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PREM 19/1993

WHITE PAPER "POLICY FOR ROADS: ENGLAND 1981

TRANSPORT

A1: APRIL 1980

A2: DECEMBER 1981

PART 2

Referred to	Date	Referred to	Date	Referred to	Date	Referred to	Date
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PART 2 ends:-

Friends of the Earth Campaign O/D

PART 3 begins:-

SS/Transport to PM 12/12/86

TO BE RETAINED AS TOP ENCLOSURE

Cabinet / Cabinet Committee Documents

Reference	Date
CC(85) 19th conclusions, item 3	06/06/1985
CC(85) 26th meeting, item 1	25/07/1985

The documents listed above, which were enclosed on this file, have been removed and destroyed. Such documents are the responsibility of the Cabinet Office. When released they are available in the appropriate **CAB** (CABINET OFFICE) CLASSES

Signed _____ Date 22/10/2014

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10 DOWNING STREET

From the Private Secretary 10 March 1986

LONDON TRAFFIC AND PARKING

The Prime Minister was grateful for your Secretary of State's minute of 3 March in which he proposed to commission an inter-departmental report by officials about London traffic and parking. Subject to the views of colleagues, the Prime Minister is content that such a report should be commissioned.

I assume that you will be inviting colleagues' views on the timeliness of this work at the next stage.

(David Norgrove)

Richard Allan, Esq.,
Department of Transport.

CONFIDENTIAL

PRIME MINISTER 7 March 1986

LONDON TRAFFIC AND PARKING

London's growing traffic problem is the principal gap in this Government's creditable record on transportation.

There is a problem and it needs to be tackled. Over the last ten years traffic in Central London has grown at 1½% p.a. One million car trips are made into and out of Central London each day. In the 1970s better traffic management schemes helped to keep average speeds constant in spite of the growth of traffic. Since then average speeds have been dropping (15 down to 12 mph in the morning rush hour) and the peaks of morning and evening congestion are increasing in duration.

Nicholas Ridley rightly acknowledges the constraints on bold, overt initiatives in the period between abolition of the GLC and the next election. That said, he is potentially onto a winner in working towards an innovative package of proposals for tackling London's traffic problem, to be announced in a White Paper early in 1987.

London's road users experience a serious and growing problem and look to the Government for solutions. The public are barely aware of the division of responsibilities between central and local Government. Relief in the form of major new roads are seen as a distant prospect at best. In any case, there are always losers from the upheaval of carving new roads through built-up areas.

Nicholas Ridley's proposed approach relies not, as it were, on the hardware of major new road schemes, but on the software of ingenious new computer-based systems to eliminate bottlenecks and spread the traffic load and existing roads.

Although not widely known, we lead the world in this field. The Road Research Laboratory in collaboration with Ferranti and Plessey have developed a system called SCOOT which intelligently manages traffic by monitoring flows and congestion and adjusting the timing of traffic lights. Pilot schemes are already in operation in 10 British cities. Waiting times at junctions have been significantly reduced. There is export potential. Plessey are about to install a pilot scheme in Peking. Hong Kong already has one. Other promising developments are in prospect.

Some of Nicholas Ridley's ideas to enforce more disciplined parking - for example privatised wheel-clamping and towing away - may raise a few eyebrows and cause agitation in the Home Office. There is time enough to sort out this kind of thing.

Conclusion

We support the thrust of Nicholas Ridley's proposed initiative.

JOHN WYBREW

TRANSPORT - Road Policy Pt 2

PRIME MINISTER

LONDON TRAFFIC AND PARKING

Mr. Ridley proposes an inter-departmental report by officials for consideration by colleagues in the autumn about London traffic and parking.

Mr. Ridley has not copied his minute to the colleagues concerned - he may have in mind the sensitive issues listed in paragraph 9 of his paper.

Agree to the proposed study, subject to the views of colleagues?

Yes no

DN

7 March 1986

VC3AKU

PRIME MINISTER

LONDON TRAFFIC AND PARKING

As you know I am considering how to speed up London's traffic and improve circulation in the face of growing vehicle use and ownership. There are major opportunities with the M25 nearing completion and the end of the GLC in sight.

We are about to secure a more coherent road network - over 200 miles of key roads under my control and "designation" of a further 300 miles of strategic routes on roads passing to the boroughs from the GLC. I aim to improve the key roads in a comprehensive way through road works and traffic management techniques. On the designated routes I shall be able to prevent boroughs introducing silly traffic schemes. Overall I shall have powers to issue general guidance on traffic management, though the lorry ban judgement has shown my powers to back this up are feeble.

My immediate priority to keep traffic moving is to secure improved traffic management schemes for London's trouble spots generally and to get rid of obstructive parking. The latter means tough enforcement coupled with better off-street provision.

Second, traffic demand needs to be exposed to market forces. Long term, road pricing would be the answer, but this is many years off. So in the first instance we should aim at realistic pricing of all parking spaces and better systems of payment.

There are two obstacles in the way of speedy progress on these fronts:-

- traffic management and road improvements are largely in the hands of the 33 different boroughs. I have no positive powers to initiate schemes of my own or to co-ordinate activity to achieve what is needed: negative powers are inadequate to make things happen;

- on parking enforcement, the Police are now reaching the limit of their resources, given their other duties. In central London there is only a one in 100 chance of a parking offender being caught. Thereafter the system cannot cope with following up more than a small percentage of unpaid tickets. The result is disrespect for the law and mounting congestion in parts of central London.

In short, I shall find it difficult to implement the kind of bold scheme - some of them using important new British technology - which are essential if we are to secure any long-term improvements.

Tackling these issues will require legislation and organisational changes, but the prizes are worthwhile:

- improved traffic flow and a reduction in the disturbance and environmental harm caused by traffic congestion;

- less need for unpopular and expensive major road building;

- improved conditions for business, with consequent benefits to employment in the inner areas;

- substantial employment opportunities in the private sector through investment in new technology and the privatisation of some of the administrative processes.

There are many legitimate interests, some of them involving responsibilities of other Departments of State - in particular the Home Office (and of course the Metropolitan Police) and the Department of the Environment (largely through the planning system). Boroughs will be hostile to any reform of their new traffic management functions.

Nonetheless I think that we have to take a broad-ranging and fundamental look at what is needed, and what might be possible in the next few years. We must present a balanced package of measures. If the motorist is going to have to pay more, he must also be able to see that he and other road-users are at the same time getting a better deal.

The first step might be for Peter Bottomley on the basis of a paper on the lines of the enclosed (with annexes as appropriate) to explore the possibilities in rather more detail with the Home Office, the Lord Chancellor's Department, the Department of the Environment and the Treasury and to oversee preparation of a report by officials for collective consideration by colleagues in the Autumn.

There is no chance of legislating before the next Election. It would be a question of producing a White Paper, say early next year, which would set out the policy we would pursue after the Election. It would need to be attractive to the general public, who are critical of congestion and traffic delays. I suggest that no public mention be made of this initiative until the White Paper is published.

NR

NICHOLAS RIDLEY

3 March 1986

LONDON'S TRAFFIC AND PARKING

THE PROBLEMS

London's traffic problems are self-evident. Road and parking space cannot cope with growing demand from through and local traffic, short and long-term parkers, buses and coaches, business vehicles requiring access.

2. New policies are needed to handle traffic and parking in ways that strike a balance between road users and those who live and work in surrounding areas. Some relief can be created by road improvements. But geography, costs and environmental considerations severely limit this. Urban road improvements are usually controversial, time-consuming and difficult to deliver. Successful traffic management and parking enforcement are crucial if congestion is not to mount and conditions get worse.

ALLOCATING SPACE

3. Ideally, circulation space would be allocated by the market setting its price. Developing technology may ultimately make road pricing feasible but that seems unlikely in the foreseeable future at least so far as London is concerned. Parking charges are the main available pricing mechanism. Policies to keep London's traffic flowing and to meet its economic and other needs therefore need to concentrate on:-

i. sound traffic management to get the best from available space, in particular the use of electronic traffic control systems, traffic management schemes, and road improvements where appropriate, particularly at junctions, to improve traffic flow;

ii. removing obstructive parking and enabling market forces to operate more directly on the demand for parking;

iii. satisfactorily enforcing regulations over moving and illegally parked vehicles to secure the above.

OBSTACLES TO EFFECTIVE ALLOCATION

4. Better allocation and enforcement will require concentrated and substantial effort. Bold new schemes of traffic management coupled with minor road improvements need imaginative application of the best techniques. These include one-way streets, mini-roundabouts and skilfully planned provision for necessary access or stopping. They need good signing and sophisticated traffic signal control and particular attention to junctions, possible underpasses and desirable realignment of space. In the dense network of London, schemes must not simply move problems to a different stretch of road. So they must be assessed comprehensively. Because space is at a premium, there are bound to be local objections and problems. Yet solutions on these lines are likely to be much less costly or environmentally intrusive and infringe individuals' interests less than the alternative of wholesale road building.

5. However, powers and responsibilities after the GLC disappears will remain split between many authorities with other and sometimes conflicting goals.

6. Three particular defects are:-

i. Major Initiatives

The lorry ban judgement has shown that had the GLC continued, the Government's reserve powers over its actions on road traffic matters would have had no practical value. The same position will apply in relation to London Boroughs except for the Secretary of State's new "negative" power to block detrimental Borough Orders on the 300 miles of strategic routes. Though Ministers can issue strategic guidance on traffic or parking measures they have no powers to implement these or cause Boroughs to do so. Major initiatives

cannot be secured without positive powers to act or co-ordinate.

ii. Technology

Technology is rapidly developing worldwide for handling traffic generally - measuring flows, changing traffic lights and direction signs, measuring and charging at meters. London requires rational investment in systems operating over a much wider area than individual Boroughs. The present London allocation of responsibilities is not suited to introduction of advance technolgoy to manage traffic better or assist users. A particular problem is long-term responsibility for London's computer-controlled traffic light system (UTC) which the Secretary of State from 1 April is having to operate on a "reserve powers" basis.

iii. Trade-offs of Costs and Resources

Enforcement of parking regulation is a top priority New measures include privatised wheel-clamping and towing away, new data retrieval equipment and (prospectively) new treatment of parking fines. But the split of responsibilities does not trade-off decisions on manpower and costs of enforcement activity by the Police, the Courts and local authorities, with receipts from fines and with the costs, charges and revenues of parking allocation and provision.

OPTIONS FOR EXAMINATION

7. These problems indicate two priority areas for examination:-

1. Traffic order-making powers - should a new "strategic" power be created wider than a single Borough? Given that traffic and parking regulation affects individual

interests and carries with it enforcement through the Courts, this could not fall to an outside agency. One option would be for the Secretary of State for Transport to be given powers parallel to and not in substitution for those of the Boroughs, to make traffic orders in London. It might be desirable to lin with this overall responsibility for the UTC system.

1. Parking provision and enforcement - half the parking space in central London is publicly owned: can it be more efficiently managed, priced and enforced? On this, two radical lines of approach might be investigated to see if they would have advantages over present arrangements. In both cases the aim might be to minimise the demand made on the Police and the Courts, to encourage market pricing of parking, and to get a better balance in demand and supply.

   a. Greater concentration of powers and responsibilities in local authorities, perhaps governed by requirements to operate a centrally determined system and about employing the private sector as agents and securing a proper return from their assets;

   b. establishment of an agency of some sort to secure parking provision and enforcement thoughout London. It would be for consideration what its status would be and how far it would need to be associated with other traffic management functions and local planning decisions, in particular on the amount and allocation of parking to be provided in an area.

8. On both approaches two general questions would be first the possibility of decriminalising parking offences and second whether a London-wide rationalisation of parking charging systems - perhaps using pre-paid parking cards and new technology - could be fostered.

9. Examination of these matters will cut across a number of existing fields of responsibility and legitimate interests, raising many sensitive issues. For example, taking on traffic order-making responsibilities will be sensitive following abolition of the GLC, even though the reason for doing so has different roots - the revealed inadequacy of the Government's reserve powers over traffic authorities generally. Any fundamental review of responsibilities for enforcement and parking matters will raise issues of citizens rights, the role of the Police, Boroughs' planning responsibilities and the proper application of public revenues.

10. On the other hand, London's traffic and parking problems are crying out for some basic new thinking and approaches which can only be achieved by tackling the present fragmented and unresponsive framework of responsibility. Benefits of a more effective approach could include:-

- improved traffic flow and a reduction in congestion and environmental damage;

- less need for unpopular and costly major road building;

- improved conditions for business, with consequent benefits to employment in the inner areas;

- substantial employment opportunities in the private sector through investment in new traffic management and parking technology and the privatisation of some of the administrative processes.

