

# They say “ ... ”

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In previous recessions, such as in the 1920s and 1930s, the government gave extra funding to LU, both to improve services extending lines, opening new stations, etc and to create jobs at a time of high unemployment. The government should do that now. London Underground has driven this change itself, by cutting ticket office opening hours, promoting and incentivising other outlets, and imposing the £5 minimum top-up. But people still need help with their tickets and fares, and there are still queues at many ticket offices.

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# We say “ ... ”



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.....  
**They say:** TfL has to make savings.

**We say:** LU is carrying a record number of passengers and receiving a record amount of fares income.

## IN NUMBERS:

- £359m TfL assets
- 1.17bn LU passenger journeys, 2011/12
- £1,981m income from LU fares, 2011/12
- £1,050m cost of staffing LU, 2011/12
- £2m LUL directors’ remuneration, 2011/12
- 365 TfL staff paid more than £100,000, 2011/12
- 112 ‘golden goodbye’ payoffs of more than £100,000 each, 2011/12
- £15,000 average weekly pay of Rob Holden when he was Chief Executive of Crossrail

If TfL must make savings, perhaps it should start with the over-inflated salaries at the top!

.....  
**They say:** “London Underground must adapt and embrace change”

Mike Brown, Daily Telegraph, 24.10.11:

**We say:** Yes, but only if it is change for the better!

**They say:** “We will put in ... driverless trains”

Boris Johnson, Tory Party conference, 2012

**We say:** No-one wants driverless trains, other than a handful of reckless union-haters. RMT will stop driverless trains, and resist all LU’s moves to research, commission and test them.

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**They say:** LU has a vision for a world-class London Underground; the unions are just stuck in the past.

**We say:** LU’s vision is of a de-staffed Underground, with passengers left to fend for themselves, a fantasy system that runs like a toy train set. RMT has a different vision for a future Tube:

- London Underground to be fully integrated, publicly owned and publicly accountable
- fully staff the system - reverse job cuts in all areas
- large-scale public investment to fund new lines, extensions, increased capacity, make the Tube fully accessible, and create jobs and apprenticeships
- new technology to be used to complement staff, improve services, and increase safety – not as a pretext to cut staff and corners
- significantly cut fares, with open and accessible ticket offices

**They say:** New technology means that London Underground needs fewer staff.

**We say:** New technology can improve London Underground if it is used alongside staff, not instead of us. But LUL is developing technology specifically for the purpose of getting rid of jobs - this is the rationale behind driverless trains or ‘wave and pay’. LUL should develop different technology that works effectively with staff to improve the service. Current plans for technology will worsen the service, increase unemployment and are a waste of public money.

*Remember: technology breaks down sometimes, and can not substitute for the human touch: it can not apply an emergency brake, reassure a distressed passenger, check a train is empty, see and fix every fault, prevent someone being attacked, or raise the alarm in every emergency.*

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## BRING THEM BACK!

Since the 1980s, various parts of London Underground have been hived off to the private sector, leading to pay cuts, job losses, worse services and more bureaucracy. The failures of these privatisations – and RMT campaigning – have led to some of these sections returning to public ownership:

- Metronet collapsed in 2007 and became part of LUL again in 2008
- Tube Lines was bought by TfL in 2010
- Tube Lines has taken train maintenance at Stratford Market Depot away from Alstom and back in-house
- In August 2012, London Underground cancelled the Power PFI and will bring power supply back in-house in August 2013

Now we want Tube Lines to be fully reintegrated into LU and the rest of the privatised sections brought back into London Underground: cleaning, catering, ticket machine maintenance, engineering contracts, Northern Line train maintenance, recruitment, and more. We want agencies kicked off the Tube, with their staff given permanent LU jobs. And we want new lines and projects to be carried out by a new TfL Major Works Department of directly-employed staff.

## Paying for PPP

The failed Public-Private Partnership (PPP), imposed in 2003, cost a fortune. RMT, London Underground workers and Londoners strongly opposed the PPP. We said it would fail, and it did. It should not be Tube staff or passengers who pay the price for this failure.

