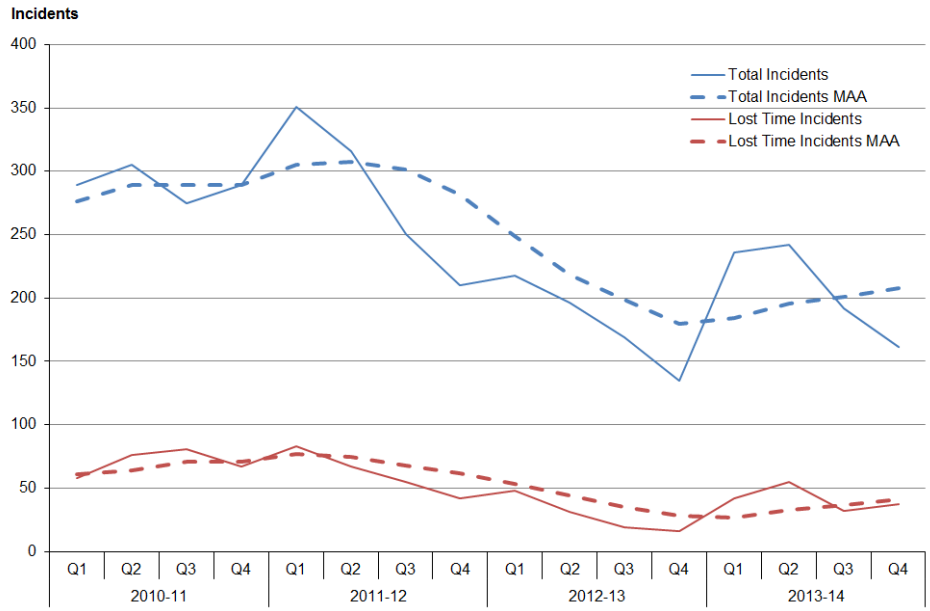
The health and safety reports on ORR's NRT data portal[58] include rail industry data (SMIS for mainline rail and LUSEA for LUL) on shock/trauma incidents from 2005/06 to 2013/14. Although rail industry datasets do not capture all incidences of work-related stress (arising from workload, job quality or working patterns), incidents involving shock or trauma arising from verbal/physical assault or signals passed at danger, or witnessing traumatic events such as suicides or accidents, they can act as one useful marker for work-related stress.

The graphs below focus on trends in the industry shock/trauma data during our first health programme. Moving annual average (MAA) data is used to smooth out fluctuations and show trends in mainline and LUL datasets during our first health programme.

[57] ORR data portal report: http://dataportal.orr.gov.uk/displayreport/report/html/f215078d-db4c-4ef0-b297-cd6d1cdae7b2

MAA data for the mainline shows a broadly downward trend in shock/trauma incidents, reaching its lowest for the period in late 2012/13, followed by a slight upturn during 2013/14. The MAA data shows 25% fewer total shock/trauma incidents and 32% fewer lost time incidents reported into SMIS in quarter 4 of 2013/14, compared with quarter 1 of 2010/11.

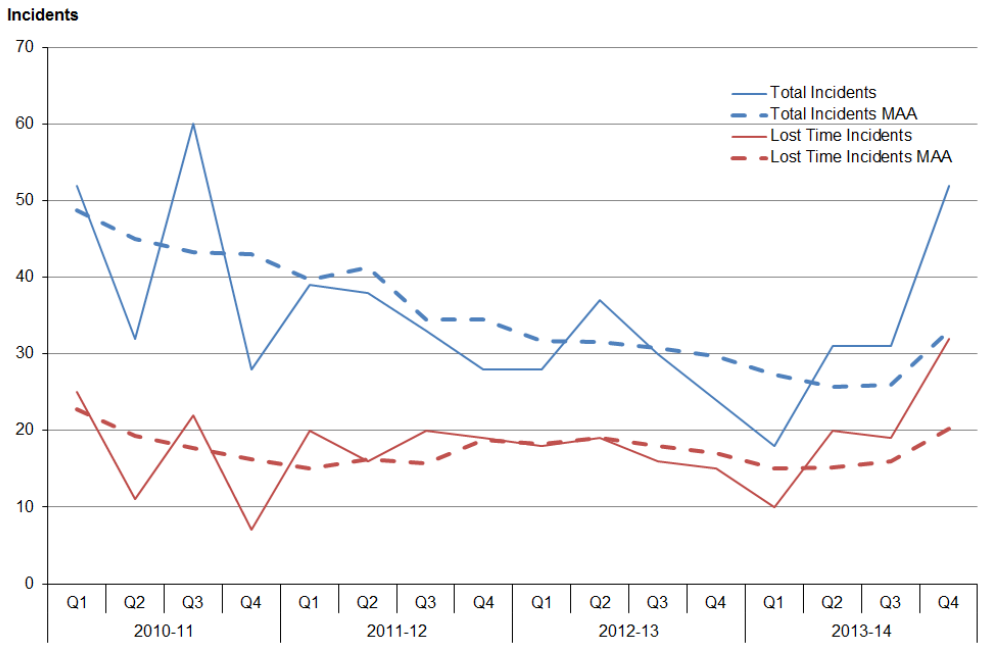
Figure 16 – Moving annual average trends in mainline shock/trauma incidents by quarter, 2010/11 to 2013/14



Source: ORR analysis of SMIS data provided by RSSB

MAA data for LUL also shows a downward trend in shock/trauma incidents since 2010/11, also with a slight upturn during 2013/14. The MAA data shows 32% fewer shock/trauma incidents and 11% fewer lost time incidents reported into LUSEA by quarter 4 of 2013/14, compared with quarter 1 of 2010/11. Over the past ten years LUL has implemented a number of stress management initiatives across the company aimed at both post-traumatic stress support and building personal resilience.

Figure 17 - Moving annual average trends in LUL shock/trauma incidents by quarter, 2010/11 to 2013/14



Source: ORR analysis of LUSEA data provided by London Underground Ltd

A breakdown of shock/trauma incidents by duty holder group[58] shows that since 2010/11 the majority of lost time shock/trauma incidents continue to be reported by train operators and LUL.

[58] ORR data portal health: http://dataportal.orr.gov.uk/browsereports/5