CONCLUSION

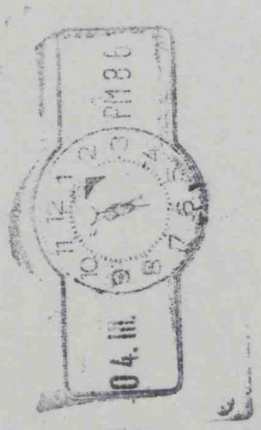
11. Without new initiatives London's traffic and parking problems are likley to worsen. Significant inroads on these problems are likley to need new powers and some shifts in responsibility. The Minister for Roads and Traffic in the Department of Transport, in consultation with the Home Office, the Lord Chancellor's Department, the Department of the Environ-

ment, and the Treasury should therefore be asked to supervise the preparation of a report by officials by next Autumn examining the options identified in this paper, and in particular:-

a. new traffic regulatory powers in London;

b. the long-term responsibility for London's Urban Traffic Control system;

c. alternative organisational arrangements for securing cost-effective parking provision and enforcement.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From The Parliamentary Under-Secretary

14 January 1986

N BPM

x ref

Dear Private Secretary,

The Parliamentary Under Secretary of State, Mr Wyn Roberts, has asked me to let you know that we intend to publish on 15 January a Consultation Paper entitled "Roads for Wales: The 1990s and Beyond" which invites comments on the future roads programme in the Principality. I enclose a copy of the document.

This paper was seen in draft by your officials and this version incorporates agreed amendments suggested by them.

I am copying this letter and enclosure to the Private Secretaries to the Chief Secretary of the Treasury and the Secretary of State for Scotland and to Nigel Wicks at No 10.

Yours sincerely
Simon Morris

SIMON MORRIS
Private Secretary

Private Secretary to
the Secretary of State for Transport
Department of Transport
2 Marsham Street
London SW 1



Welsh Office
Y Swyddfa Gymreig

ROADS FOR WALES
THE 1990'S AND BEYOND

FFYRDD CYMRU
1990'AU AC WEDYN

Papur Ymgynghorol
gan y Swyddfa Gymreig
1986

A Consultation Paper
by the Welsh Office
1986



Welsh Office
Y Swyddfa Gymreig

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CYNNWYS

		PARAGRAFF
CYFLWYNIAD		1
ADNODDAU		4
A.	Y GYFUNDREFN FFYRDD CYSYLLTU	
	Ble i ddechrau	5
	RHAGLEN Y DYFODOL	
	Y Ffyrdd Strategol	10
	Terfynau ar Ffyrdd Strategol	12
	Gwelliannau Dewisol	13
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TABLAU

GWELLIANNAU FFYRDD CYSTYLLTU YN COSTIO DROS £1M SY'N CAEL EU PARATOI AC Y DISGWYLIR EU DECHRAU RHWNG MIS IONAWR 1988 A MIS TACHWEDD 1990	TABL 1
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INTRODUCTION

1. Since 1979 the Government have pressed forward with a major programme of road construction in the Principality. The key elements have been the construction of the M4 across South Wales and the upgrading of the A55 trunk road across North Wales from Bangor to the border near Chester with selective upgrading further west to Caernarfon. Improvements have also been made or are being made to other major strategic routes notably the A40/A48/A477 west of the M4; the A470 between Cardiff and Merthyr; the A483 in Clwyd; the A465 Heads of the Valleys Road and the A449/A40 between the M4 and the M50. Much has already been achieved and much is being achieved with a number of major projects now under construction or at an advanced stage of preparation. The recently published "Roads in Wales 1985" gives an account of the continuing programme up to the early 1990s. In expenditure terms the programme is expected to reach its peak during the next 5 years and to a large extent should be nearing completion early in the next decade.

2. Roads form a vital part of the infrastructure. Many organisations and individuals will have an interest in the shape and content of the Welsh roads programme beyond 1990. Recognising this the Secretary of State undertook to consult widely about what the objectives should be for road development in the two decades from 1990 onwards.

3. This consultation paper fulfils that undertaking. It deals with both the trunk road programme, for which the Secretary of State is directly responsible, and the county road programme for which he makes capital allocations and grants and with the balance between the two. It recognises too the importance to Wales of cross border links with England and the benefits that road improvements in England can bring to the Principality. It is also concerned with adequate and proper maintenance of the existing road network.

RESOURCES

4. Since 1979/80 investment in new construction and improvement has averaged about £100m a year and through the latter half of the 1980s expenditure is expected to continue on a rising trend so that by 1988/90 public expenditure provision for the road programme is expected to be £135m. Over the same period local authority capital expenditure on road

CYFLWYNIAD

1. Ers 1979 mae'r Llywodraeth wedi bod yn prysuro ymlaen â rhaglen fawr o adeiladu ffyrdd yng Nghymru. Yr elfennau allweddol oedd adeiladu'r M4 ar draws De Cymru a chodi safon y ffordd gysylltu A55 ar draws Gogledd Cymru o Fangor i'r ffin ger Caer a chodi'r safon mewn mannau penodol ymhellach i'r gorllewin i Gaernarfon. Mae gwelliannau wedi eu gwneud hefyd neu yn y broses o gael eu gwneud ar ffyrdd strategol pwysig eraill, yn enwedig yr A40/A48/A477 i'r gorllewin o'r M4; yr A470 rhwng Caerdydd a Merthyr; yr A483 yng Nghlwyd; yr A465 Ffordd Blaenau'r Cymoedd a'r A449/A40 rhwng yr M4 a'r M50. Gwnaed llawer eisoes a gwneir llawer o hyd gyda nifer o gynlluniau mawr sy'n awr yn cael eu hadeiladu neu'n cael eu paratoi. Yn "Ffyrdd yng Nghymru 1985" a gyhoeddwyd yn ddiweddar ceir cyfrif o'r rhaglen barhaus tan ddechrau'r 1990'au. O ran gwariant disgwylir i'r rhaglen gyrraedd ei huchafbwynt yn ystod y 5 mlynedd nesaf, ac i raddau helaeth dylai fod yn tynnu at ei therfyn ar ddechrau'r degawd nesaf.

2. Mae ffyrdd yn rhan hanfodol o'r rhwydwaith mewnol. Bydd gan lawer o gyrff ac unigolion ddiddordeb yn ffurf a chynnwys y rhaglen ffyrdd yng Nghymru ar ôl 1990. I gydnabod hyn, mae'r Ysgrifennydd Gwladol wedi ymgymryd ag ymgynghori ar raddfa eang ynglyn â beth ddylai'r amcanion fod ar gyfer datblygu ffyrdd yn ystod y ddau ddegawd ar ôl 1990.

3. Cyflawni'r addewid hwnnw yw diben y papur ymgynghorol hwn. Mae'n delio â'r rhaglen ffyrdd cysylltu, sydd o dan gyfrifoldeb uniongyrchol yr Ysgrifennydd Gwladol, â'r rhaglen ffyrdd sirol y bydd yn rhoi dosraniadau cyfalaf a grantiau iddi, ac â'r cybwysedd rhwng y ddwy raglen. Mae'r papur yn cydnabod hefyd ei bod yn bwysig i Gymru gael cysylltiadau dros y ffin â Lloegr a'r manteision a all ddeillio i Gymru o gael gwelliannau ffyrdd yn Lloegr. Hefyd mae'n ymwneud â gofalu am y rhwydwaith ffyrdd presennol yn briodol ac yn iawn.

ADNODDAU

4. Ers 1979/80 buddsoddwyd tua £100m y flwyddyn ar gyfartaledd ar adeiladu o'r newydd a gwella, a thrwy ail hanner y 1980'au disgwylir i'r

construction has averaged around £55m a year; by the end of the decade this is expected to be £58m. No decisions have been taken on the level of resources required for either the trunk or the local authority road programme beyond this. They will depend upon a number of factors. One will be the outcome of this consultation. Others will be the Government's public expenditure policies, and the Secretary of State's judgement of priorities within the Welsh Office programmes.

A. THE TRUNK ROAD SYSTEM

Where Do We Start From?

5. Road projects take several years to prepare and several years to construct. The Department is not, therefore, going into the 1990s with a blank sheet:

a. Table 1 lists those schemes shown in Roads in Wales 1985 as expected to start between January 1988 and December 1990. There will also be other projects starting in the years prior to this which will still be under construction, or on which expenditure will still be outstanding. The largest of the projects in Table 1 is the Baglan-Lonlas section of the M4, the cost of which is currently estimated at about £90m. Preparation of the project is virtually complete and it is clear that it will have a high priority and should proceed as soon as resources allow.

b. Table 2 lists schemes which are now planned to start during the 1990s.

6. In addition, the Department is studying other routes or particular locations where there appears to be a need for highway improvement. The main studies currently being undertaken, or on which reports are being considered, are listed in Table 3.

7. By the early 1990s, there will be in place a substantially modernised network of trunk roads which constitute a response to changing economic, social and enviromental requirements. In particular, it will have taken account of the trading patterns that have developed within Wales and between Wales and its external markets and suppliers and will have

gwariant barhau i gynyddu, ac erbyn 1988/90 disgwylir i'r ddarpariaeth gwariant cyhoeddus ar gyfer y rhaglen ffyrdd fod yn £135m. Dros yr un cyfnod yr oedd gwariant cyfalaf awdurdodau lleol ar adeiladu ffyrdd tua £55m y flwyddyn ar gyfartaledd; erbyn diwedd y degawd disgwylir i hyn fod yn £58m. Ni phenderfynwyd eto ar lefel yr adnoddau sy'n angenrheidiol ar gyfer y rhaglen ffyrdd cysylltu na'r rhaglen ffyrdd awdurdodau lleol ar ôl hyn. Bydd hynny'n dibynnu ar nifer o ffactorau. Un ffactor fydd canlyniad yr ymgynghori hwn. Ffactorau eraill fydd polisiau gwariant cyhoeddus y Llywodraeth a barn yr Ysgrifennydd Gwladol ar flaenoriaethau o fewn rhaglenni'r Swyddfa Gymreig.

A. Y GYFUNDREFN FFYRDD CYSYLLTU

Ble i Ddechrau?

5. Mae cynlluniau ffyrdd yn cymryd blynyddoedd lawer i'w paratoi a blynyddoedd lawer i'w hadeiladu. Felly, nid yw'r Adran yn mynd i mewn i'r 1990'au gyda llechen lân.

a. Mae Tabl 1 yn rhestru'r cynlluniau hynny a nodir yn "Ffyrdd yng Nghymru 1985" fel y disgwylir iddynt ddechrau rhwng mis Ionawr 1988 a mis Rhagfyr 1990. Bydd cynlluniau eraill hefyd yn dechrau yn ystod y blynyddoedd cyn hynny a'r rheiny'n dal i gael eu hadeiladu neu wario'n dal i fynd ymlaen arnynt. Y cynllun mwyaf yn Nhabl 1 yw adran Baglan - Lôn-las o'r M4, ac ar hyn o bryd amcangyfrifir ei chost tua £90m. Mae gwaith paratoi'r cynllun bron ar ben, ac y mae'n eglur y bydd iddo flaenoriaeth uchel ac y dylai fynd yn ei flaen cyn gynted ag y bydd adnoddau'n caniatau.

b. Yn Nhabl 2 ceir rhestr o gynlluniau y bwriedir eu dechrau yn awr yn ystod y 1990'au.

6. Yn ogystal â hyn, mae'r Adran yn astudio llwybrau eraill neu safleoedd penodol lle'r ymddengys fod angen gwella ffyrdd. Rhestrir yn Nhabl 3 y prif astudiaethau sy'n mynd ymlaen ar hyn o bryd neu yr ystyrir adroddiadau amdanynt.

7. Erbyn dechrau'r 1990'au fe fydd yma rwydwaith o ffyrdd cysylltu wedi'u moderneiddio'n sylweddol mewn ymateb i ofynion economaidd, cymdeithasol ac amgylcheddol sy'n newid. Yn arbennig, bydd wedi cymryd i ystyriaeth y

encouraged industrial and commercial regeneration by providing an infrastructure conducive to new development, including tourism. This network has been designed with the aim of protecting the environment and the interests of people formerly affected by heavy traffic.

8. When considering the future road programme the continued importance of these factors will be evident. Also relevant will be the National Road Traffic Forecasts. Between 1985 and 2015 national traffic levels are expected to grow by about 45% (the average of the high and low forecasts). Within this overall figure, different growth rates are predicted for different types of traffic. On the same basis as used above, the forecast growth for cars is 49%; for light goods vehicles 46% and for heavy goods vehicles 9%. These are national figures, however, and do not necessarily apply to Wales or to particular areas or stretches of road within the Principality.

9. Two further points must be borne in mind. First, neither the Welsh Office nor the local authorities will have the resources to enable them to undertake every road improvement that may seem desirable. Value for money will continue to be a key criterion for judging whether or not individual improvement schemes should proceed, though account will also be taken of any relevant environmental, social or other factors. Second, major trunk road schemes seldom take less than 6-7 years to prepare (significant features of this timescale being the need to complete lengthy public consultation and statutory procedures) and 2-3 years for construction. The Department's current resources are fully committed to the present road programme.

