



Armed BTP on Trains

We've previously advised that armed BTP officers would be patrolling LU at station entrance level. We have now received a presentation setting out the guidelines to allow them to travel on trains to get from one station patrol to another.

BTP confirmed there has been no change in the current threat level, this is purely efficiency driven to accommodate officers being able to get from one location to the other without wasting large amounts of time, removing kit for transport and then having to re-arm when arrived at a given location.

This should be a rare occurrence, for short distances of a one or two stations, their main mode of transport will still be by car.

We have received assurances the officers will not ask to travel in any driving cab and will travel with the passengers. We raised concerns about armed officers travelling on crush loaded trains and were told that they will only board trains when there is adequate space available to undertake their duties safely.

Whilst some may be alarmed at seeing them, we are sure most will see this as a good thing. Not only for their visibility on our railway but working together for a safer railway.

Upgrades

The 'S' stock seat survey has been completed. The issues arising are subject to ongoing improvement, these include seat

lumber support, seat cushion, setting mechanisms and positioning.

The main efforts LU will make are in the training of drivers to try and address the issues raised. Posture is a main factor identified, training will be given to try and address this but we are aware this will not solely address all concerns.

We have asked that LU look at the issue of heater problems on the 'S' stock, where drivers ankles get warm due to the close proximity of the heater outlet next to the footrest. S stock wipers were being fitted incorrectly. LU will now have a jig made up to ensure this is done properly. We are aware of TCMS screen freezing issues. Any delays incurred at termini must be reported to the line controller so an accurate log can be recorded to support the need for improvement.

GAP's Project

Despite the repeated warnings and highlighting of the seriousness of the issue, we believe LU have no intention of appropriately mitigating the hazards present at the PTI at their highest risk stations, i.e. Baker Street and Farringdon.

They only intend to do limited remedial works. This is totally unacceptable especially given the risks involved and PTI being LU's current biggest risk. At this time the issue is currently at Director's level. We have a meeting booked for 19th January where we will be raising this and will report afterwards.

Review of HOT Procedure

A first meeting has been held to draw up terms of reference for how and exactly what will be addressed. A second meeting is planned to take place this month, where more in depth discussions will be held, i.e. what is still relevant and what needs to be added to the process.

A number of proposals have been identified from the Jubilee line investigation into the suspect package incident at North Greenwich which will be reviewed and incorporated if appropriate.

Upminster Multiple trains entering passenger service

Duty schedules require 1 train to enter service every 3 minutes from Upminster depot on the District line. To accommodate this management intend to introduce the simultaneous movement of trains within the depot without full and appropriate consultation, appropriate safety measures in place and without giving the appropriate safety briefing to drivers.

ASLEF have produced a Safety document which is in force at this location and we will continue to challenge management over this matter and have informed that it will be referred to a Tier 2a meeting or Safety Forum if they continue on this path.

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