

Additional questions

Question 1

There are many studies which have been completed (CRL-LU) and on-going for some time by various railway groups e.g. RSSB / TSA. What are your aspirations in terms of timescales to effect change in this industry?

Answer: Difficult question! I would hope the change is already being effected in the industry I know other companies are using the technology and looking at fatigue more in depth than just recording working hours. How long until we are in a place where fatigue is no longer a major issue I have no idea

Question 2

I see you are looking at all awake hours within the analysis, did you also look at scores during work time only?

Answer: When showing scores below fatigue score of 70 it was during work hours. Fatigue Science compared our working hour's data with the sleep data.

Question 3

Are you looking at sleep patterns alone with these wrist bands? What of physical and mental fatigue brought on by an individual's work activities, how are these managed?

Answer: At present yes we are looking at sleep patterns alone with the bands; that is all they record. The management of physical and mental fatigue needs to be looked at separately at the moment but is certainly something we could look at combining into the sleep data at a later date.

Question 4

Assuming you previously used the HSE FRI index calculator, have you done any comparisons between the scores from that and the readibands?

Answer: I haven't done comparisons but that is a great idea, thank you

Question 5

I'm curious about the LU references, we used readibands quite a few years ago and are familiar with the technology. We are still trialling the technology on various types of our workers

Answer: The LU reference relates to the sections we are working with just now who may not be aware of the work done elsewhere

Question 6

Travelling for an hour on a train is different than using a pedal/motor bike or other means. Therefore as the distances vary greatly on where the person actually live, is there further criteria that is definitive?

Answer: The mode of travel to work is also something that we record, we have not broken the data down that far yet.

Question 7

Is the intent of the scores to correlate to different types of activities (e.g. could you put someone on a different duty of less complexity if they have a lower score or what is the point of the scores other than 70 is cut off??)

Answer: Yes that is the plan if someone is for example acting in a safety critical role and hitting a score of 65 (during their shift) then we can change them to other duties. It may be however that they didn't hit a score below 70 until the end of their shift so perhaps getting them taken home (rather than driving themselves is the answer). The intervention plan has different actions depending on score, when the score happens during shift, duties etc