THE FUTURE PROGRAMME

The Strategic Routes

10. As has already been said the emphasis of the Department's programme has been upon the construction of the major strategic routes; the M4, its westward extensions and the A55, as well as the comprehensive improvement of parts of the A470 and the A483. The first question to consider is whether this approach should be extended to the remainder of the A470 and whether there are any other routes which might require comprehensive upgrading during the 1990s.

patrymau masnachu sydd wedi datblygu yng Nghymru a rhwng Cymru a'i marchnadoedd a'i chyflenwyr allanol, a bydd wedi hybu adferiad diwydiannol a masnachol drwy ddarparu rhwydwaith mewnol sy'n meithrin datblygiadau newydd, gan gynnwys twristiaeth. Cynlluniwyd y rhwydwaith hon gyda'r nod o ddiogelu'r amgylchedd a buddiannau pobl yr effeithid arnynt gynt gan draffig trwm.

8. Wrth ystyried y rhaglen ffyrdd yn y dyfodol, bydd pwysigrwydd y ffactorau hyn yn amlwg. Hefyd yn berthnasol fydd y Rhagolygon Traffig Ffyrdd Cenedlaethol. Rhwng 1985 a 2015 disgwylir i lefelau traffig y wlad gynyddu tua 45% (sef man canol rhwng y rhagolygon uchel a'r rhai isel). Yn y ffigur cyffredinol hwn rhagwelir gwahanol gyfraddau twf ar gyfer gwahanol fathau o draffig. Ar yr un sail ag a ddefnyddiwyd uchod, y cynnydd a ragwelir mewn ceir yw 49%; ar gyfer cerbydau nwyddau ysgafn 46% ac ar gyfer cerbydau nwyddau trwm 9%. Ond ffigurau cenedlaethol yw'r rhain ac nid ydynt o reidrwydd yn gymwys i Gymru nac i fannau neu ddarnau arbennig o ffyrdd yng Nghymru.

9. Rhaid cadw dau bwynt arall mewn cof hefyd. Yn gyntaf, ni fydd gan y Swyddfa Gymreig na'r awdurdodau lleol yr adnoddau i'w galluogi i ymgymryd â phob gwelliant ffordd a all ymddangos yn ddymunol. Bydd cael gwerth ein harian yn parhau'n llinyn mesur allweddol wrth benderfynu a ddylai cynlluniau gwella unigol fynd ymlaen, er y cymerir i ystyriaeth hefyd unrhyw ffactorau priodol amgylcheddol neu gymdeithasol neu ffactorau eraill. Yn ail, anaml y bydd cynlluniau ffyrdd cysylltu yn cymryd llai na 6-7 mlynedd i'w cwblhau (nodweddion pwysig yn yr amserlen hon yw'r angen am gwblhau trefniadau ymgynghori cyhoeddus a statudol hir) a 2-3 blynedd i'w hadeiladu. Ar hyn o bryd mae'r Adran wedi ymrwymo ei hadnoddau i gyd i'r rhaglen ffyrdd bresennol.

RHAGLEN Y DYFODOL

Y Ffyrdd Strategol

10. Fel y dywedwyd eisoes, mae pwyslais rhaglen yr Adran wedi bod ar adeiladu'r prif ffyrdd strategol; yr M4, ei hestyniadau tua'r gorllewin a'r A55, yn ogystal â gwelliannau sylweddol i rannau o'r A470 a'r A483. Y cwestiwn cyntaf i'w ystyried yw a ddylid ehangu'r dull hwn i gynnwys gweddill yr A470 ac a oes unrhyw ffyrdd eraill a allai fod ag angen codi eu safon yn sylweddol yn ystod y 1990'au.

i. **The A470 North-South Wales route.** This road is designated as the main north-south trunk route in Wales itself. This is one of the reasons why it has already been upgraded to dual carriageway standard between Cardiff and Merthyr (with further upgrading to by-pass Merthyr planned for the period January 1988-December 1990) and why numerous improvements have been carried out at other locations in recent years. And as 'Roads in Wales 1985' makes clear priority is being given to other significant improvements such as the Builth Wells and Llanidloes By-passes and improvements at Llangurig. There remain, however, a number of substandard sections which require improvements, among them Builth Wells to Newbridge on Wye and Caersws to the Brigands Inn; and it may be desirable to by-pass certain other communities (eg Rhayader). A major improvement has already been effected by completing the Dolgellau By-pass and there are plans for a by-pass for Llanrwst. To further improve journey times to the North Wales coast consideration will be given to improvements to the A470 north of Trawsfynydd via Blaenau Ffestiniog and Betws-y-Coed according to:

a. the outcome of the consultants' study intended to develop a policy which will ensure reasonable standards of road safety while at the same time preserving the intrinsic beauty of this part of the Snowdonia National Park.

b. the development of future traffic patterns following the completion of the upgrading of the A55.

ii. **The A483/A458 in Mid Wales.** A major upgrading of the northern end of the A483 is programmed and by the 1990s there will be high quality road built to modern standards extending from the junction with the A55 at Pulford to the south of Oswestry. Because of its importance to Mid Wales, there is a good case for further upgrading the route between Oswestry and Newtown where necessary. The most pressing need is the construction of the Welshpool by-pass, (a project which is already in the Department's provisional programme (see Table 1)). A complementary need is the improvement of the A458 between Welshpool and the border with England in order to take advantage of the recent westward extension of the M54 and the major improvement to the A5 around Shrewsbury which is in the Department of Transport's programme for a start by March 1987. It is doubtful whether extensive

i. **Y Ffordd A470 Gogledd-De Cymru.** Cynlluniwyd y ffordd hon fel y brif ffordd gysylltu o'r gogledd i'r de yng Nghymru ei hun. Dyna un o'r rhesymau pam y mae eisoes wedi ei gwella i safon ffordd ddeuol rhwng Caerdydd a Merthyr (a bwriedir codi ei safon ymhellach i osgoi Merthyr yn ystod y cyfnod Ionawr 1988 - Rhagfyr 1990) a pham y mae gwelliannau niferus eraill wedi eu gwneud mewn lleoedd eraill yn ystod y blynyddoedd diwethaf. Ac fel yr eglurir yn "Ffyrdd yng Nghymru 1985" rhoir blaenoriaeth i welliannau sylweddol eraill, e.e. Ffyrdd Osgoi Llanfair-ym-Muallt a Llanidloes a gwelliannau yn Llangurig. Ond y mae yna nifer o fannau sâl o hyd sy'n gofyn am eu gwella, yn eu plith Llanfair-ym-Muallt i Newbridge on Wye a Chaersŵs i Brigands Inn, a gallai fod yn ddymunol cael ffyrdd osgoi heibio i rai cymunedau eraill (e.e. Rhaeadr). Mae un gwelliant mawr eisoes wedi ei wneud drwy gwblhau Ffordd Osgoi Dolgellau, ac mae cynlluniau ar y gweill i gael ffordd osgoi i Lanrwst. I wella'r amser teithio i arfordir Gogledd Cymru, ystyrir gwella'r A470 i'r gogledd o Drawsfynydd drwy Flaenau Ffestiniog a Betws-y-coed yn ôl:

a. canlyniad astudiaeth yr ymgynghorwyr a fwriedir i ddatblygu polisi a fydd yn sicrhau safonau diogelwch rhesymol ar y ffordd a diogelu harddwch naturiol y rhan hon o Barc Cenedlaethol Eryri.

b. datblygiad patrymau traffig yn y dyfodol o ganlyniad i orffen codi safon yr A55.

ii. **Y Ffordd A483/A458 yng Nghanolbarth Cymru.** Bwriedir codi safon pen gogleddol yr A483 yn sylweddol ac erbyn y 1990'au fe fydd ffordd dda o'r safonau modern uchaf yn estyn o'r gyffordd â'r A55 yn Pulford i'r de o Groesoswallt. Oherwydd ei phwysigrwydd i Ganolbarth Cymru, mae yna achos da dros godi safon y ffordd rhwng Croesoswallt a'r Drenewydd ymhellach lle bydd angen. Yr angen mwyaf yw adeiladu ffordd osgoi'r Trallwng (cynllun sydd eisoes yn rhaglen dros dro yr Adran (gweler Tabl 1). Angen atodol yw gwella'r A458 rhwng y Trallwng a'r ffin â Lloegr er mwyn manteisio ar estyniad diweddar yr M54 tua'r gorllewin a'r gwelliant pwysig i'r A5 o gwmpas Amwythig, sydd yn rhaglen yr Adran Drafnidiaeth i ddechrau ym mis Mawrth 1987. Mae'n amheus a ellid cyfiawnhau gwelliannau helaeth i'r A483 i'r de o'r Drenewydd o gofio am y gost uchel a'r llif traffig cymharol fach. At hynny, bydd yr A470/A489 erbyn y 1990'au wedi ei gwella'n sylweddol ac

improvements to the A483 south of Newtown could be justified given the high cost involved and the relatively low traffic volumes. Moreover the A470/A489 will, by the 1990s, have been extensively improved and would constitute a satisfactory alternative. This does not, however, rule out small selective improvements to the A483 south of Newtown where these can be clearly justified.

iii. **The A5.** For many years the A5 has been one of the most important cross Wales routes. It will continue to have an important role despite the programmed improvements to the A483 and A55. Both on the mainland and on Anglesey this route has already been the subject of extensive studies. However the needs of Anglesey are clearly of importance. Consulting Engineers have undertaken technical appraisal studies of the need for and feasibility of providing by-passes for certain communities. Their final report has just been received, and while consideration of the findings of the report is needed before decisions can be taken, preliminary indications are that improvements on this section may well be desirable. On the mainland, studies have been carried out particularly covering the route between Pentrefoelas and Betws-y-Coed and around Corwen. The desirability of improvements at other locations (eg Bethesda) is also recognised. Nevertheless, bearing in mind that this road like the northern end of the A470, passes through the Snowdonia National Park and that existing traffic patterns may well be modified when the upgrading of the A55 is complete, present indications are that action should be confined to that required to relieve existing pressure points.

iv. **The A487.** Between Fishguard and Aberystwyth, the need for a by-pass for Cardigan has already been identified and a project is included in the Department's provisional programme. The possibility of other improvements where the present road is substandard eg east of Fishguard is recognised. Between Abersytwyth and its junction with the A470 at Dolgellau, the present road appears to be generally adequate for normal traffic, though some selective improvements are necessary and programmed. Between Trawsfynydd and Caernarfon the route is increasingly used by north-south traffic, particularly that heading for destinations west of the Conwy estuary. By the early 1990s the improvement to the route between Caernarfon and Bangor will be complete or in progress, and consideration will be given to the

yn ddewis gwahanol derbyniol. Ond nid yw hynny'n golygu na fydd gwelliannau bach dewisol ar yr A483 i'r de o'r Drenewydd lle gellir yn amlwg eu cyfiawnhau.

iii. **Yr A5.** Ers blynyddoedd lawer bu'r A5 yn un o'r ffyrdd pwysicaf ar draws Cymru. Bydd yn parhau'n bwysig er gwaethaf y gwelliannau a fwriedir ar yr A483 a'r A55. Ar yr tir mawr ac ar Ynys Môn bu'r ffordd hon yn destun astudiaethau helaeth eisoes. Ond mae anghenion Ynys Môn yn amlwg yn bwysig. Mae Peirianwyr Ymgynghorol wedi ymgymryd ag astudiaethau asesu technegol ar yr angen am ddarparu ffyrdd osgoi ar gyfer cymunedau arbennig. Mae eu hadroddiad terfynol newydd ei dderbyn ac er bod angen rhoi ystyriaeth i ganlyniadau'r adroddiad cyn y gellir penderfynu, awgryma'r arwyddion cynnar y gallai gwelliannau ar y darn hwn fod yn dderbyniol. Ar y tir mawr gwnaethpwyd astudiaethau'n arbennig ar y ffordd rhwng Pentrefoelas a Betws-y-coed ac o gwmpas Corwen. Cydnabyddir hefyd y byddai'n ddymunol cael gwelliannau mewn mannau eraill (e.e Bethesda). Fodd bynnag, o gofio bod y ffordd hon, yr un fath â phen gogleddol yr A470, yn mynd drwy Barc Cenedlaethol Eryri ac y gall y patrymau traffig presennol newid yn hawdd ar ôl gorffen codi safon yr A55, awgryma'r arwyddion presennol y dylid cyfyngu'r gwaith i'r hyn sy'n angenrheidiol i leddfu'r mannau anodd ar hyn o bryd.

iv. **Yr A487.** Rhwng Abergwaun ac Aberystwyth, mae'r angen am ffordd i osgoi Aberteifi eisoes wedi ei nodi a chynhwysir cynllun yn rhaglen yr Adran dros dro. Cydnabyddir y posibilrwydd fod angen gwelliannau eraill lle mae'r ffordd bresennol o dan y safon e.e. i'r dwyrain o Abergwaun. Rhwng Aberystwyth a'r gyffordd â'r A470 yn Nolgellau, ymddengys fod y ffordd bresennol yn ddigonol ar y cyfan ar gyfer traffig normal, er bod rhai gwelliannau dewisol yn angenrheidiol ac wedi eu rhaglennu. Rhwng Trawsfynydd a Chaernarfon mae'r ffordd yn cael ei defnyddio fwyfwy gan draffig o'r gogledd i'r de, yn enwedig traffig sy'n teithio i'r gorllewin o aber Afon Conwy. Erbyn dechrau'r 1990'au bydd gwella'r ffordd rhwng Caernarfon a Bangor wedi'i orffen neu ar y gweill, a rhoir ystyriaeth i'r achos dros welliannau eraill ar weddill y ffordd i'r gogledd o Drawsfynydd. Mae darparu Ffordd Osgoi Porthmadog eisoes yn destun astudiaeth.

case for further improvements on the remainder of the route north of Trawsfynydd. The provision of a Porthmadog By-pass is already the subject of a study.

v. **The A40.** In recent times pressure on the A40 between Abergavenny and Carmarthen has been relieved by improvements to the A465 and the M4/A48. At both its eastern and western ends the A40 has been comprehensively upgraded and the completion of the Abergavenny Western By-Pass (which is included in the Department's forward programme), will represent another major step in the process. However the A40 between Brecon and Abergavenny still carries a substantial amount of traffic which gives rise to difficult conditions in the towns and villages through which it passes with a particularly awkward and narrow section at Crickhowell. It would clearly be desirable to provide by-passes for such communities, though finding environmentally acceptable and cost effective solutions will not be easy.

