



ASLEF's submission to Labour's manifesto for London – November 2015

1. The Associated Society of Locomotive Engineers and Firemen (ASLEF) is the UK's largest train driver's union representing approximately 20,000 members in train operating companies and freight companies as well as London Underground and light rail systems. The union represents the vast majority of the drivers on London Overground and around two thirds of the drivers on the London Underground.
2. ASLEF believes that a prosperous and sustainable London can only be achieved by rebalancing the economy away from the short termism of the services sector, a housing market bubble and debt fuelled consumption towards a longer term manufacturing base, rooted in a strong industrial policy. We call on the London Labour to develop an industrial policy for the city which should be underpinned by strong trade unions which can help boost economic growth and productivity.
3. ASLEF believes that secure and affordable housing must be central to Labour's vision for London and that a major programme of public house building must be central to the Party's policy offer in the capital.
4. One of the difficulties with house building in London is clearly the density and size of the city's population and paucity of available land. For that reason it would make sense to build on as much free land as possible particularly railway land where possible. In addition TfL will be under pressure to sell land given the budget cuts announced in the spending review this week. However ASLEF would caution against this. Railway land is necessary for the expansion of rail and wider transport to meet the

demand for new capacity. Selling the land will prevent this. Labour needs to be very careful about how it approaches this issue

5. We believe that future economic growth and prosperity in the decades ahead will be delivered by investment in infrastructure such as housing, broadband and transport. London Labour must pledge to invest in these areas. With an insecure and uncertain employment market for our young people such investment could generate thousands of jobs as well as creating apprenticeships, skills and training in engineering, building and other areas for the next generation.
6. It is axiomatic that Londoners rely heavily on public transport. On weekdays, London residents spend an average of 74 minutes per day travelling. This is more than any other region in the UK. On any one weekday, about 20 per cent of Londoners travel for over two hours. The capital is therefore deeply reliant on public transport. In London, for example, 46% of all households do not have a car compared to only a quarter in other parts of the country.
7. ASLEF welcomes many of the policies that Labour's candidate for Mayor Sadiq Kahn has announced so far. We note that fares on London's transport system have continually increased during the term of Boris Johnson, whilst wages have stagnated. We must not allow our transport network to create transport poverty for poorer Londoners nor should the London transport network become the preserve of the wealthy.
8. The union therefore welcomes the policy to freeze TfL fares for the duration of Sadiq's first term as well as his pledge to maintain the concessionary schemes for pensioners, young and unemployed people. The introduction of a new h1 hour hopper ticket will also help achieve greater fairness in London's public transport.

9. ASLEF is also pleased to see the Party commit to beginning work on Crossrail 2 and acknowledges KPMG's assessment that it could generate more than £100 billion worth of economic benefits for not only the London economy but that of the West Midlands and North East.
10. Furthermore ASLEF believes that investment in London's transport infrastructure should be considered as a way of creating revenue and income, rather than simply being considered as expenditure. The union would encourage the London Labour team to re-examine schemes which were previously under development but scrapped by Boris Johnson.
11. For example, the Cross River Tram would have run between Euston and Waterloo with several onward branches and could help to reduce overcrowding on the Northern Line, Piccadilly Line and Victoria Line.
12. In addition an extension of the Croydon Tramlink to Crystal Palace would have had the potential to further the tram as a viable greener alternative to many journeys between Croydon and Crystal Palace. This would have meant that 11,000 more homes would have been closer to a greener more efficient transport service with an economic boost to Anerley and Crystal Palace by bringing more people to the retail sector and by helping local people take advantage of employment opportunities in Croydon. The tram would improve local air quality in two ways as it produces no emissions and it would encourage car drivers to switch to trams.
13. ASLEF firmly believes that these schemes must be reinstated to generate additional capacity as well as relieve the overcrowding that currently exists on many transport links in London.
14. One of the major areas ASLEF would like to see addressed by the new mayor is the culture and practices within Transport for London. We support the principle of greater devolution of rail policy to local authorities

throughout the UK although it must be done in the context of a national, publically owned rail network to prevent further fragmentation and inefficiency. The union is pleased that this is now national Labour Party policy.

