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Oblique Images: Platform CCTV Problems Need Fixing



Camera a

camera b

camera c

camera d

The Platform Train Interface (PTI) has always been, to use LU's own jargon, our number 1 risk event. Recent events have highlighted that this description is as true now as it ever was! Perhaps it is even becoming more dangerous: A driver sacked for PTI issues at Acton Town, a passenger dragged along the platform and falling on the track at Clapham South and 3 year old girl being taken to hospital after falling down the gap between the platform and train at Baker Street.

Safety at the PTI could also be compromised by a phenomenon known as 'oblique images.' This is caused by a certain positioning of platform cameras and is causing LU a small fortune to mitigate against. Passengers not boarding the train and remaining on the platform, whether due to overcrowding or waiting for a different destination train, and obscuring the driver's view of the PTI are preventing the safe departure of the train.

To highlight what oblique images are it is easier to refer to the four camera images above which cover one platform. Both Camera A and D highlights that the platform edge can be clearly seen in the CCTV. However, in camera B and C you can see that passengers are obscuring these sections of the platform. When passengers are blocking the view of any section of the platform once the train operator closes the doors, this is

known as 'oblique images.'

Currently, the Met, H & C and the District lines have been assessed and to date 27 platforms have been identified as having oblique image issues.

As a result of this, management have provided SRT for assisted dispatch to mitigate the risk on a short term basis. In the case of the

busiest platforms this assisted dispatch is covering the whole day from start to close of traffic. Quieter platforms have coverage for the busier times. SRT staff are not on the platforms to undertake SATS duties, but are in addition to any established numbers; they are there solely to dispatch trains for the purpose of oblique images and nothing else.

Management have been burying their heads in the sand on this issue due to large costs involved in mitigation; they have insisted that this is a problem unique to SSR.

The RMT Safety Council is not convinced. We feel that this could be a problem combine wide. We have requested that all other lines are assessed to determine whether or not they have oblique image issues. It is too early to say if any of the problems mentioned above were caused by oblique images. Investigation will reveal the cause.

Your local train's safety reps have been informed and should be requesting from management that surveys are undertaken in your area. In the meantime, if you are aware of this phenomenon at any location on your line, contact your safety rep, inform the line controller and request assisted dispatch. Do not take any chances when departing from the platform.

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Policing Night Tube – 100 Cops Recruited



Night Tube meetings are still happening on a regular basis between management and your Train's Health and Safety Council Reps.

As previously reported, we have split the business of these meetings into four categories: general, maintenance, security and fatigue.

How the 'night tube' will be policed is one major topic under discussion at the moment. Management rolled out a police Inspector at the last meeting to explain to the unions their intentions - with regards to policing - for when 'night tube' begins.

Operation Revolve is the glamorous title for this particular task!

We have been informed that each night tube line will have a designated chief inspector overseeing policing on that line. There will be over a 100 new constables recruited to cope with the extra workload of Friday and Saturday nights. A mixture of new recruits and experienced officers, with full powers of arrest (no PCSOs) will be deployed for night tube. Until the first crime figures are released policing will be based using knowledge of current crime hot-spots within London.

Your reps have asked that there is also a visible police presence at termini locations to act as a crime deterrent. It is our believe that these will be problem locations for our drivers!

An additional feature of night tube policing is that once the officers have made an arrest, these officers will not be tied up at police station for the remainder of their shift. Any one arrested will

be passed to a 'handling office' allowing the night tube Bobbie to return to their beat.

Another major concern will be the policing of our current alcohol ban. It is almost as if LU is turning a blind eye to people drinking on the tube at present. With extended running and a sharp increase of already inebriated passengers using the service it is essential that a clampdown of alcohol consumption is enforced. This should most definitely not to down the driver to enforce. That is not our job. Your reps have asked that LU begin a campaign to highlight that it is illegal to drink alcohol on the tube.

We have stated consistently from the off that we are not opposed to all night running, but it must be a safe environment for our members.

No Train Radio, No Problem!

Another proposed rule change, from the same team who brought us such nuggets as reversing blind and taking sick passengers into sidings will soon be winging its way to drivers.

Currently, if there is no train radio and no contact between the driver and the controller, the train tips out and drives empty through the affected section. The proposed change would see controllers contacting the station supervisor who would then contact the driver via the hand-held portable radio, and the train remains in passenger service

All unions have rejected this change as unsafe, unworkable and complicated at every level of the health and safety machinery. Our last hope of reversing this change with dialogue was at a recent director's level health and safety meeting.

The RMT will continue to fight this proposed change using every weapon in our arsenal. For more detailed information of the change just email any member of the THSC at the email address on this newsletter.