



LUOH Cuts

Last year, LUOH (now called TFLOH) stopped offering the flu jab for staff. This was due to them wanting to save between £80k to £100k.

It is no secret TFL are in a financial mess, but we have now learnt that TFLOH were tasked with finding financial savings of 20% of their budget, this equates to nearly £1M. Among the cuts proposed are:

- Health Fairs will be stopped
- two nurses will be removed from LUOH
- face to face counselling will be stopped for all but the most serious incidents.

We believe that these cuts will be a false economy.

Policing the Night Tube

We have been telling LU and the BTP for many months that the lack of police on the outer sections of the Night Tube lines is a serious safety concern for our drivers, particularly at termini.

We are pleased to say that as a result the BTP reviewed their coverage of the Night Tube lines and will be increasing their presence at most termini stations and posting teams of officers in the outer areas. For example Wembley Park to Stanmore and West Finchley to High Barnet. These are not additional police, but are resourced from the central area. This change has partly been achieved by posting more officers to patrol on trains as opposed to being on standby in cars.

Noise levels on LU



Pandrol Vanguard Chair

This has now been raised to the Director's level of the H&S machinery. We will be insisting that suitable mitigation to the excessive noise caused in part by the 'Pandrol Vanguard' track fixing be provided to drivers. Although earplugs are available we are aware that ear plugs are not suitable for many drivers. We will also be asking for a longer term solution to the problem.

It is vital that drivers continue to report noisy areas of track verbally to the Service Controller and in writing to their Train Manager and H&S Reps. If drivers don't continue to report the issue LU will believe the problem has gone away and are less likely to make any improvements.

Gloves for Drivers

We have been asking that disposable gloves are provided for all Train Operators that request them. At a meeting with management yesterday they confirmed that all train crew depots should have been supplied with 'latex' style gloves as protection for drivers using the interconnecting doors, or operating train equipment etc.

J Door Security

Yet again LU have put back the decision day as to whether they will spend money on ensuring you have a safe cab to work in, which may genuinely be deemed as a place of safety.

Those of you who have visited LU Head Offices will be aware how secure they are – all we ask is for drivers to be given the same.

LU now says they will make a decision by 31st March. They can only kick the can so far down the road...

Safety at the PTI

The Platform Train Interface is the most dangerous part of the Underground for passengers. Drivers are reminded that if they have any concerns that a platform may be unsafe to depart, you should not move your train until you are sure it is safe to do so, or have asked for assisted despatch if this is required.

Drivers on those stocks with in-cab monitors are reminded that you should continue to view the in-cab monitors, as well as the road ahead, from the moment you obtain the pilot light until the time that the back of the train has left the platform.

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