11. Whilst the relative importance of all of the routes discussed above is acknowledged, it has to be recognised that none of them is, or is likely to be, as heavily trafficked as the M4 and A55. Where there is heavy traffic, for example at the southern end of the A470 and the northern end of the A483, major route improvement schemes have already been undertaken or are in hand. The indications are, therefore, that comprehensive upgrading of these routes could not be justified. What does seem to emerge, however, is the need to give priority to continuing programmes of improvement especially to those parts of the routes which are of the greatest strategic importance. The A470 between Cefn Coed and Trawsfynydd is of particular importance in this context. The nature of the improvements which would appear to be justified would be those to eliminate seriously substandard and dangerous stretches of road and to take traffic away from settlements by means of by-passes.

Capacity Limitations On Strategic Routes

12. With the expected continuation of traffic growth predicted by the National Road Traffic Forecast, the capacity of strategic routes must be kept under review. Since most of the major strategic network in Wales is relatively new, it is unlikely that significant capacity additions will be required except to meet localised needs. One possible exception may be the

v. **Yr A40.** Yn ddiweddar mae'r pwysau ar yr A40 rhwng y Fenni a Chaerfyrddin wedi eu lleihau oherwydd gwelliannau i'r A465 a'r M4/A49. Mae'r A40 yn y naill ben a'r llall wedi ei gwella'n drylwyr, a bydd gorffen Ffordd Osgoi Gorllewin y Fenni (a gynhwysir yn rhaglen yr Adran ar gyfer y dyfodol) yn gam arall pwysig yn y broses. Ond mae'r A40 rhwng Aberhonddu a'r Fenni yn dal i gario llawer o draffig, sy'n creu amodau anodd yn y trefi a'r pentrefi y mae'r ffordd yn mynd drwyddynt ac mae darn arbennig o anodd a chul yng Nghrucywel. Byddai'n amlwg yn ddymunol cael ffyrdd osgoi i'r cymunedau hyn, er na fydd yn hawdd cael dulliau sy'n dderbyniol o ran yr amgylchedd ac yn effeithiol o ran cost.

11. Er bod pwysigrwydd cymharol yr holl ffyrdd a drafodwyd uchod yn cael ei gydnabod, rhaid derbyn nad oes un ohonynt yn awr, nac yn debygol o fod yn y dyfodol, yn cario cymaint o draffig â'r M4 a'r A55. Lle ceir traffig trwm, er enghraifft, ym mhen deheuol yr A470 a phen gogleddol yr A483, mae cynlluniau gwella mawr eisoes wedi eu dechrau neu ar y gweill. Felly, dengys yr arwyddion na ellid cyfiawnhau codi safon y ffyrdd hyn yn sylweddol. Ond yr hyn sy'n dod yn amlwg yw bod angen rhoi blaenoriaeth i raglenni gwella parhaus, yn enwedig ar y rhannau hynny o'r ffyrdd sydd fwyaf pwysig yn strategol. Mae'r A470 rhwng Cefn-coed a Thrawsfynydd yn arbennig o bwysig yn y cyd-destun hwn. Ymddengys mai'r gwelliannau y gellid eu cyfiawnhau fyddai'r rheiny i ddileu darnau peryglus o'r ffordd a rhai sy'n ddifrifol o isel eu safon, a rhai i gario'r traffig o gyfeiriad aneddiadau drwy gyfrwng ffyrdd osgoi.

Terfynau ar Ffyrdd Strategol

12. Gyda'r parhad yn nhwf traffig a ragwelir gan y Rhagolwg Traffig Ffyrdd Cenedlaethol, rhaid cadw llygad ar faint y gall ffyrdd strategol ei gario. Gan fod y rhan fwyaf o'r prif rwydwaith strategol yng Nghymru yn gymharol newydd, mae'n annhebygol y bydd angen ychwanegu'n sylweddol at faint y gall ei gario, heblaw i gwrdd ag anghenion lleol. Un eithriad o bosibl fyddai'r angen am ystyried cynyddu'r hyn y gall y rhan ddwy-lôn bresennol o'r M4 rhwng Pont Hafren a Chasnewydd ei gario.

need to consider increasing the capacity of the existing two lane section of the M4 between the Severn Crossing and Newport.

Selective Improvements

13. As in the case of the strategic routes referred to in paragraph 10 above, there is also a good case for a programme of selected improvements throughout the remainder of the trunk road network. What appears to be needed is upgrading of substandard stretches of road as and where such upgrading is justified either on economic or environmental or social grounds. The upgrading policy must however be implemented flexibly so that standards can be modified where environmental considerations dictate. It is also necessary to recognise the disadvantages caused by heavy traffic of any kind, and in particular heavy goods vehicles, and to identify those places which would benefit from the provision of by-passes where these could be provided economically.

Small Schemes

14. The Department has a continuing programme of work on small schemes (defined as those costing under £1m). Such schemes contribute materially to road safety and to local economic development, and efforts towards developing a clear programme of such schemes for the years ahead will continue. Indeed, there may be a case for increasing the amount of resources, currently around £6m a year, allocated to such schemes.

Maintenance

15. A substantial programme of road building has been undertaken in Wales over the past 20 years. It is essential that these roads, and indeed the whole 1,100 mile trunk road stock, should be maintained to the correct standard so as to avoid unnecessarily expensive repairs - a stitch in time policy. A similar policy must be adopted for associated structures such as bridges and retaining walls. At present, the planned expenditure for structural maintenance in future years is around £20m a year, while that for general maintenance is about £13m. The Department is introducing systems which will enable faults to be identified in good time and rectified before expensive repairs become necessary. The future maintenance programme will be planned to ensure that maintenance is carried out regularly, economically and with minimum inconvenience to road users.

Gwelliannau Dewisol

13. Yr un fath ag yn achos y llwybrau strategol y cyfeiriwyd atynt ym mharagraff 10 uchod, mae yna achos da hefyd dros raglen o welliannau dewisol ar hyd a lled gweddill y rhwydwaith ffyrdd cysylltu. Yr hyn sydd eisiau, fe ymddengys, yw codi safon darnau gwael o'r ffordd pryd bynnag y gellir cyfiawnhau hynny ar sail economaidd neu amgylcheddol neu gymdeithasol. Ond rhaid gweithredu'r polisi o godi safon yn hyblyg fel y gellir diwygio safonau pan fydd ystyriaethau'r amgylchedd yn mynnu hynny. Hefyd mae angen sylweddoli'r anfanteision a achosir gan draffig trwm o unrhyw fath, ac yn enwedig gan gerbydau nwyddau trwm, a nodi'r mannau hynny a fyddai ar eu lles o gael ffyrdd osgoi lle gellid darparu'r rheiny'n economaidd.

Cynlluniau Bach

14. Mae gan yr Adran raglen barhaus o waith ar gynlluniau bach (fe'u diffinnir fel rhai'n costio llai nag £1m). Mae cynlluniau o'r fath yn gwneud cyfraniad pwysig iawn i ddiogelwch ffyrdd ac i ddatblygiad economaidd lleol, a bydd ymdrechion i ddatblygu rhaglen eglur o gynlluniau o'r fath yn parhau. Yn wir, gall fod achos dros gynyddu'r adnoddau, sef tua £6m y flwyddyn ar hyn o bryd, a neilltuir ar gyfer cynlluniau o'r fath.

Cynnal a Chadw

15. Ymgymerwyd â rhaglen sylweddol o adeiladu ffyrdd yng Nghymru yn ystod yr 20 mlynedd diwethaf. Mae'n hanfodol cadw'r ffyrdd hyn, ac yn wir yr holl stoc o 1,100 o filltiroedd o ffyrdd cysylltu, ar y safon iawn er mwyn osgoi gwaith trwsio diangen o gostus - polisi o wneud rhywbeth nawr i arbed gwario yn y dyfodol. Rhaid cael polisi tebyg ar gyfer nodweddion cysylltiedig megis pontydd a muriau cynnal. Ar hyn o bryd mae'r gwario a gynllunir ar gyfer cynnal gwaith adeiladu o'r math hwn yn y dyfodol tuag £20m y flwyddyn, ac ar gyfer cynnal a chadw chyffredinol mae'n rhyw £13m. Mae'r Adran yn dechrau systemau a fydd yn galluogi nodi namau mewn da bryd a'u cywiro cyn bod angen gwneud gwaith trwsio drud. Caiff rhaglen gynnal y dyfodol ei chynllunio i sicrhau gwneud gwaith cynnal a chadw yn rheolaidd, yn ddarbodus ac i beri cyn lleied o anghyfleustra â phosibl i bobl sy'n defnyddio'r ffyrdd.

B. LOCAL AUTHORITY ROADS

16. The local authority road network in Wales consists of 1,540 miles of principal roads and 17,500 miles of other roads. This is nearly 95% of the total road network in Wales. Many of these roads are of purely local significance, but some are of crucial importance in economic or social terms because they link major centres of employment and population with the strategic trunk road network.

17. As the major trunk road schemes are completed therefore, more emphasis will go to an enhanced county road programme to modernise the extensive county road network, to cater for population and industrial growth and to provide many of the older industrial communities with better links to the main strategic routes.

18. The Department is of course in close contact with all the County Councils in Wales and regular meetings are held with them to discuss their individual road programmes. Moreover, discussions have been held with representatives of the Welsh Counties Committee aimed at working towards agreement on an all-Wales programme of major (£5m and more) local authority schemes for the 1990s and beyond and at achieving a common basis for evaluating the relative value for money of trunk and county road projects. It is clear from these discussions that local authorities have very extensive and far reaching programmes of projects that they would like to undertake, ranging from bend-straightening to the construction of major new roads costing many millions of pounds. These discussions will continue.

19. It is, however, necessary to consider where the emphasis should lie. Given the importance of attracting industry and providing job opportunities in economically depressed areas, the right approach might be to concentrate the available resources on major new investments which complement the strategic trunk road network and which would contribute towards the regeneration of the old industrial areas of Clwyd and the South Wales Valleys, aid urban renewal in places like South Cardiff, and tackle the problems of unemployment in rural areas like the Teifi Valley.

20. However while this might be where the emphasis of a future local authority road programme should lie, it does not imply that large schemes should be undertaken to the complete exclusion of high priority small

B. FFYRDD AWDURDODAU LLEOL

16. Mae rhwydwaith ffyrdd yr awdurdodau lleol yng Nghymru yn cynnwys 1,540 milltir o brif ffyrdd a 17,500 milltir o ffyrdd eraill. Mae hynny bron yn 95% o holl rwydwaith ffyrdd Cymru. Pwysigrwydd lleol yn unig sydd i lawer o'r ffyrdd hyn, ond mae rhai'n hanfodol bwysig yn economaidd a chymdeithasol am eu bod yn cysylltu prif ganolfannau gwaith a phoblogaeth â'r rhwydwaith ffyrdd cysylltu strategol.

17. Wrth i'r prif gynlluniau ffyrdd cysylltu ddod i ben, felly, rhoir mwy o bwyslais ar raglen well o ffyrdd sirol i foderneiddio'r rhwydwaith ffyrdd sirol helaeth, i ddarparu ar gyfer twf yn y boblogaeth ac mewn diwydiant ac i roi i lawer o'r hen gymunedau diwydiannol well cysylltiadau â'r prif ffyrdd strategol.

