



# **LU agree to Resource Additional Jobs on Stations**

**Overtime Ban Stretching Management to the Limit  
Closures & Unstaffed Stations Across Network**

## **Don't Work Overtime - Keep the Pressure Up**

Ever since Fit for the Future went live LU management have said there is no money for additional jobs. Any jobs created in one area must be matched by losses elsewhere.

Now, with RMT's overtime ban (now being joined by TSSA) causing massive problems for LU, the company has agreed at ACAS talks that it will fund additional jobs. Management have agreed to bring forward recruitment planned for next year. They have 100 people ready to start training. LU has also agreed to look at the role of CSA2s.

This does not resolve the issues we're in dispute over but it does mark a change in LU's position. No agreement has been reached on how many jobs we need added to our stations. A seven day review of staffing will identify station types where additional jobs are required and we will then be in a better position to judge whether LU is serious about resolving the staffing crisis on stations.

Further discussions will also take place on the issue of CSA2s. RMT is calling for all CSA positions to be CSA1 positions. All existing CSA2s should be upgraded and all future recruitment should be at CSA1 grade.

### **Transfer & Promotion Policy**

LU has agreed to conduct further negotiations around the transfer & promotion policy before the next run of the location matters model. RMT will continue to demand a policy based on preferences rather than cost cutting.

### **Ticket Offices**

At the time of writing we are awaiting the imminent publication of the Travelwatch review, commissioned by the Mayor, into the ticket office closure plan.

Further talks about ticket offices will follow at ACAS once the report has been published.

RMT has agreed nothing and our industrial action remains on. Your SFC reps, together with the Regional Organiser, will attend ACAS talks and we will fight for more jobs across our stations. We will demand the unification of all CSAs into the CSA1 grade. We will seek a T&P based on preferencing and we will push for the ticket office closure plan to be reversed.

Further updates will be produced as talks develop,

### **Management Threaten Disciplinary Action against CSM who uses Unfamiliarised DRM as Minimum Numbers**

A General Manager has threatened disciplinary action against a CSM who may have counted an unfamiliarised DRM as minimum numbers.

This just goes to prove what RMT has always warned. You may think you're doing the company a favour but if anything goes wrong it's the CSM or CSS who carries the can.

All CSMs and CSSs should remember that a DRM can only count towards minimum numbers if they are licensed (not all DRMs are) and if they are familiarised.

Familiarisation does not mean taking two minutes to point out the SAP and RVP. It must be a full station familiarisation to meet the regulations.

Management are struggling to minimise closures as a result of our OT ban. The ban is proving that the FfF model is not sustainable.

### **Your RMT Stations Functional reps**

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