

STATIONS & REVENUE COUNCIL NEWS



ELIZABETH LINE: FIGHT FOR SAFE STAFFING AND WORK/LIFE BALANCE!

Negotiations with LU about the implications for our members at stations where the Crossrail “Elizabeth Line” is due to call are ongoing.

RMT reps in those talks are pushing for a substantial increase to the staffing establishment at all locations, and to ensure that any additional CSAs are CSA1s rather than CSA2. A fundamental difference is over CSS minimum numbers and staffing of control rooms.

At many stations, the station footprint will be drastically increased, by upwards of 50%, by the construction of Elizabeth Line platforms. There will also be hundreds of additional cameras; at Bond Street, there'll be 177 new cameras, all of which will be monitored via the LU control room.

RMT's demand is that minimum numbers reflect permanent double CSS cover (2+) MTR-Crossrail, the private operator, is “committed” to providing its own staff, paid around £11,000 less than LU CSA1s, who will not form part of the station's minimum numbers. LU has said these staff are not

How Crossrail hits work/life balance:

- On 64% of rosters (7/11), the proportion of weekend working remains static or increases
- On 73% of rosters (8/11), the proportion of split rest days remains static or increases
- On 91% of rosters (10/11), the proportion of extreme shift working remains static or increases.

guaranteed and that any incident will fall to us.

LU staff will not be trained on any MTR-Crossrail assets – i.e., their platform-edge doors or their trains. But we will have responsibility for the platforms, meaning LU staff – in the first instance, CSAs – will be expected to manage evacuations, congestion issues, and other operational scenarios on Elizabeth Line platforms.

Given that Crossrail can run their trains even if their own platform staff are not present, this will inevitably lead to an increased workload for LU station staff.

LU is proposing to increase staffing levels, and in many locations the increases are substantial. But are they adequate? Proposed rosters suggest that, without further increases, our members' work/life balance will be wrecked.

That's why RMT believes that we should stand firm to win:

- Further increases to staffing levels to guarantee safe staffing and decent work/life balance
- 2+ minimum numbers to facilitate double staffing of control rooms

At the time of writing, two RMT branches (Camden 3, covering members at Tottenham Court Road, and East Ham, covering members at Whitechapel, Liverpool Street/Moorgate, and Farringdon) have passed motions calling for a dispute and a ballot of affected members. Other branches are due to discuss the issue soon.

Crossrail will mean a huge increase in workload: LU must provide the numbers and the rosters to ensure safety and work/life balance!

Additional Asset List

Asset	Paddington	Bond Street	TCR	Farringdon	Moorgate	Whitechapel
Footprint Increase Percentage	N/A	Sq Metre increase of 59%	Sq metre increase 83%	Sq metre increase 60%	Sq metre increase 61%	Sq Metre increase 82%
Ticketing	None	6 TVMs All cashless	3 TVMs	2 TVMs	12 TVMs (6 Cashless)	4 TVMs
GateLine	None	15 UTS 4 WAGs	9 UTS 2 WAGs	6UTS 2 WAGs	16UTS, 6 WAGs	8 UTS, 2 WAGs
Lifts	1	4	6	4	8	9
Escalators	2	9	6	11	15	3
Call Points	9	145	148	142	142	143
Additional Rooms	6	400	428	365	405	380
Tenancies	None	None	None	None	None	None
CCTV	26	177	152	137	223	214
PHPs	5	25	29	28	45	45

This table shows how station footprints and assets will increase under Crossrail. LU's proposed staffing increases are not sufficient to meet the increased workload, and their rosters will wreck work/life balance.

YOUR RMT STATIONS FUNCTIONAL COUNCIL REPS:

Mick Crossey - Camden 3 - 07931 570521
Neil Cochrane - Hammersmith & City, Neasden - 07947 784950
Eamonn Lynch - Jubilee South, East Ham - 07578 769943
Mac McKenna - Finsbury Park, Central Line East - 07801 071363
Daniel Randall - Bakerloo Line, Piccadilly & District West - 07961 040618