

# STATIONS & REVENUE COUNCIL NEWS



## RE-OPEN THE SRT FIXED LINKS!

The Stations Framework Agreement specifies three "links" (i.e., rosters) for the SRT - a fixed early, a fixed late, and a mixed. It used to be the case that staff could nominate to go on one of the fixed links, which were helpful for work/life balance, especially for staff with childcare commitments. But in the transition to Fit for the Future, the fixed links somehow got closed off, and, despite carrying vacancies, it was no longer possible for staff to nominate onto them.

Local reps have been hammering away at this issue for some time, but with local management dithering, decided to escalate the issue to Level Two (Functional Council). Management have now agreed to reopen the fixed links, and have convened a local meeting with our SRT rep to discuss how this decision will be enacted and how the links will be populated. If you're an SRT member who wants to transfer onto a fixed link, speak to your local rep.

## FIGHTING FOR STAFFED STATIONS

RMT has been campaigning on the issue of short-staffing and uncovered duties. We've had two local disputes over this issue, including on one Bakerloo South where we named strikes in December 2018. Other areas where we've been campaigning include District Centre, District Junction, Northern West End, Northern South, and elsewhere. Due to union pressure, LU agreed that local bosses could not longer designate certain duties as "not to be covered". Staffing reviews were agreed to on several areas, where local reps could submit requests for additional staffing levels.

But, as ever with LU management, there have been multiple attempts to slow down the process and squirm out of commitments. Senior bosses won't lay down the law with rogue AMs looking to breach the agreement, which has led to AMs at

Vauxhall, West Ham, and Stratford reintroducing the practise of deliberately leaving certain duties uncovered.

After RMT reps at Stations Functional Council raised the issue, management agreed to reaffirm the instruction not to deliberately uncover duties, and agreed to convene a special meeting to set definite parameters for the agreed staffing reviews. If you've got problems with short-staffing and uncovered duties on your area, it's vital your local rep tables an issue on this at the Level One meeting and, if local management refuse to play ball, refer it to Level Two.

If the problem persists... Bakerloo South has shown that balloting for action can get results!

## OVERTIME FOR SPECIAL EVENTS

SFC reps have received numerous reports of overtime being refused for special events such as O2, Wembley etc, with AMs yet again pleading poverty and generally acting like their own cash is at stake. Local reps referred the issue to SFC on the grounds that all operational staff work for the same company and should have the same opportunities. Denying overtime to one group of staff, in favour of another, is discriminatory. Management accepted our position and going forwards, off area overtime for special events will be granted.

## LONE WORKING AND ANTISOCIAL BEHAVIOUR

Since the implementation of the disastrous FFtF job cuts, lone working has become widespread. At the same time, we are seeing an unprecedented rise in crime and antisocial behaviour on our stations. Assaults on our members at Stratford have soared and knife crime on the east end of the Central and District Lines is now a regular occurrence. Even LU admits to an increase in workplace violence across the combine, with assaults on Revenue Control Inspectors doubling

over recent years. The east end of the District Line has been especially hard hit. In February, a school boy was shot on a busy train at Barking station, another passenger was stabbed, again at Barking station. A number of youths have been apprehended with knives on the same station group and a CSS was badly assaulted while updating the whiteboard. Hate crime too has risen with racial abuse of our members being regularly reported.

Despite all of this, LU continue to insist that our members not only work alone at these stations but that they do so on the gate line, an exposed and vulnerable position. Being alone means there is no one to come to assist or raise the alarm should the worst happen. Body worn video is only of use *after* the fact. RMT believes the only way to protect our members is for LU to eradicate lone working, ensure double cover during traffic hours and guarantee that three CSAs be on hand at all time for detrainment at Barking. District Line reps have raised their concerns with RMT head office and SFC reps will soon meet with LU to raise the issue formally. If LU continues to pay lip service to the safety of our members then we will have no choice but to escalate the matter. Safety of our members is paramount and the problem wont go away unless we fight it.

### **2019/20 PAY "OFFER"**

You will have heard that after days of meetings with management, LU have now made what they have the front to call a "revised offer."

This earth shattering increase consists of a new two year RPI deal with an additional 0.1% in year one and 0.2% the year after. If they expect this paltry "increase" to be received with anything other than scorn then they're on a different planet.

This pay increase would not keep pace with rising costs of living, and does not address any aspect of the RMT pay claim, including our demand for a reduced working week. As such it is an insult to call

it an "offer" at all. LU has wasted tens of thousands of pounds, and weeks of time, to do something they could've accomplished via an email. Their claims to have no money to meet our demands should be taken with a significant pinch of salt in light of this extreme wastefulness. The company's annual operating surplus is currently £360 million; it has been able to afford pay rises of up to 74% for some senior managers; and waste £16 million on failed projects like the "Rostering and Coverage Tool" on stations. LU continues to lose £90 million a year to fare evasion (likely far more) which it refuses to do anything about and in 2016 paid £85 million to buy out Bombardier after they messed up the SSL signals upgrade.

Your negotiating team, which is comprised of representatives from all functions, voted unanimously to recommend to the RMT National Executive Committee that our union rejects this insulting non-offer.

### **RMT DEMANDS FOR THE PAY DEAL ARE:**

- A 32-hour working week
- A substantial pay award, including a minimum flat-rate increase
- Equalisation of staff travel benefits, including the extension of the "Priv" ticket to all members of staff
- Levelling up of the CSA grade on stations, promotion of all CSA2s to current CSA1 level as part of consolidating the grade.

Your union will not accept such a derisory offer and we will continue building a campaign in workplaces to build pressure to win the demands in our pay claim.

**Should any member not have access to a local rep, then please call Stations functional rep Neil Cochrane on 07947 784950.**

**Listed below are the SFC reps and the branches for which each is responsible.**

**Glen Hart - Finsbury Park, Central West - 07809 471289**

**Eamonn Lynch - Jubilee South, East Ham, Central East - 07578 769943**

**Daniel Randall - Bakerloo Line, Piccadilly & District West - 07961 040618**

**Paul Schindler- Morden & Oval, Camden- 07730 032665**

**Jared Wood - Neasden, Hammersmith & City - 07796 698747**