IN NUMBERS:

- £455m cost of setting up the PPP
- £3.3bn paid by LUL to Infracos in Infrastructure Service Charge in the first three years of PPP
- £1m approximate weekly profit made from PPP by private Infracos
- £1.7bn debt inherited by public sector from Metronet when it collapsed
- £310m spent by TfL to buy Tube Lines in 2010



# CUTS COST LIVES ... STAFF SAVE LIVES

## Deaths on driverless Washington DC Metro expose lethal reality

- In June 2009, a rush-hour crash on the Washington DC metro killed nine people, including the operator. It was caused by failure of the automated system, and the Washington Post called it “the price of parsimony” after numerous near-misses went unheeded against a background of cuts to maintenance schedules and inspections.
- On 2 April 2007, a man was killed on Docklands Light Railway when he fell onto the track at an unstaffed station and was hit by a driverless train. Serco Docklands was fined £450,000.
- In September, an eight-year-old child was rescued from the Jubilee line track at Stanmore by a cleaner. The driver of the train saw the child and stopped in time.
- The Railway Inspectorate compelled London Underground to introduce physical detrainment when trains enter sidings after a man was killed at Liverpool Street on 20 February 2000. However, LUL is now using new inner-car barriers as a pretext to remove detrainment staff, resulting in a 12-year-old child being overcarried into the sheds at Queens Park in October. He got out of the train into an area of four live running roads; it was only the actions of the driver that prevented a fatality.



### DRIVERLESS?:

RMT has warned that London Underground was planning to plunge the tube system into the same lethal cocktail of safety cuts and automation that led to nine people being killed on the Washington DC Red Line service in 2009.

## RMT CONTACTS



- RMT helpline **0800 376 3706**
- RMT Council of Executives member: Janine Booth, [j.booth@rmt.org.uk](mailto:j.booth@rmt.org.uk), 07900-408493
- RMT Regional office **020 7529 8860** or **020 7529 8853**
- Your RMT branch – check which branch you should be in, here: <http://www.rmtlondoncalling.org.uk/whichbranch>
- London Transport Regional Council: [LTRC@rmt.org.uk](mailto:LTRC@rmt.org.uk)
- For names and contact details of RMT representatives for your workplace, and for your function, please check notice cases or ring the RMT helpline
- National RMT website [www.rmt.org.uk](http://www.rmt.org.uk)
- London Transport region RMT website [www.rmtlondoncalling.org.uk](http://www.rmtlondoncalling.org.uk)

## ACCESS NEEDS STAFF

Everyone knows that London Underground is woefully inaccessible to disabled people and others. A major programme of physical improvements to stations would increase access and create jobs. But access also means staff.

For example, RMT supports the continuing use of boarding ramps to enable access for

mobility-impaired passengers to London Underground trains. This must be properly risk-assessed and have a safe and effective system of work, and requires adequate numbers of staff on every station to use the ramps.

28% of women and 15% of men do not feel safe using London public transport at all times of day and night. The measure that most women survey respondents wanted to see was more staff. (EVAW, 30/3/12)

**TFA** Transport for All @transportforall 16 Nov  
We welcome @RMTLondon's resolution in favour of Tube ramps & insisting on adequate staff numbers to support this [bit.ly/TOvpku](http://bit.ly/TOvpku)  
[View conversation](#)



## WHAT YOU CAN DO To be part of our campaign to defend and improve jobs

### Join RMT

- get a membership form from your RMT rep
- phone 0800-376-3706 or 020-7387-4771
- go to [www.rmt.org.uk/join](http://www.rmt.org.uk/join)

### If you are already a member of RMT, get active and involved:

- talk to your RMT rep
- make sure that RMT has your up-to-date details (address, grade, location, etc)
- make sure that RMT has your email address and mobile number so the union can contact you quickly and easily

- persuade a workmate to join
- get involved in your RMT branch
- get involved in your grades committee
- keep up-to-date by regularly checking [www.rmtlondoncalling.org.uk](http://www.rmtlondoncalling.org.uk)
- come to meetings and protests organised by the union
- make sure you vote in RMT ballots and elections
- if and when we take industrial action, support it!