18. Wrth gwrs, mae'r Adran mewn cysylltiad agos â holl Gynghorau Sir Cymru a chynhelir cyfarfodydd rheolaidd gyda hwy i drafod eu rhaglenni ffyrdd unigol. At hynny, cafwyd trafodaethau gyda chynrychiolwyr Pwyllgor Siroedd Cymru i geisio dod i gytundeb ar raglen ar gyfer Cymru gyfan o gynlluniau mawr (£5m a rhagor) gan awdurdodau lleol yn y 1990'au ac wedyn. Ceisiwyd hefyd lunio sail gyffredin i arfarnu'r gwerth cymharol a gawn am ein harian o gynlluniau ffyrdd cysylltu a ffyrdd sirol. Mae'n amlwg o'r trafodaethau hyn fod gan awdurdodau lleol raglenni eang iawn a phell-gyrhaeddol yr hoffent ymgymryd â hwy, yn amrywio o unioni troeon i adeiladu ffyrdd newydd mawr yn costio miliynau o bunnoedd. Bydd y trafodaethau hyn yn parhau.

19. Fodd bynnag, mae angen ystyried ble y dylai'r pwyslais fod. O gofio pwysigrwydd denu diwydiant a darparu swyddi mewn ardaloedd lle mae'r economi wedi dirywio, hwyrach mai'r ffordd iawn fyddai canolbwyntio'r adnoddau sydd ar gael ar fuddsoddiadau newydd mawr sy'n ychwanegu at y rhwydwaith ffyrdd cysylltu strategol ac a fyddai'n cyfrannu at adfywio hen ardaloedd diwydiannol Clwyd a Chymoedd De Cymru, yn helpu adferiad trefol mewn lleoedd fel De Caerdydd ac yn delio â phroblemau diweithdra mewn ardaloedd gwledig megis Dyffryn Teifi.

20. Er mai yn y fan hon, hwyrach, y dylai pwyslais rhaglen ffyrdd yr awdurdodau lleol fod yn y dyfodol, nid yw'n awgrymu y dylid ymgymryd â chynlluniau mawr yn llwyr ar draul cynlluniau bach o flaenoriaeth uchel. Yn wir, un o'r dewisiadau posibl fyddai cynyddu'r adnoddau sydd ar gael ar

projects. Indeed one of the options might be to increase the resources currently available for the county road programme from their present level of £55m - £60m a year by shifting resources from the trunk road sector. This could enable the counties to undertake a balanced and sustained programme of major and minor schemes.

C. ROADS IN ENGLAND

21. It is evident that certain roads in England are of special interest to Wales, and that improvements to them benefit Wales. Perhaps the most obvious example is the M4 and the Severn Crossing to which reference is made later, but there are many other important trunk and county road cross border links, as well as roads like the A49 between Hereford and Shrewsbury which can serve traffic travelling between different parts of Wales.

22. In recent years many major improvement schemes have been undertaken on the English side of the border; work is in progress on others of interest to Wales, eg the Oswestry By-Pass and there are a number of other important schemes in the Department of Transport's forward programme, for example the A5 Shrewsbury By-Pass. The Welsh Office will continue its close collaboration with the Department of Transport to ensure that projects of mutual benefit are undertaken on both sides of the border as speedily as resources allow. It will be important in the future as in the past to ensure that plans for cross border improvements are properly co-ordinated so that resources are used in the most effective way and that decisions about improvements to such roads as the A49 and A41 take adequate account of Welsh needs.

D. THE SEVERN CROSSING

23. The importance of the Severn Crossing is fully recognised by the Government. In a statement to the House of Commons on 7 February 1984 the Secretary of State for Transport, the Rt Hon Nicholas Ridley MP, acknowledged "the vital importance of the Severn Crossing to the economy of Severnside and South Wales" and announced measures to demonstrate the "Government's determination to maintain an adequate and reliable communications link between South Wales and its markets in the rest of Britain and in Europe on which its prosperity depends". These measures couple a programme of strengthening and repair of the present crossing,

hyn o bryd ar gyfer y rhaglen ffyrdd sirol o'u lefel bresennol o £55m i £60m y flwyddyn drwy symud adnoddau o'r sector ffyrdd cysylltu. Gallai hynny alluogi'r siroedd i ymgymryd â rhaglen gytbwys a chyson o gynlluniau mawr a mân.

C. FFYRDD YN LLOEGR

21. Mae'n amlwg fod rhai ffyrdd penodol yn Lloegr o ddiddordeb arbennig i Gymru a bod eu gwella o fudd i Gymru. Hwyrach mai'r enghraifft amlycaf yw'r M4 a Phont Hafren, y cyfeirir atynt yn ddiweddarach, ond y mae yna lawer o ffyrdd cysylltu a ffyrdd sirol pwysig eraill ar draws y ffin, yn ogystal â ffyrdd megis yr A49 rhwng Henffordd ac Amwythig a all wasanaethu traffig sy'n teithio rhwng gwahanol rannau o Gymru.

22. Yn ystod y blynyddoedd diwethaf ymgymerwyd â llawer cynllun gwella mawr ar ochr Lloegr; mae gwaith yn mynd ymlaen ar ffyrdd eraill o ddiddordeb i Gymru, e.e. Ffordd Osgoi Croesoswallt ac y mae yna nifer o gynlluniau pwysig eraill yn rhaglen yr Adran Drafnidiaeth ar gyfer y dyfodol, er engrhaifft, Ffordd Osgoi Amwythig A5. Bydd y Swyddfa Gymreig yn parhau i gadw cysylltiad agos â'r Adran Drafnidiaeth i sicrhau ymgymryd â chynlluniau o bobtu'r ffin sydd o fudd i Gymru a Lloegr, a hynny mor gyflym ag y bydd adnoddau'n caniatau. Bydd yn bwysig yn y dyfodol yr un fath ag yn y gorffennol i sicrhau bod cynlluniau ar gyfer gwelliannau ar draws y ffin yn cael eu cyd-gysylltu'n iawn fel bydd yr adnoddau'n cael eu defnyddio yn y ffordd fwyaf effeithiol a phenderfyniadau am welliannau i ffyrdd megis yr A49 a'r A41 yn rhoi ystyriaeth iawn i anghenion Cymru.

D. PONT HAFREN

23. Cydnabyddir pwysigrwydd Pont Hafren yn llwyr gan y Llywodraeth. Mewn datganiad i Dŷ'r Cyffredin ar 7 Chwefror 1984 cydnabu'r Ysgrifennydd Gwladol dros Drafnidiaeth, y Gwir Anrh Nicholas Ridley A.S., "bwysigrwydd hanfodol Pont Hafren i economi Glannau Hafren a De Cymru" a chyhoeddodd fesurau i ddangos "penderfyniad y Llywodraeth i gynnal cysylltiad cyfathrebu digonol a dibynadwy rhwng De Cymru a'i marchnadoedd yng ngweddill Prydain ac yn Ewrop y mae ei ffyniant yn dibynnu arnynt". Y mae'r mesurau hyn yn cyfuno rhaglen o atgyfnerthu a thrwsio'r bont bresennol, cyfyngu'r traffig cyn lleied â phosibl a gwneud astudiaeth ar sut y gallai ail groesfan gael ei darparu ar hyd coridor cyffredinol y bont

with the minimum of traffic restrictions, and a study of how a second crossing might be provided in the general corridor of the existing one so that there should be no unnecessary delay in providing a second crossing as soon as it is needed. The programme of strengthening and repairing the existing crossing is under way and should be completed by 1989. The second crossing study is now very well advanced and the final report of the Consulting Engineers is due in August 1986. It will obviously be of particular interest and concern to many people in South Wales and beyond.

24. The Welsh Office is already fully involved in monitoring the progress of the strengthening programme and the study of the second crossing, and the Secretary of State will likewise be closely involved in the decisions about a second crossing. A second crossing could have considerable implications for the Welsh roads programme because the costs of providing the link roads needed in Wales between the new crossing and the existing trunk road system would have to be borne by the Welsh Office. There may also be implications for traffic patterns in South East Wales more generally.

E. INVITATION TO COMMENT

25. This paper has covered a wide range of issues. Because of the long lead time required to implement new road schemes, decisions will shortly have to be made on the future road programme in Wales. Among the matters for consideration are: the objectives of the trunk road programme, its size and content; the balance between the trunk and local authorty road programmes and where the emphasis of the latter should be; and the importance of ensuring co-ordinated action with the Department of Transport on routes in which there is a mutual interest. Comments on these and related matters are now invited. These should be sent by 31 March 1986 to the Under Secretary, Transport, Highways and Planning Group, Government Buildings, Ty Glas Road, Llanishen, Cardiff CF4 5PL. The Secretary of State will take these into account in determining the future roads programme. Telephone enquiries should be made to (0222) 753271 Ext 3875.

bresennol fel na fyddai unrhyw oedi diangen wrth ddarparu ail groesfan cyn gynted ag y bydd ei hangen. Mae'r rhaglen o atgyfnerthu a thrwsio'r bont bresennol yn mynd yn ei blaen a dylai fod ar ben erbyn 1989. Mae astudiaeth yr ail groesfan yn mynd ymlaen yn dda, ac mae adroddiad terfynol y Peirianwyr Ymgynghorol i gael ei gyflwyno ym mis Awst 1986. Bydd o ddiddordeb amlwg i lawer o bobl yn Ne Cymru a thu hwnt.

24. Mae'r Swyddfa Gymreig eisoes yn ymwneud i'r eithaf â chadw llygad ar y rhaglen atgyfnerthu a'r astudiaeth ar yr ail groesfan, a bydd yr Ysgrifennydd Gwladol yn yr un modd yn cymryd rhan flaenllaw yn y penderfyniadau am ail groesfan. Gallai fod goblygiadau sylweddol i raglen ffyrdd Cymru o gael ail groesfan, oherwydd byddai'n rhaid i'r Swyddfa Gymreig ddwyn y gost o ddarparu'r ffyrdd cydio sy'n angenrheidiol yng Nghymru rhwng y groesfan newydd a'r system ffyrdd cysylltu bresennol.

E. GWAHODD SYLWADAU

25. Cynhwyswyd amrywiaeth eang o bynciau yn y papur hwn. Oherwydd yr amser hir sy'n angenrheidiol i weithredu cynlluniau ffyrdd newydd, bydd yn rhaid penderfynu'n fuan ar raglen ffyrdd y dyfodol yng Nghymru. Dyma rai o'r materion i'w hystyried: amcanion y rhaglen ffyrdd cysylltu, ei maint a'i chynnwys; y cydbwysedd rhwng y rhaglen ffyrdd cysylltu a rhaglen ffyrdd yr awdurdodau lleol a ble y dylai pwyslais yr ail raglen fod; a phwysigrwydd sicrhau gweithredu ar y cyd â'r Adran Drafnidiaeth ar ffyrdd lle mae diddordeb gan y naill ochr a'r llall. Gwahoddir sylwadau'n awr ar hyn a materion perthnasol. Dylid anfon y rhain erbyn 31 Mawrth 1986 at yr Is-Ysgrifennydd, Grŵp Trafnidiaeth, Priffyrdd a Chynllunio, Adeiladau'r Llywodraeth, Tŷ Glas Road, Llanishen, Caerdydd CF4 5PL. Bydd yr Ysgrifennydd Gwladol yn cymryd hyn i ystyriaeth wrth benderfynu rhaglen ffyrdd y dyfodol. Dylid gwneud ymholiadau teleffon ar (0222) 753271 Est 3875.

