

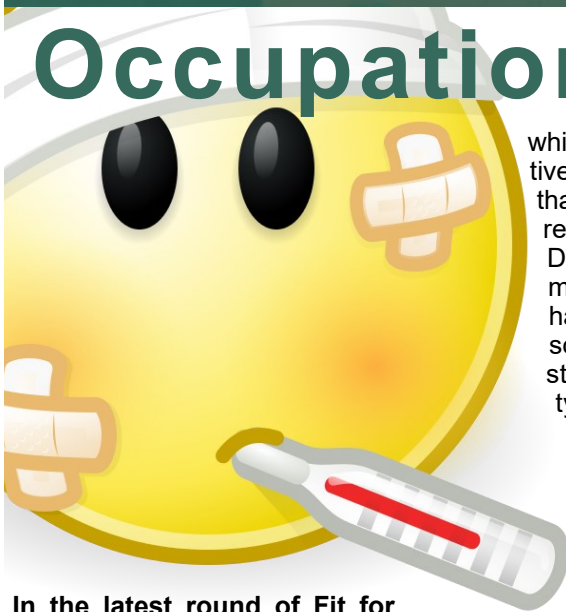
Issue 79 / September 2018



# upfront

Industrial and health & safety news for LUL drivers

## Occupational ill health



**In the latest round of Fit for Nothing or Transformation as LU prefer to call it Occupational Health have become another victim of the abacus and axe.**

Your THSC had become concerned about rumoured changes being proposed within LUOH and as such we asked to meet with them to better understand the impact of Transformation on LUOH and those who require its services.

Needless to say whenever an area has been through Transformation it's never the case that resources, staffing and services have been enhanced and true to form LU weren't going to buck the trend in this instance.

The headlines from this Transformation are that Doctor numbers have been reduced from 12 to 4, however Occupational Health Advisor (nurses) numbers have been increased,

which may sound positive until you consider that these nurses will replace qualified Doctors in decision making, including having a much wider scope in deciding staff 'Fitness for Duty' than they currently have.

Another area of concern is the level of trauma counselling that LU will provide to staff. LU have decided

that only those who they deem to have been subject to a traumatic event whilst at work will be able to access LUOH counselling services whereas colleagues that may require these services for trauma caused outside of work will be left to their own devices.

The removal of this support for members of staff having difficulties is a disgrace and displays the fiscal ineptitude of LU as this will in all probability lead to staff spending more time away from work.

For those requiring physiotherapy best to get in quick, as these services whilst still being available will be reduced and eligibility to attend will become more selective.

In addition to the reduced services LUOH will be moving from its current location to premises

on Buckingham Palace road.

These changes have not been consulted on with your representatives and we believe have been made purely on the basis of saving money. LU will argue that these changes have been properly thought through and are a robust modern way to deal with Occupational Health, frankly they're not kidding anyone.

The RMT THSC will look to challenge the damaging changes to these essential services and make the case that LU are being short sighted and that failing to support staff will create its own problems.

### Slept well?

**TfL has a 'sleep tool' which asks a number of questions regarding your sleep patterns and diet and assesses your general health and fatigue levels. The data collected is totally confidential.**

Can we ask, that if you do have the time, you take the 10 minutes required to register and complete the survey?

This will help the RMT members on the Fatigue Working Group to build a picture of the problems we face relating to fatigue.

The website address is:  
[tfl.thirdpillarofhealth.com](http://tfl.thirdpillarofhealth.com)

Thanks for your help.

- Read more at [www.rmtlondoncalling.org.uk/trains](http://www.rmtlondoncalling.org.uk/trains) -

## RAIB recommend LU improvements



### Rail Accident Investigation Branch

**The Rail Accident Investigation Branch (RAIB) has recently published its report into a passenger dragging incident at Notting Hill Gate on the Central line in January this year.**

Fortunately, this incident was not fatal however RAIB identified a number of issues which contributed to it happening.

These included the T/Op not being aware of the person trapped in the door to due to the train not detecting an object, the view offered by the in cab cctv to the T/Op being inadequate, the nature of the T/Op's task causing them to not consciously process information, LU's failure to properly train T/Op's of particular demands associated with train despatch, especially when operating in ATO.

RAIB have made a number of recommendations for LU to make improvements in order to reduce the chances of a similar incident occurring in the future.

The recommendations include calling on LU to review measures to reduce the risks associated with trapped in door incidents and look at improving detection of objects in doors, improve the in cab cctv images

offered to the T/Op, LU to support T/Op's who operate in ATO to maintain attention and awareness and LU to review its CMS programme to ensure consistency in training techniques for viewing in cab cctv images and awareness of door interlock systems.

Unfortunately, we have been here before with LU and some of the concerns highlighted by the report have been raised by us previously, but largely ignored. The RMT THSC welcome the RAIB report reaffirming these concerns and recommending improvements, which we will continue to pressure LU to deliver.

### Provision of drinking water

**This issue has been rumbling on for well over a year now.** LU used the failed contract with private water provider Eden Springs as a smoke screen to cut the number of chilled water dispensers available to drivers. While management sipped on chilled Alpine

spring water in the comfort of their air conditioned office, drivers were left scrambling to find clean, cold drinking water. In many cases LU insisted that we should make do with warm, untested tap water.

The Safety Council have continued to push this issue and in some cases we've had water dispensers reinstalled. Using the law, more specifically, the Welfare at Work Regs (Section 22), the Safety Council have forced LU into a further review of what management actually provide us. The legislation states the water should be readily accessible and at suitable locations. This clearly isn't the current situation.

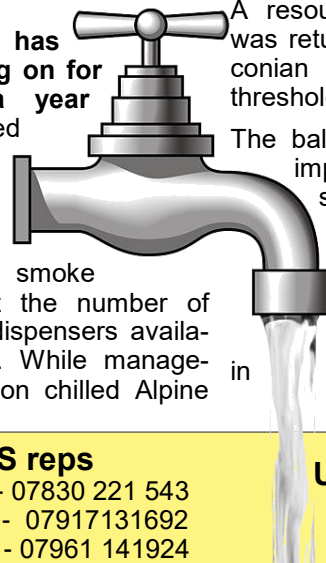
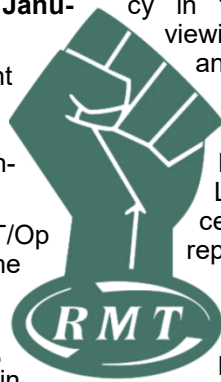
Reviews will be undertaken by a dedicated manager and your local Health and Safety Reps. Progress, slowly but surely!

### Waterloo & City Line detrainment dispute

**Our Leytonstone T-Ops on the Central line were recently balloted over LU's proposal to remove detrainment staff on the W&C line.**

A resounding Ballot response was returned defeating the draconian anti trade union law thresholds.

The ballot result highlights the importance of detrainment staff and their role in enabling a safe environment for both the public and T-Ops, and we demand that current arrangements remain in place.



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