

STATIONS & REVENUE COUNCIL NEWS



ORGANISING ON NIGHT TUBE

RMT is using the opportunity of a network-wide review of Night Tube station staffing to organise and empower Night Tube members.

We're surveying Night Tube workers with a specially designed questionnaire to establish what the key issues facing them are: early returns are showing real concerns around staffing levels, safety, and problems with contact arrangements and access to training. As the company's review proceeds, we anticipate that we'll be presenting demands for, amongst other things, an increased staffing level in various locations. If the company won't engage with these demands, we will need to explore other ways of pressing the point.

If you're a Night Tube worker, speak to your local rep to obtain a copy of the questionnaire, and get involved in your branch to make sure Night Tube issues are reflected.

The company is also circulating its own "Night Tube health questionnaire", which it is required to do by law, as employers with permanent night

workers are required to assess its impact on their health. Only, it's doing it two years late, in a patchy and inconsistent way, and doesn't appear

to be acting on the responses. If this experience sounds familiar to you, speak to your local rep.

ATTENDANCE AT WORK POLICY

At a recent Company Council meeting, RMT presented LU with a dossier of Attendance At Work horror stories, clearly showing a wide range of breaches and misapplications of policy and procedure.

Of particular concern is the recent spate of meetings members have found themselves summoned to where their entire attendance history going back

years (the record so far is, we think, 12) is laid out on the table, and obviously-scripted jargon about "patterns of nonattendance" being unsustainable going forwards", even though the members are in work, performing full duties, with no LUOH restrictions, proceeds to issue forth from the AM's mouth.

RMT have raised this issue at Company Council and await a firm response, in the meantime, the settlement for which recent planned drivers' strikes on the Piccadilly Line were suspended also included a commitment that the use "rainbow" procedure, as this style of attendance management is sometimes known, will cease. As we obviously can't have different approaches to attendance management across different functions, we fully expect the principles of the settlement to be extended to stations.

If you, or members in your area, are hauled into one of these meetings, ensure a Stations

Functional Council rep is made aware immediately. Local reps can also legitimately table items at Level One Committees about local implementation of the AAW procedure.

CROSSRAIL FIGHTBACK

RMT is continuing our campaign amongst members on LU stations due to interchange with Crossrail (the "Elizabeth Line").

We are demanding minimum numbers of 2+ to ensure double-staffing of control rooms, and for revised rosters to maintain or improve work/life balance.

Local reps have made LU aware of our objections to draft rosters and we will now be pursuing the matter at director level. All affected branches have passed policy calling for a dispute if LU don't see sense and realise that that our members cannot be forced to pay for Crossrail with their social and family lives.

CODE 36 & PERFORMANCE ISSUES

Complaints have been flooding in where members are being threatened with disciplinary action over their alleged failure to deal with the increasing volume of unresolved journeys.

Aside from the real risk to safety when attempting to resolve these journeys, there are simply not enough staff to just leave the gate line and try to extract cash from passengers who are very often disinclined to pay. SFC reps have raised the issue and been offered the following assurances from LU; Directives about not keeping people inside the system remain in place. There is no individual target for resolving journeys and no one can be "performance managed" over unresolved journeys. Any member who is questioned by management over "Code 36" should report it to their rep immediately.

UNCOVERED DUTIES

In their relentless drive to save a few quid, LU are putting cash ahead of safety and the wellbeing of our members by increasing the amount of uncovered duties.

This is a flagrant abuse of their own "BNS", (Business Needs Schematic) increases the workload of our members who are forced to take up the slack, and represents a complete and utter failure of their so called "business model."

Additionally, "babysitting" of stations (using a CSA rather than CSS) is on the rise, and we are now seeing frequent non staffing altogether of some stations whilst being kept open.

In trying to sell their disastrous FFTF cuts package to the public, the Mayor promised that every station will be staffed in traffic hours.

LU's own safety certificate is dependant on all stations being staffed by CSS and above at all times. We have escalated the issue to director level and made clear that

we will not accept the continuation of this unsafe, unfair and unlawful practice.

WHY ALL TUBE WORKERS SHOULD BE IN THE RMT

The last two decades have seen enormous attacks on the pay, conditions and pensions of millions of workers.

Pay freezes in the name of "austerity", pension raids and terrible contracts have been the norm in many industries. Yet on the Tube we moved from a 40h week, via a 37.5h week, to the present 35h week which, with banked hours gives us 52 days annual leave. Nearly every one of our annual pay rises in the last 20 years has been significantly above inflation and none below. None of this has been because our bosses love us; quite the opposite. Often there was very little on the table. What forced governments and mayors to change their minds was not simply the RMT union being well organised, strong, and putting forward demands that would improve our members' lives, but being prepared to fight to win those demands.

RMT's strength comes from the overwhelming majority of us being in the union, on every station and depot, and many members being active in the union; it comes from knowing our rights and fighting for our rights and that means not just defending what we've got, but seeking to deepen and extend the benefits of our pay, pensions and conditions.

With 4,000 members, RMT represents around 80% of all station staff. The RMT Stations and Revenue Control Functional council continually progresses your issues from the "shop floor" to senior management. In fact, every single item raised this year was progressed by the RMT and only the RMT. Don't go it alone, stand with your workmates and be a part of LU's biggest, most effective, all-grades union.

YOUR RMT STATIONS AND REVENUE FUNCTIONAL COUNCIL REPS:

Paul Schindler (Staff Side Secretary) – Morden & Oval, Central Line West – 07730 032665

Mick Crossey – Camden 3 – 07931 570521

Neil Cochrane – Hammersmith & City, Neasden – 07947 784950

Eamonn Lynch – Jubilee South, East Ham – 07578 769943

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