TABLE 1

TRUNK ROAD IMPROVEMENTS COSTING OVER £1M IN PREPARATION

EXPECTED TO START BETWEEN JANUARY 1988 AND DECEMBER 1990

	ROUTE NO	SCHEME
	M4	Baglan Lonlas
	M4	Brynglas Tunnels and Malpas Relief Road
	A5	Pont Padog Approaches
	A5	Halfway Bridge Reconstruction
	A5	Glyn Bends-Tynant-Dinmael School
	A40	Llandeilo Northern By-Pass
	A40	Carmarthen Eastern By-Pass
	A40	Whitland By-Pass
	A55	Aber Improvement
	A55	Pen-y-Clip Tunnels
	A55	Rhuallt Hill Improvement
	A465/A40	Abergavenny Western By-Pass
	A465	Glynneath-Aberdulais Improvement
	A470	Pentrebach-Cefn Coed Improvement
	A470	Gelligemlin-Llanelltyd Diversion
	A470	Improvement of A470 and A44 trunk roads and their junctions immediately south of Llangurig
	A483	Llandeilo Eastern By-Pass
	A483	Welshpool Relief Roads
/-	A483	Chirk By-Pass
	A487	Cardigan By-Pass
	A487	Caernarfon-South of Port Dinorwic
	A487	Port Dinorwic By-Pass
	A487	Seiont Bridge and Approaches
	A494	Mold By-Pass
	A4042	Penperlleni By-Pass
	A4042	Llantarnam By-Pass

/- Welsh element of joint Welsh Office/ Department of Transport scheme

TABL 1

GWELLIANNAU FFYRDD CYSYLLTU YN COSTIO DROS £1M SY'N CAEL EU PARATOI AC Y DISGWYLIR EU DECHRAU RHWNG MIS IONAWR 1988 a MIS RHAGFYR 1990

RHIF FFORDD	CYNLLUN
M4	Baglan - Lôn-las
M4	Twneli Bryn-glas a Ffordd Ryddhau Malpas
A5	Ffyrdd Cysylltiad Pont Padog
A5	Ail-adeiladu Pont Halfway
A5	Troeon y Glyn - Tŷ-nant - Ysgol Dinmael
A40	Ffordd Osgoi Gogledd Llandeilo
A40	Ffordd Osgoi Dwyrain Caerfyrddin
A40	Ffordd Osgoi Hendy-gwyn
A55	Gwelliant Aber
A55	Twneli Pen-y-clip
A55	Gwelliant Rhiw Rhuallt
A465/A40	Ffordd Osgoi Gorllewin y Fenni
A465	Gwelliant Glyn-nedd - Aberdulais
A470	Gwelliant Pentre-bach - Cefn-coed
A470	Gwyriad Gelligemlyn - Llanelltud
A470	Gwella ffyrdd cysylltu A470 ac A44 a'u cyffyrdd yn union i'r de o Langurig
A483	Ffordd Osgoi Dwyrain Llandeilo
A483	Ffyrdd Rhyddhau y Trallwng
/- A483	Ffordd Osgoi y Waun
A487	Ffordd Osgoi Aberteifi
A487	Caernarfon - De y Felinheli
A487	Ffordd Osgoi y Felinheli
A487	Pont Seiont a Ffyrdd Cysylltiedig
A494	Ffordd Osgoi yr Wyddgrug
A4042	Ffordd Osgoi Penperllenni
A4042	Ffordd Osgoi Llantarnam

/- Elfen Gymreig cynllun ar y cyd rhwng y Swyddfa Gymreig a'r Adran Drafnidiaeth

TABLE 2

TRUNK ROAD SCHEMES OVER £1M

PLANNED TO START AFTER 1990

ROUTE NO	SCHEME
A5	Bethesda By-Pass
A5	Gwalchmai By-Pass
A5	Bonwm Bends
A40	Pontargothi Diversion
A40	Robeston Wathen By-Pass
A40	Treffgarne Rocks Improvement
A458	Welshpool-English Border Improvement
A470	Commins Coch By-Pass
A470	Llanrwst By-Pass
A470	Diversion East of Llangurig to Wern Villa
A470	Builth Wells By-Pass and Llanelwedd junction
A477	Sageston By-Pass
A487	Furnace Bridge-Eglwys Fach Improvement
A4042	Llanellen By-Pass

TABL 2

CYNLLUNIAU FFYRDD CYSYLLTU DRCS £1M

A GYNLLUNIWYD I DDECHRAU AR ÔL 1990

RHIF FFORDD	CYNLLUN
A5	Ffordd Osgoi Bethesda
A5	Ffordd Osgoi Gwalchmai
A5	Troeon Bonwm
A40	Gwyriad Pontargothi
A40	Ffordd Osgoi Robeston Wathen
A40	Gwelliant Creigiau Trefgarn
A40	Gwelliant y Trallwng - Ffin Lloegr
A470	Ffordd Osgoi Comins Coch
A470	Ffordd Osgoi Llanrwst
A470	Gwyriad i'r Dwyrain o Langurig i Wern Villa
A470	Ffordd Osgoi Llanfair-ym-Muallt a Chyffordd Llanelwedd
A477	Ffordd Osgoi Sageston
A487	Gwelliant Pont Ffwrnais - Eglwys-fach
A4042	Ffordd Osgoi Llanelen

TABLE 3

ROUTE OR FEASIBILITY STUDIES COVERING:

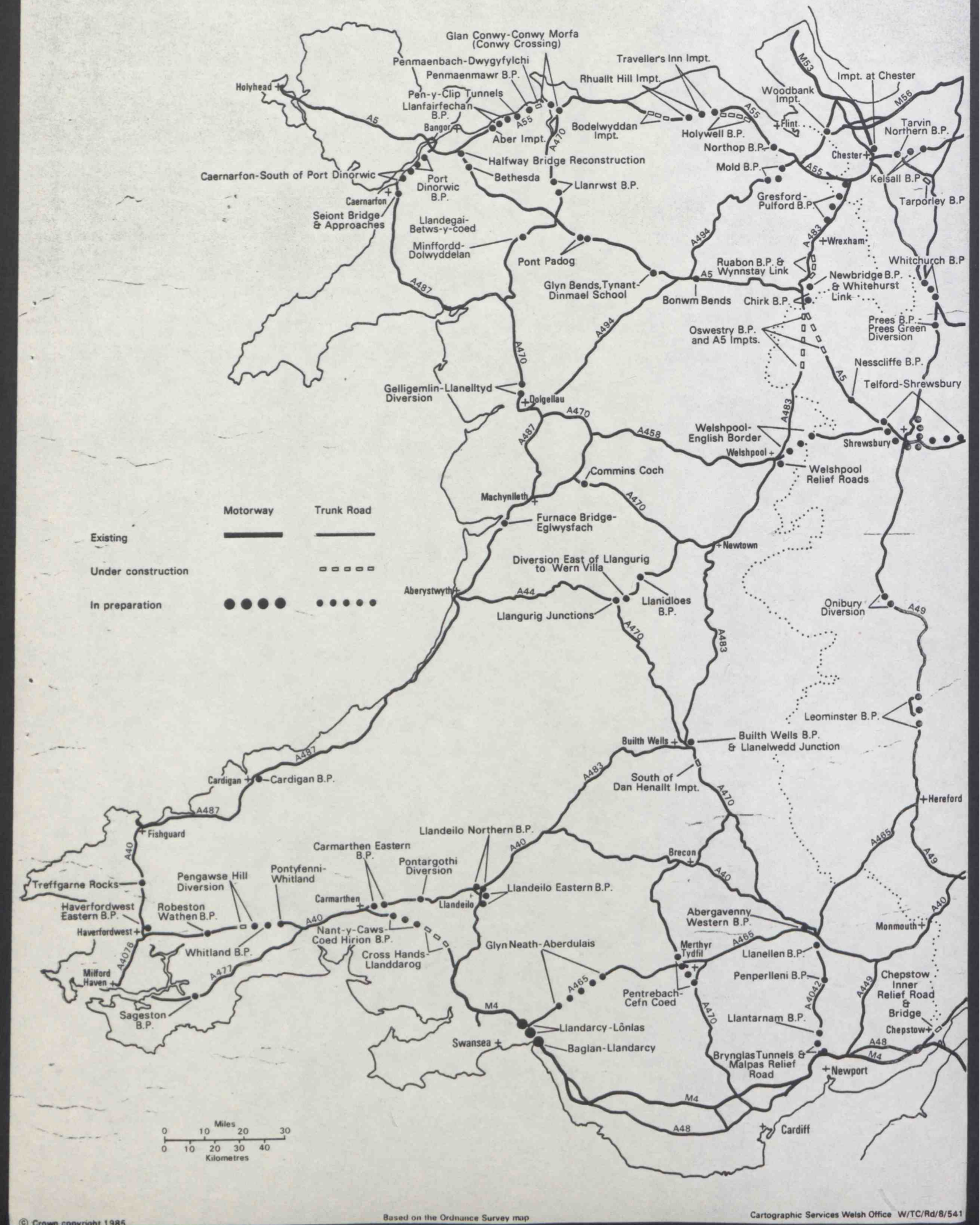
ROUTE NO	
A5	West of Llangollen - Pentrefoelas (including Corwen By-pass)
A5	Pentrefoelas - Betws-y-Coed
A5	Betws-y-Coed - Llandegai
A5	Anglesey - Village By-passes
A40/A4042	Link (Goytre to The Bryn)
A470	Betws-y-Coed - Llanrwst
A470	Lledr Valley
A487	Maentwrog - Porthmadog
A494/A550	Ewloe - Woodbank

TABL 3

ASTUDIAETHAU FFYRDD NEU BOSIBILRWYDD YN CYNNWYS

RHIF FFORDD	
A5	Gorllewin Llangollen - Pentrefoelas (gan gynnwys Ffordd Osgoi Corwen)
A5	Pentrefoelas - Betws-y-coed
A5	Betws-y-coed - Llandygái
A5	Môn - Ffyrdd Osgoi Pentrefi
A40/A4042	Cysylltiad (Goetre i'r Bryn)
A470	Betws-y-coed - Llanrwst
A470	Dyffryn Lledr
A487	Maentwrog - Porthmadog
A494/A550	Ewloe - Woodbank

WALES TRUNK ROAD NETWORK
(showing planned major improvement schemes)



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MR NORGROVE

cc Mr Addison

The Transport Secretary pressed the Prime Minister yesterday evening to open the penultimate stretch of the M25 motorway, the section between Swanley and Sevenoaks. This was being completed six months early and he thought that the opening date would be 6 February. The Prime Minister said she would very much like to do this if possible.

C D POWELL

13 January 1986

cc BR

Mr Addison.

MR NORGROVE

1. Mr Wicks. To see. I take it the second is the opening of the whole road, which would leave the first to fall more naturally to the PM.
2. Diary letter.

M25

The Transport Secretary raised with the Prime Minister this afternoon the question whether she would be prepared to open a stretch of the M25 next year. The Prime Minister said that it must be for The Queen to do this. Mr. Ridley countered that there were likely to be two sections to be opened, one in September, the other in December. He hoped that the Prime Minister would agree to do the first of them. The Prime Minister said that she would consider it.

Photocopies on GR file.

C.D.P.

CHARLES POWELL

7 November 1985

VC2AIS

CONFIDENTIAL

MR NORGROVE

LONDON TRAFFIC

The Transport Secretary told the Prime Minister this afternoon that he was very worried about the situation which would arise over London traffic after April next year. He thought it had been a great mistake for the Government not to have taken powers to control London traffic following the demise of the GLC. There was a risk of chaos when control was handed over to the 33 London boroughs and the Government would be blamed for it.

The Prime Minister said that she would be in favour of the Government taking powers to run London traffic. Some people would argue that this was taking responsibility away from the boroughs and therefore contrary to the Government's intentions in abolishing the GLC. But it would be damaging to be held responsible for a breakdown in London traffic control. She assumed that legislation would be necessary, in which case Mr. Ridley would need to move very quickly. Mr. Ridley said he was glad to have the Prime Minister's support. He would put in a paper.

Can I leave it to you to report this as necessary.

CDP

CHARLES POWELL

7 November 1985

VC2AIT

Okehampton Bypass

11 am

The Secretary of State for Transport (Mr. Nicholas Ridley): With permission, Mr. Speaker. I should like to make a statement about the bypass of Okehampton on the A30. The House will know that earlier this year the Government's compulsory purchase orders for a route for the bypass to the south of the town were referred to a Joint Committee of both Houses of Parliament under the Statutory Orders (Special Procedure) Act 1945. That Committee, by a majority of four to two, recommended rejecting the orders, and proposed instead a route to the north of the town. This recommendation was contrary to that of the independent inspector, who held a 96-day public inquiry during which all the issues were exhaustively discussed. He endorsed the southern route which has been the route preferred by all successive Administrations since 1976. My right hon. Friend the Secretary of State for the Environment and I agreed with the inspector, that the balance of environmental and economic advantage lies in favour of the southern route, and we proceeded to make the orders.

One thing is clear — everyone is united about the need for a bypass, although I am fully aware of the strong and conflicting opinions which the route of the proposed bypass has aroused, both in Parliament, and in the south-west of England. This issue must be resolved once and for all.

The Joint Committee believes that a route to the north could be constructed quickly. I must tell the House that it takes on average 13 years to plan and build a road.——

Mr. Anthony Steel (South Hams: Rubbish.

Mr. Ridley: With the best will in the world and no ficulties arising, I doubt whether we could complete a orthern route in much under eight or nine years. It could be much more if there were difficulties, or if the inspector was again to recommend the southern route. For the people of Okehampton and the people of Devon and Cornwall the long delay and the uncertainty would be intolerable when the southern route could be completed in three years.

Parliamentary Select Committees make reports to Parliament, and it is for Parliament to accept or reject them. In this case a procedure for doing this is laid down in the Statutory Orders (Special Procedure) Act. It provides in section 6 for a confirming Bill to be brought in. Accordingly, the Government will introduce such a Bill, at the earliest opportunity, to confirm the southern route.