15. We acknowledge that devolution can lead to greater democracy and passenger and employee engagement in the provision of local rail services. However, in recent years, ASLEF has become increasingly concerned by the way TfL is run and the attitude it shows towards its staff. An example of how TfL has become dysfunctional is the Circle, Metropolitan, District and the Hammersmith & City lines signalling upgrade which is hundreds of millions of pounds over budget.
16. The cost of this mismanagement will be met by passengers and London taxpayers. It also means that much needed infrastructure upgrade is being delayed by four years. On top of this senior executives have been promoted.
17. It should also be noted that industrial relations have deteriorated over the past few years due to a lack of dialogue between the Mayor and unions and many actions taken by TfL show disregard for the recognised unions and the workforce.
18. ASLEF believes there should be a thorough review of TfL's organisation's management and internal working processes has taken place.
19. A considerable procurement process has been established in recent years as aging rolling stock is due to be replaced on the network. ASLEF believes that a Labour mayor must give consideration to British engineering and manufacturing jobs when deliberating on the award of the contract. We believe this infrastructure should be built in a way that supports UK employment as well as the wider supply chain.

20. We are also of the view that it is vital that all new London Underground rolling stock has a driver's cab. The underground's infrastructure makes driverless trains a threat to public safety on the Tube. The Labour Party must oppose this.
21. Rail freight has a key role to play in the low carbon economy in London and produces 70% less carbon dioxide emissions than the equivalent road journey. Road congestion costs businesses across the country £24 billion with much of this in London so it is important to highlight that an average freight train can remove 60 HGVs journeys from our roads and that the ORR calculates that rail freight's reduced congestion benefits are equivalent 28 pence per HGV mile avoided.
22. A reduction in the number of lorries also means fewer deaths in the capital. TfL calculated that whilst HGVs make up only 5% of London's traffic in 2013 there were 14 cyclist deaths of which nine involved HGVs. The London Mayor must therefore support rail freight in every way possible, whether that is through grants or support for rail freight terminals which serve London and the south-east.
23. ASLEF welcomes the fact that work is about to begin on the electrification of the Gospel Oak – Barking line. We believe this was an anomaly in London's transport network with 12 miles of non-electrified track linked to electrified lines at each end. It also links to the Midland Main Line, the East Coast Main Line, the Lea Valley Line (Stratford to Stansted and Cambridge) and the Enfield and Southbury Loop suburban lines. The union believes that the decision of this Government not to pursue electrification previously was short sighted and a mistake. Therefore we welcome this work. However it is once again a mistake to exclude certain freight elements from current plans such as the line to London Gateway. These plans must be changed to facilitate greater rail freight growth.

24. The mayor and city hall are significant employers. They are also responsible for many public sector contracts taken on by private companies. At present, the Conservative government are intent on pushing through the draconian and undemocratic Trade Union Bill. Councils in Scotland and the Welsh Assembly have rejected proposals in the bill and announced that they will simply not abide by its provisions. London Labour must advocate such a position in order to win the mayoral election.

25. The mayor must support facility time for union reps who bring huge benefits to our economy. The most recent comprehensive assessment of the contribution by union reps towards improving the economy was by BIS's predecessor, the Department of Business, Enterprise and Regulatory Reform. The report took place in 2007 and demonstrated that the work of union reps resulted in savings to employers and the exchequer of between £22m - £43m as a result of reducing the number of Employment Tribunal cases, benefits to society worth between £136m - £371m as a result of reducing working days lost due to workplace injury and, benefits to society worth between £45m - £207m as a result of reducing work related illness.

26. In addition, using the same formulae as used in the BERR report but with updated figures, it can reasonably be estimated that the work of union reps also results in overall productivity gains worth between £4bn to 12bn to the UK economy, savings of at least £19 million as a result of reducing dismissals and savings to employers of between £82m - £143m in recruitment costs as a result of reducing early exits. The London Mayor is responsible for many unionised workforces including within transport. It is important that they must recognise the vital work of unions in delivering a successful city.

27. ASLEF looks forward to forward to helping Sadiq Khan become our next mayor and working with him to develop the transport system London needs and deserves. Transport investment always reaps dividends both

financially and socially whether it is passenger transport or freight. We look forward to maximising these benefits with Sadiq as mayor.

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