



London Calling

News and views from RMT's London Transport Regional Council

www.rmtlondoncalling.org.uk

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Stop These Job Cuts

Whichever grade you work in, 800 fewer jobs on stations would mean:

- 800 fewer staff available to assist you in an emergency
- The same amount of work being done by 800 fewer people
- 800 fewer staff helping passengers - including your friends and family - around the system
- 800 fewer posts for you to transfer into if you need redeployment or want a career change
- An average of over 170 fewer station staff on duty at any given time
- 800 fewer fellow workers to stick up for you when your job is under attack
- Up to 800 fewer trade union members
- 800 fewer people paying in to the TfL pension fund + 800 fewer employer contributions paid in = a more fragile pension fund for all of us
- 800 fewer posts for unemployed people and school-leavers to apply for
- 800 more people on the dole
- a triumphant employer with its eyes on your job next!

... even if there are no compulsory redundancies!



Ticket office opening times	
Weekdays	CLOSED
Saturdays	CLOSED
Sundays	CLOSED

When the ticket office is closed

Figures obtained by RMT show that from October 2009 through to March 2010 surface level stations on the District, Central, Metropolitan, Circle & Hammersmith and Northern Lines were left unstaffed for entire shifts on a total of 439 occasions. One station, Mill Hill East, was left unstaffed for 95 entire shifts.

London Underground plans to cut up to 800 ticket office and station staff jobs, which

would create a wave of ticket office closures and usher in a culture of unstaffed stations, particularly late at night.

RMT General Secretary Bob Crow said: "Tory Mayor Boris Johnson has ripped up his promise to Londoners on tube staffing. RMT remains committed to fighting the jobs carnage on the tube and we will continue to fight for safe staffing levels on behalf of both our members and the travelling public."

PPP R.I.P.

TfL is to buy Tube Lines from its owners Bechtel and Amey, marking the end of the discredited and disastrous Public-Private Partnership (PPP).

Olly New, London Transport workers' representative on RMT's Executive commented, "We totally welcome the end of the PPP. This is a victory for RMT, which fought the PPP from the start. But where is TfL going to find the money from? It should not be from London Transport workers, who have suffered from the effects of PPP enough. What a mad carry on - to privatise the Underground and then buy it back with public money!"

PPP: the story

In 1998, the recently-elected New Labour government announced a 'public-private partnership' for London Underground. Operations would remain in the public sector, but the infrastructure would transfer to private consortia on 30-year leases.

The unions fought this proposal for five years. The government and the company wanted us to believe that because only engineering workers were to be privatised, the PPP would not affect operational staff. But RMT refused to swallow this, and all grades took strike action together in an attempt to stop the PPP or failing that, to at least win some protection for staff. In 2001, RMT and ASLEF went on strike together, and forced management to concede protections that we still have today, eg. the 'no compulsory redundancies' policy.

The government imposed PPP in 2003. A spate of derailments followed, and staff in all grades have fought to maintain safety standards under a PPP regime that puts profits first. Metronet collapsed in 2007, Tube Lines is now coming back into TfL as well, and the overrun of the Jubilee Line upgrade is one of London Underground's reasons for cutting jobs now.



RMT members and supporters have dished out thousands of leaflets to passengers, explaining LU's plans to cut staff and ticket office opening hours at their station. So far, we have leafleted stations including Bank, Liverpool Street, Aldgate, Seven Sisters, White City and Leytonstone, with lots more planned!

RMT representative Michael Cronin reports that: "Nearly all of the passengers took the leaflets and kept them. A lot of people signed the petition. Passengers are really concerned about the staffing cuts."

Some responses from passengers:

"White City Tube Station is very busy and well and is situated at the heart of a large residential community and serves a number of major businesses such as the BBC and Westfield Shopping Centre. I object most strongly to the proposed staff cuts at this station." **Simon McKay**

"We need the staff in these areas. A lot of crimes are committed in Tube stations. Reducing staff opens the doors to crime. East Finchley and Golders Green are great areas to live. Please do not turn these areas to crime sites."

"At the beginning of this year the price of train passes was increased. How on earth can you justify cutting staff after increasing the price to travel? A lot of people including myself depend on this form of transportation, if the price and safety become unreasonable we would find other options. Take care of the customers you have!"

Patricia Idusogie

"I got your leaflet outside Seven Sisters station saying about the jobs cut and the new station opening hours."

"I'm totally against that. With all the money TfL have, it's just outrageous. I am ready to help you, like dropping leaflets in houses or having a board in front of my house or whatever you need. Just let me know."

Oli Arlotto



Want to help?

- Ask your RMT rep, check www.rmtplatform/sos or text 07910-202225 to details of future leafleting sessions
- Download the petition at www.rmtplatform.org.uk/sospetition. Please print copies and ask family, friends and workmates to sign it.
- RMT has produced thousands of postcards protesting against the job cuts. Give them to friends, family and passengers, and encourage them to fill them in and send them off (Freepost). Email s.cameron@rmt.org.uk to have some posted to you.

OEP threatens drivers' safety

RMT has slammed proposed changes to London Underground train operations that the union has warned would turn station platforms into 'death traps'. Proposals submitted to RMT reps at the Trains Health and Safety Council (THSC), and titled the Operation Effectiveness Programme (OEP), would use the planned cuts to station staff as an excuse for imposing unsafe working practices, forcing drivers to:

- despatch the train alone when mirrors and monitors are defective, without the assistance of station staff to ensure that platforms are clear;
- detrain stalled trains alone in some situations, without the help of station staff carrying emergency equipment;
- 'notch-back' in the event of a platform overrun without the current requirement to change ends.

This is part and parcel of the attack on stations jobs: the company needs to change these procedures in order to carry them out without station staff.

Information and updates about this, and about other drivers' issues, on our website's LUL Trains page: www.rmtlondoncalling.org.uk/LULtrains

No Money?!

London Underground claims that it needs to cut jobs in order to save money. However, it seems to have plenty of money for some things:

- TfL has spent £7.8m so far of a budget allocation of £15 million, to find a replacement for the Routemaster bus which was scrapped by the previous London Mayor Ken Livingstone because it was inaccessible to many people.



In 2008/09:

- nearly 800 managers were paid £70,000-£99,000
- 200+ TfL managers were paid £100,000-£199,999
- 12 managers are paid £200,000-£300,000
- two receive more than £400,000
- one topped £570,000
- £1.5 billion was written off from the collapse of Metronet.



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- Join online: www.rmt.org.uk/join