

Bus Driver Fatigue: Our Demands

After months of consultation involving thousands of bus drivers across London, the impact of fatigue is undeniable: it is past time for Transport for London (TfL) and bus operators to act. **Our demands are clear:**

Introduce fatigue management into the TfL tendering process

- All bus companies that provide services to TfL through the tendering process must have a union-approved schedules agreement.
- All bus companies that provide services to TfL through the tendering process must have a union-approved fatigue policy, demonstrating that fatigue management is no longer treated as a punitive issue for individual drivers.
- All bus companies that provide services to TfL through the tendering process must introduce an alternative shift pattern pilot scheme for those drivers who no longer wish to work seven days on
- All bus companies that provide services to TfL through the tendering process must have a union-approved hot and cold bus policy.

Establish consistency across scheduling and rosters

- Increase stand time, with a minimum of 10 minutes guaranteed on duty.
- Ensure consistent start times across all duties in a rostered week, i.e. those that do not have two rest days in between will start within a 90 minute window.
- An end to split rest days
- A minimum of one hour break, to duties that require a break, with a maximum of 40 minutes unpaid.
- A minimum of 12 hours between rostered duties
- Duties should be balanced
- Tackle forced overtime - finish drivers on time

Improve rest and welfare facilities

- A commitment by TfL and operators to offer proper welfare and toilet facilities including gym facilities, quiet rooms, and maintained bathrooms.
- A commitment by TfL and operators to allow bus drivers to take breaks in facilities at their home depot or recognised facility.

This is a proposal for a London-wide minimum standards agreement, this does not remove any agreement that is superior to this.

