RMT Jubileenews
by train drivers, for train drivers

8th of April 2021 - read more at www.rmtlondoncalling.org.uk/trains

RMT rejects Bond Street CCTV trial

London Underground have announced their decision to implement a month long trial of new in-cab monitor images showing six segments at Bond Street Southbound platform.

RMT and our sister union ASLEF objected strenuously to this idea. We believe London Underground's plan increases risk and is worse than we had before at Bond Street.

Management refused to consider our concerns and have pushed ahead with their plans to implement these changes and announced that Finchley Road southbound is next.

Your RMT reps believe that these changes will increase the risk of passengers caught in doors. We raised this with management and they have stated that drivers will be taken off and interviewed if this is brought to their attention.
We believe these changes are unacceptable and unsafe and its imperative that if a driver feels its unsafe to close the doors at Bond Street, they should request assisted dispatch as per Rule Book 8 Section 6.

Taking further action

A report has been sent to our Regional Organiser John Leach as part of our activity to organise against the implementation of these proposals.

Jubilee South branch has also passed a motion (below) on this issue which will be progressed through our union's National Executive Committee.

We will update RMT members shortly.

Branch Resolution

This branch is very concerned about the unsafe PTI CCTV operating at Bond Street Southbound platform. London Underground is running a 'trial' of new cameras with three sectors per monitor. These images are much smaller than what was previously shown on our in-cab monitors, which are already the smallest monitors on the network.

Jubilee Line health & safety reps raised concerns about this change from when it was first proposed by LUL. A particular risk that we raised is that passengers are much more likely to be caught in the train doors. This concern was acknowledged by management but rather than trying to mitigate it they responded that any driver who traps a passenger in the doors will be interviewed for a potential safety error.

We believe this is unacceptable as management should be reducing the risk at the PTI, not increasing it and then trying to use disciplinary measures as a response instead.

This branch supports any member who requests assisted dispatch at Bond Street southbound, or any location, for safety reasons.

We ask that the NEC enter a dispute with London Underground, and at the necessary level demand that the CCTV trial be ended and that management work with reps on the line to look at ways of improving PTI safety.

We also ask that the NEC reiterate this branch's support for drivers who requested assisted dispatch at Bond Street southbound, or any location, for safety reasons.

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