Mrs. Gwyneth Dunwoody (Crewe and Nantwich): Is it not an outrage — [HON. MEMBERS: "No".] — that the Secretary of State should announce such an insensitive and arrogant decision? How can he possibly pretend that he can justify the destruction of an area of supreme natural beauty——

Mr. David Harris (St. Ives): Rubbish.

Mrs. Dunwoody: —which is a national asset, on the basis of needing to push ahead with a bypass because it will take 13 years to find an alternative route?

If work were started immediately — the right hon. Gentleman knows very well that the southern route cannot be started immediately because a Bill will have to pass through the Houses of Parliament — it would still take until 1988 to finish the requisite road. Will the right hon. Gentleman admit that if the northern route were started as quickly, it would take only two more years to complete a route which would do no damage and which would be environmentally acceptable?

As the northern route has already been surveyed, all the preparatory work has been done and the environmental groups concerned have said that they would be anxious to speed the agreement of the planning procedures for the northern route, how can the Minister justify ignoring all the evidence and the views of a Joint Committee? He is saying, in effect, that the interests of the nation as a whole are of no concern to him and that only financial matters concern him. He should resign and do something constructive to protect transport in Britain.

Mr. Ridley: The hon. Lady has some explaining to do. On 3 September 1976, the then Labour Government issued a press notice which read:

"The preferred route passes to the south of Okehampton."

If that was the view of her party then, she has to tell us why she has changed her mind. She will have an opportunity to do that when the Confirming Bill comes forward. Secondly, my Department advises me that, if we were to go for a route to the north of the town, the inspector's report on the line order could be expected to be with the Department by 1989. The inspector's report on the compulsory purchases order might be with us by the end of 1991, assuming that there were no difficulties. It would then take three years to construct the road. The earliest completion date would be about 1994.

Mrs. Dunwoody: Absolute rubbish.

Mr. Ridley: If the inspector were to consider the route to the north at a public inquiry and report that the route should go to the south, as his predecessor did, it is highly likely that we should spend eight or nine years only to find ourselves in the same position without any route for Okehampton.

The hypocrisy of the Labour party sickens me. The bypass means jobs. There will not be jobs in Devon and Cornwall unless I get the bypass built. If the hon. Lady cares about the unemployed, she will be true to what she knows is the right decision.

Several Hon. Members *rose*——

Mr. Speaker: Order. I remind the House that this is a Back-Bench day. I ask hon. Members to put their questions briefly.

Mr. Peter Rost (Erewash): Does my right hon. Friend accept that, if the Department of Transport had obeyed its own policy guidelines as laid out in paragraph 58 of the 1976 circular—

"no new route . . . should be constructed through a national park . . . unless",

in effect, there is no "reasonable alternative" — the bypass could have been built along the northern route long ago? Further, will he take aboard the fact that by so arrogantly overruling his own policies and reversing a decision that had been carefully considered by a Joint Committee, he is creating a constitutional precedent that will undoubtedly arouse a great deal of criticism in this place, in another place and outside? Have we not had enough banana skins in recent months, and have not inspectors and Departments come to wrong decisions before?

Mr. Ridley: I understand that my hon. Friend took the opposite view to mine in the Joint Committee. I must complete his quotation from the national park circular. It continues:

"Application of the policy to some parks does, however, give rise to particularly difficult considerations because of their geographical location."

This is an example of just that. The Statutory Orders (Special Procedures) Act 1945 lays down the procedure for the report of a Joint Committee to be considered by Parliament. Therefore, it is not unconstitutional to follow the carefully laid down provisions in the Act. Furthermore, my hon. Friend may not be aware that, on 4 May 1949, the then Labour Government introduced a confirming Bill to alter the report of a Joint Committee on the Mid-Northamptonshire Water Board Order. There is nothing unique or unconstitutional about what the Government are doing.

Dr. David Owen Plymouth, Devonport): Is it not a fact that the national parks are vested in this House and it is for the House to decide whether to accept the Minister's judgment, which many of us believe to be wrongly based in terms of its historical perspective and in terms of the estimate which he has given to achieve the northern route? Exaggerating his claim will not help his case when it comes to the House. Will he confirm that no Whip will be placed on Conservative Members and that the issue will be judged on its merits? Will he confirm also that there will be no attempt to impose a governmental view on what should be an environmental choice for all right hon. and hon. Members?

Mr. Ridley: I confirm that it is for Parliament to take a decision upon reports prepared by the Committees of Parliament. This issue can be resolved only by Parliament. Committees do not make decisions; they make recommendations to Parliament which, in the end, has to decide one way or another. We are giving Parliament an opportunity to do that. As to what guidance is given to my right hon. and hon. Friends, that is a matter for my right hon. Friend the Patronage Secretary. I shall be interested to hear what guidance the right hon. Member for Plymouth, Devonport (Dr. Owen) gives to his hon. Friends.

Sir Peter Mills (Torridge and Devon, West): As the hon. Member whose constituency is affected, I congratulate my right hon. Friend and the Cabinet on their decision. I am sure that he will know that the people of Okehampton and Cornwall are delighted as well. This is a courageous decision and the right one in the circumstances. I ask him to urge the Government forward, enabling the Bill to have a speedy passage through Parliament, so that the sufferings of the people of Okehampton and Cornwall will be ended finally. The Leader of the Opposition came to the west country recently and said that there would be hundreds of thousands of new jobs under a Labour Government. It is extraordinary that the very action that would help unemployment and the economic situation in the sout-west is now being frustrated by the Opposition and the alliance.

Mr. Ridley: I am grateful to my hon. Friend and I am sure that he is right that we must consider the interests of his constituents and the people of Devon and Cornwall. It might interest the hon. Member for Crewe and Nantwich (Mrs. Dunwoody) to know that, when her Government consulted the people of Okehampton a[illegible]ts surrounding area in 1976 in a comprehensive questionnaire to which 1,030 people filled in the answers, 55 per cent. expressed themselves unquestionably in favour of the southern route. The people concerned, whom my hon. Friend the Member for Torridge and Devon, West (Sir P. Mills) represents so ably, are clearly in favour of the Government's decision.

Dr. David Clark (South Shields): Does the Minister appreciate that, while we recognise the importance of jobs and the need for a bypass at Okehampton, his statement will be seen as shameful? He has come to the House on the last day of this term to make it and, for the sake of two years, he is prepared to desecrate one of our national parks. This is final proof of the Government's complete disregard of things environmental.

Mr. Ridley: The hon. Gentleman must check. I was willing to make the statement yesterday, but it was agreed between the usual channels, including his own usual channels, that I should make the statement today instead. I was determined to make a statement to the House rather than answer a written question, and it is hard to be hauled over the coals when I have taken the trouble to come here when the House is sitting.

The hon. Gentleman is constructing an argument on a false premise. He said that adopting the northern route will take two years longer, and his case and that of the right hon. Member for Devonport rests on that proposition. However, that is not true. The northern route would take eight years at least, and perhaps still longer. I have no intention of short-circuiting the proper procedures for consulting and for public inquiries, and I am sure that he would not wish me to do so. Are the Opposition suggesting that we would cheat the people of Okehampton of the opportunity of consultation on a northern route? There [illegible] no northern route, and we should have to start fr[illegible] scratch. I advise the hon. Gentleman to get a bett[illegible] argument before he comes to discuss the merits of this when we debate the confirming Bill.

Mr. Jerry Wiggin (Weston-super-Mare): Does my right hon. Friend accept that the events in the Joint Committee, while within the letter of the original law, were not within the spirit of it, and that a small alteration to the proceedings of the House would stop a rehearing of a public inquiry, which is what took place on this occasion? I hope that my right hon. Friend will use whatever muscle he has to help that change take place.

Mr. Ridley: My hon. Friend is right. The orders were referred to the Joint Committee because it was proposed to take open space, not national parkland. The 1945 Act is relevant only where open space land is taken. It was held by my right hon. Friend the Secretary of State for the Environment that inadequate open space land could be offered in return for the land that was to be taken. The Joint Committee was asked to look not at national parks or the route of the bypass, but at the quality and quantity of the replacement land. Therefore, it greatly widened its remit —I am not criticising it—by going into the issue of where the bypass should be, as that had been determined by a public inquiry endorsed by my right hon. Friend and myself.

Mr. Simon Hughes (Southwark and Bermondsey): Given that the Secretary of State knows that there is general agreement that something must be decided soon

CONFIDENTIAL

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CHD

DEPARTMENT OF TRANSPORT
2 MARSHAM STREET LONDON SW1P 3EB

Allan Davis Esq
Private Secretary to
The Rt Hon Patrick Jenkin MP
Secretary of State for the Environment
Department of the Environment
2 Marsham Street
LONDON SW1P 3EB

24 July 1985

Dear Alan,

OKEHAMPTON BYPASS

Since my letter of yesterday, there have been further discussions between my Secretary of State and the Business Managers on the future handling of the passage of the Confirming Bill. As a result, my Secretary of State proposes a different approach and the Statement circulated yesterday has been revised to reflect this - a copy of the new version is now attached.

As you know, it has also been agreed that the Statement should be made tomorrow, Thursday, 25 July, rather than today as originally proposed. Could I please ask for any comments to reach me before close of play today.

Copies of this letter go to Tim Flesher (No 10), Joan MacNaughton (Lord President's Office), Alison Smith (Lord Privy Seal's Office), Ivor Llewelyn (MAFF), David Beamish (Chief Whip's Office Lords) and Murdo Maclean (Chief Whip's Office Commons).

Yours ever

Sarah Straight

SARAH STRAIGHT
Private Secretary

CONFIDENTIAL

OKEHAMPTON BYPASS

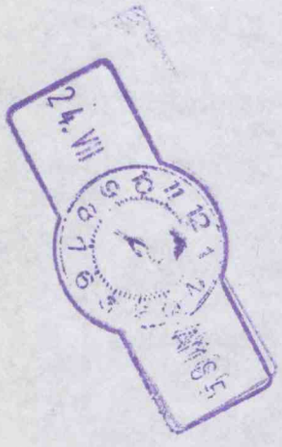
With permission, Mr Speaker, I would like to make a statement about the bypass of Okehampton on the A30. The House will know, that the Government's compulsory purchase orders for a route to the south of the town were referred to a Joint Committee of both Houses of Parliament under the Statutory Orders (Special Procedure) Act 1945. That Committee, by a majority of 4-2, recommended rejecting the Orders, and proposed instead a route north of the town. They expressed the belief that a northern route could be constructed quickly. These recommendations were contrary to those of the independent inspector who held a 96 day public inquiry during which all the issues were exhaustively discussed at the inquiry. He endorsed the southern route, which has been the route preferred by successive Administrations since 1976. My right hon Friend and I agreed with the inspector, that the balance of economic and wider environmental advantages lie in favour of a southern route.

I am fully aware of the strong and conflicting opinions which the proposed bypass has aroused, not least in Parliament.

The Joint Committee believe that a route to the north could be constructed quickly. It takes on average 13 years to plan and build a road. With the best will in the world we could not hope to complete a northern route in much under 8 or 9 years and it could be much more. This is an intolerable length of time for the people of Okehampton and the people of Devon and Cornwall to have

to wait when the southern route could be completed in 3 years.

Parliamentary Committees make reports to Parliament, and it is for Parliament to accept or reject them. In this case a special procedure for doing this is laid down in the Statutory Orders (Special Procedure) Act. It provides for a Confirming Bill to be brought in. Accordingly the Government will introduce such a Bill, to confirm the southern route at the earliest opportunity. The procedure only requires the Bill to have a Report Stage and Third Reading stage in both Houses.



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NBPM
AT 23/7 cc PO.

DEPARTMENT OF TRANSPORT
2 MARSHAM STREET LONDON SW1P 3EB

Allan Davis Esq
Private Secretary to
The Rt Hon Patrick Jenkin MP
Secretary of State for the Environment
Department of the Environment
2 Marsham Street
LONDON SW1P 3EB

23 July 1985

Dear Allan,

OKEHAMPTON BYPASS

My Secretary of State wrote to Mr Jenkin about this on 13 May. Subsequently, L Committee agreed that a Bill should be introduced to confirm the compulsory purchase orders for the Okehampton Bypass. This will enable Parliament to take a view on the issue of whether the route of the bypass should go to the south of the town - which means an incursion into the edge of Dartmoor National Park - or to the north where there are other disadvantages.

My Secretary of State has agreed with the Business Managers of both Houses that an announcement about a Confirming Bill should be made, in an Oral Statement tomorrow, Wednesday 24 July. The text of the proposed statement is attached. I am sorry we have not been able to circulate this before, but if any comments could reach me by close of play today, I would be most grateful.

Copies of this letter go to Tim Flesher (No 10), Joan MacNaughton (Lord President's Office), Alison Smith (Lord Privy Seal's Office), Ivor Llewelyn (MAFF), David Beamish (Chief Whip's Office Lords) and Murdo Maclean (Chief Whip's Office Commons).

