

STATIONS & REVENUE COUNCIL NEWS



NIGHT TUBE STAFFING LEVELS

A recent incident at Stockwell highlights the dangers of LU's Night Tube staffing model. A large event at a venue opposite the station led to significantly increased footfall, largely comprised of revellers. This led to a number of serious incidents on the station, including one extremely serious assault.

A DRM had to station themselves at Stockwell for the duration of Night Tube hours. Even with the additional pair of hands, staff were barely able to cope.

Night Tube stations are staffed at minimum levels; that might look operable on paper, but as soon as anything slightly out-of-the-ordinary happens, the cracks will appear.

LU Stations Functional Council is currently carrying out a review of Night Tube station staffing, and at the last meeting on 18 September, your reps pressed the case for additional staffing at Stockwell, Highbury and Islington, Loughton, and Heathrow Terminal 5. If you're a Night Tube worker who wants to feed into the review, contact your local rep, or SFC reps Daniel Randall or Mac McKenna (contact details at the bottom of this newsletter).

We will be making additional demands for increased staffing levels at upcoming Night Tube review meetings.

Drivers on the Piccadilly Line have recently taken part in the first ever Night Tube strike (28-29 September); if the company maintains the view that current staffing levels are adequate, Night Tube station staff should follow the example of our Picc Line brothers and sisters!

UNSTAFFED STATIONS, UNCOVERED DUTIES

The RMT Bakerloo Line branch has begun the process of moving towards disputes on separate but related issues at opposite ends of the line.

North of Queen's Park, where there are no minimum numbers, LU frequently leaves stations entirely unstaffed. The safety implications of this are obvious. On the Bakerloo South group (Oxford Circus, Piccadilly Circus, Charing Cross, Lambeth North, and Elephant and Castle), duties are routinely left uncovered, leading to additional workload for the staff who are on duty. RMT Bakerloo is demanding that all duties be covered, as per the Business Need Schematic (BNS, the company's own document which stipulates required staffing levels).

Does this sound familiar to you? If you work on an outlying group, are stations frequently left unstaffed? If you work at a station with minimum numbers, do management frequently leave "non-critical" duties (as if any duty is "non-critical"!) uncovered?

RMT SFC reps have been informed of similar situations at Heathrow, District Centre, District Junction, District West, and Victoria South. Undoubtedly there are many more instances out there.

Station staffing is in crisis, with overtime budgets maxed out across the combine. We don't want additional overtime, we want more jobs created. The staffing model is clearly inadequate. The company could save on OT by hiring enough staff and staffing stations properly!

NO COMPROMISE ON CROSSRAIL

The launch of the "Elizabeth Line" (Crossrail) has been delayed, due to what appears to be an almighty mess with its signalling system. LU had been planning to impose new rosters at the interchange stations that would've wrecked work/life balance for the affected staff. That's now on hold, but the company is still saying the rosters are final and will be imposed whenever Crossrail launched. The high likelihood is that the dispute has only been delayed, not avoided.

Meanwhile, some additional staff have already been transferred to the new locations. They're

now “over-establishment”; RMT is demanding they be consulted on the creation of dedicated OE rosters, with the full protections of the Framework, and a work/life balance (weekends off, minimal split rest days, middle turns as well as extremes) equivalent to that of the establishment roster for their grade. We will not accept these workers being treated as if they are on permanent cover weeks.

BIG BROTHER IS WATCHING YOU.

It has emerged that the British Transport Police recently conducted a covert operation at Piccadilly Circus, where plain-clothes officers posed as fare dodgers and committed acts of antisocial behaviour in order to “gauge staff reaction”.

BTP are claiming this was a one-off, in July, and resulted from the spontaneous decision of an individual officer. We know from the account of the local Area Manager that something much more comprehensive, and recent, has taken place. According to the AM, the BTP were carrying out an operation in response to a spike in reported incidents of antisocial behaviour and staff assaults. They told the AM that the real issue was “poor customer service”. In other words, if staff have been assaulted... it's their own fault.

LU has performance assessment procedures in place; it is not the job of the police to monitor staff performance. Nor is it the job of the police to conduct covert spying operations to “prove” that we are to blame for being the victims of antisocial behaviour or assaults.

RMT is demanding assurances from both the company and BTP that no such exercise will take place in future. If such assurances are not forthcoming, we need to ask ourselves whether we can trust our employer with our safety and welfare if their instinct is apparently to collude with the police to blame us for being assaulted.

WHY ALL TUBE WORKERS SHOULD BE IN THE RMT.

The last two decades has 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 4000 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.

Mick Crossey - Camden 3 - [07931 570521](tel:07931570521)

Neil Cochrane - Hammersmith & City, Neasden - [07947 784950](tel:07947784950)

Eamonn Lynch - Jubilee South, East Ham - [07578 769943](tel:07578769943)

Mac McKenna - Finsbury Park, Central Line East - [07801 071363](tel:07801071363)

Daniel Randall - Bakerloo Line, Piccadilly & District West - [07961 040618](tel:07961040618)

Paul Schindler- Morden & Oval, Central Line West - [07730 032665](tel:07730032665)