Yours ever

Sarah Straight

SARAH STRAIGHT
Private Secretary

CONFIDENTIAL

DRAFT STATEMENT ON OKEHAMPTON BYPASS

With permission, Mr Speaker, I would like to make a statement about the bypass of Okehampton on the A30. The House will know, that the Government's plans for confirming the compulsory purchase Orders for a route to the south of the town were referred to a Joint Committee of both Houses of Parliament under the SO(SP) Act 1945. That Committee, by a majority of 4-2, recommended rejecting the Orders, and proposed as an alternative, a route north of the town.

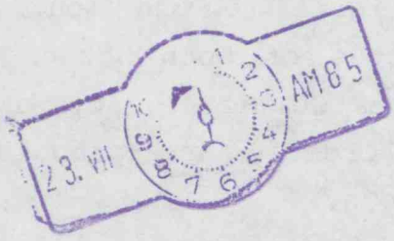
It now falls to Parliament to decide whether to accept or reject the Joint Committee's report. The procedure for doing this, laid down in the SO(SP) Act 1945, is for a Confirming Bill to be brought in. Such a bill only requires to have a Report Stage and a Third Reading, in both Houses.

It is clear that opinion in the House is divided. There are two rival motions on the Order Paper. One headed by my hon Friend the Member for Devon West and Torridge favours the Southern Route, and has attracted [140] signatures: the other, headed by my hon Friend the Member for South Hams favours a Northern Route and has attracted [151] signatures. [12] hon Members have signed both Motions.

In the light of such conflicting evidence, it is clear that the only way the matter can be decided is by a vote. Accordingly the Government will bring a Confirming Bill before the House under the SO(SP) Act 1945, at the earliest opportunity. [My rt hon Friend the Patronage Secretary does not intend to issue guidance to my rt hon and hon Friends on this occasion: but I must make it clear that I will vote for the Southern route; after all I proposed confirmation of the orders, which has brought to the point of decision proposals endorsed by successive Administrations since 1976.]

Roads Policy : TRANSPORT

P72.



1. TF
2. ~~SS~~
3. Prime Minister ④

DEPARTMENT OF TRANSPORT
2 MARSHAM STREET LONDON SW1P 3EB

Andrew Turnbull Esq
Private Secretary
10 Downing Street
LONDON SW1

17th June 1985

Dear Andrew,

ROADS PROGRAMME

Your letter of 11 June to Richard Allan recorded my Secretary of State's promise to send the Prime Minister a copy of the speech he made when opening the latest section of the M3. This is now enclosed.

Yours sincerely

Sarah Straight

SARAH STRAIGHT
Private Secretary

THANK YOU MR LAND, AND YOU TOO COUNCILLOR KEEP FOR YOUR WORDS OF WELCOME. YOUR WORSHIPS, BISHOP, LADIES AND GENTLEMEN I AM VERY HAPPY TO BE HERE TODAY TO OPEN THIS FURTHER SECTION OF M3. UPON ITS COMPLETION THE MOTORWAY WILL LINK SOUTHAMPTON INTO THE NATIONAL MOTORWAY NETWORK. ALONG WITH THE IMPROVEMENTS UNDERTAKEN OR PLANNED ON THE A34 AND THE DECISION LAST DECEMBER TO EXTEND M40 TO BIRMINGHAM, WE WANT TO BRING CONSIDERABLE BENEFITS TO BOTH SOUTHAMPTON AND PORTSMOUTH.

SOUTHAMPTON IS ONE/...

SOUTHAMPTON IS ONE OF OUR PREMIER PORTS. IT HAS GREAT NATURAL ADVANTAGES -- ITS TIDES, AND ITS LOCATION JUST OFF ONE OF THE WORLD'S BUSIEST SEAWAYS. IT IS IDEALLY PLACED TO HANDLE A SUBSTANTIAL SHARE OF OUR INTERNATIONAL TRADE. BUT IN ADDITION IT NEEDS EFFECTIVE LANDWARD COMMUNICATIONS, WHICH WE ARE PROVIDING. IT NEEDS COST-EFFECTIVE MANAGEMENT. IT HAS HAD TROUBLES IN RECENT TIMES. BUT I AM DELIGHTED TO HEAR THAT MANAGEMENT AND WORKFORCE HAVE RESOLVED THESE PROBLEMS IN A WAY WHICH HAS ENABLED THE PORT TO WIN BACK TRADE WITH A MUCH SHARPER PERFORMANCE.

PORTSMOUTH HAS GROWN/...

PORTSMOUTH HAS GROWN RAPIDLY IN RECENT YEARS AS A FERRY PORT. IN TERMS OF ROLL-ON, ROLL-OFF TRAFFIC IT IS NOW SECOND ONLY TO DOVER. FOR THIS SORT OF TRAFFIC EFFICIENT ROAD COMMUNICATIONS ARE VITAL. WE ARE ALREADY IMPROVING THE A3 TO LONDON; FURTHER SECTIONS OF THE M3 WILL GIVE THE PORT READY ACCESS TO THE MIDLANDS.

ONE OF THE THINGS THIS GOVERNMENT HAS DONE IS TO CHANGE PORTS FROM BEING PLANNED (WHETHER THE TRADE LIKES IT OR NOT) TO BE COMPETING, RIVAL ESTABLISHMENTS EACH BIDDING FOR THE CUSTOMER'S BUSINESS. WE HAVE PRIVATISED 26 PORTS. THIS HAS INJECTED A KEENER EDGE INTO THE RIVALRY TO SERVE OUR EXPORT AND IMPORT BUSINESS.

CRITICS HAVE SAID/...

CRITICS HAVE SAID THAT THIS MEANS WE HAVE TO BUILD MORE ROADS TO CONNECT THE PORTS TO THE NATIONAL ROAD NETWORK. I AM HAPPY THAT WE ARE NOW LINKING SOUTHAMPTON INTO THAT NETWORK.

BUILDING ROADS IS AN INVESTMENT IN ECONOMIC ACTIVITY. THE GOVERNMENT ALONE CAN DO IT. SO THE GOVERNMENT HAS TO INVEST WHERE THE MARKET REQUIRES US TO DO SO.

IN MY CONSTRUCTION PROGRAMME THERE ARE SCHEMES WORTH £220M TO BE SPENT OVER THE NEXT FEW YEARS ON ROADS TO OUR PORTS. AND I AM READY WITH TRANSPORT SUPPLEMENTARY GRANT TO ASSIST LOCAL HIGHWAY AUTHORITIES WITH THE IMPROVEMENT OF THEIR ROADS TO THE PORTS WHEN THE TRAFFIC JUSTIFIES IT.

ROADBUILDING IS A/...

ROADBUILDING IS A BUSINESS OF NATIONAL IMPORTANCE. YOU ARE ALL SHAREHOLDERS IN THAT BUSINESS. YOU MAY LIKE TO LEARN HOW IT IS GETTING ON. THE FIRST POINT IN MY CHAIRMAN'S REPORT IS THE RETURN ON INVESTMENT WHICH I EXPECT. OVER THE NEXT THREE YEARS THE NATIONAL ROADS PROGRAMME SHOULD PRODUCE ON AVERAGE A RETURN OF £1.74 FOR EVERY £1 SPENT, CALCULATED IN TERMS OF TIME AND ACCIDENT SAVINGS AND OF REDUCTIONS IN COSTS TO THE USER. THAT LEAVES TO ONE SIDE WHAT I HAVE NO INTENTION OF IGNORING: THE IMMENSE CONTRIBUTION TO A CIVILISED ENVIRONMENT THAT MODERN ROADS BRING. ANY RESIDENT OF A TOWN RECENTLY BYPASSED WILL AGREE WITH THAT.

MY SECOND POINT/...

My second point is that we are rapidly increasing our output. Investment in roads has been steadily increasing in recent years following the somewhat parlous level when we took it over 6 years ago. Capital investment is now some 30% higher - in real terms - than when we took office in 1979.

That is the answer to those who say that this Government does not care about our road infrastructure. Some misleading people even talk about "cuts" - a 30% real terms increase is not a "cut". My problem is finding enough time to open all the new road schemes. But I am delighted that I could include this particular one.

My third point/...

My third point concerns our detailed performance. Last financial year we planned to invest £808m on national roads. Provisional figures show that we were bang on target in our actual spending, within ½ of one per cent. So much for "slippage" in public spending. This year we shall spend £824m - and spend it all!

This scheme was/...

THIS SCHEME WAS NOT WITHOUT ITS PROBLEMS DURING THE PLANNING STAGES. SINCE THE DRAFT PROPOSALS WERE FIRST PUBLISHED SOME 15 YEARS AGO, IT HAS BEEN REVIEWED A NUMBER OF TIMES. THERE HAVE BEEN TWO PUBLIC INQUIRIES, ONE OF THEM VERY LENGTHY BUT I DO NOT PROPOSE TO DWELL UPON THAT TODAY.

ONE OF OUR MAIN CONCERNS THROUGHOUT HAS BEEN THE EFFECT OF THE NEW ROAD ON THE UPPER ITCHEN VALLEY AND THE WINNAL FLATS. WE HAVE TAKEN GREAT CARE OVER THE DESIGN OF THE MOTORWAY TO MINIMISE ENVIRONMENTAL INTRUSION. WITH SENSITIVE LANDSCAPING, INCLUDING EARTH-MOUNDING AND TREE PLANTING, I HOPE THAT THE MOTORWAY WILL BE AN ACCEPTABLE PART OF THE LANDSCAPE.

THIS NEW ROAD/...

THIS NEW ROAD MEETS ONE OF OUR MAJOR POLICY OBJECTIVES. THE COMPLETION OF THE M3 TO CONNECT WITH THE M27 MOTORWAY HAS HIGH PRIORITY. THERE IS STILL SOME WORK YET TO DO ON THE SHORT REMAINING SECTION FROM SOUTH OF EASTON LANE INTERCHANGE TO BAR END BEFORE IT CAN BE FULLY OPENED AS PART OF THIS MOTORWAY. BUT I THOUGHT IT RIGHT THAT WE SHOULD MARK THE OPENING OF THIS COMPLETE 10 MILE SECTION.

I HOPE IT/...

I HOPE IT WILL NOT BE TOO LONG BEFORE WE CAN IMPROVE THE FINAL SECTION OF THE ROUTE SOUTH OF BAR END. WE PUBLISHED DRAFT PROPOSALS FOR THE BAR END TO BASSETT SECTION OF THE M3 LAST YEAR. MOTT HAY & ANDERSON SEEM TO HAVE ACHIEVED A HIGH DEGREE OF ACCEPTANCE LOCALLY FOR OUR PROPOSALS. A PUBLIC INQUIRY TO CONSIDER THE PROPOSALS IS DUE TO START NEXT MONTH. I HOPE IT WILL BE POSSIBLE TO LET A CONTRACT FOR THIS FINAL SECTION OF THE ROUTE AT ABOUT THE END OF NEXT YEAR, IF ALL GOES WELL.

IN OPENING THIS/...

IN OPENING THIS NEW ROAD, I SHOULD LIKE TO PAY TRIBUTE TO ALL WHO HAVE BEEN ASSOCIATED WITH IT. OVERALL RESPONSIBILITY HAS BEEN IN THE HANDS OF MY DEPARTMENT'S SOUTH EAST REGIONAL OFFICE. IN THE EARLY STAGES DETAILED DESIGN WAS UNDERTAKEN BY THE FORMER HAMPSHIRE COUNTY SUB-UNIT OF THE DEPARTMENT'S SOUTH EASTERN ROAD CONSTRUCTION UNIT. THE CHIEF ENGINEER OF THE SUB-UNIT WAS ALSO THE COUNTY SURVEYOR, MR ARTHUR JACOMB, WHO IS TODAY BEING REPRESENTED BY THE DEPUTY COUNTY SURVEYOR MR ROY LANE AND I AM PLEASED HE IS ABLE TO BE WITH US TODAY. SUBSEQUENTLY PREPARATIONS AND SUPERVISION OF CONSTRUCTION WAS TRANSFERRED TO

MOTT HAY &/...

MOTT HAY & ANDERSON, AND I WOULD LIKE TO THANK DR BROWN, GROUP CHAIRMAN, AND MR TURNBULL, CHAIRMAN OF THE COMPANY, WHO ARE BOTH WITH ME ON THE PLATFORM, FOR THE EFFORTS OF THEIR STAFF FOR SEEING THIS SCHEME THROUGH TO COMPLETION.

ALSO ON THE PLATFORM WITH ME ARE MR BECK, CHAIRMAN OF THE CONTRACTORS, JOHN MOWLEM & CO AND MR LAND ON BEHALF OF EDMUND NUTTAL LTD. I WOULD LIKE PARTICULARLY TO CONGRATULATE THEM BOTH ON COMPLETING THEIR PARTS OF THE SCHEME. ALL THOSE CONCERNED CAN BE PROUD OF THEIR WORK.

FILE SLH

SUBJECT
cc Master Set

bc JW

10 DOWNING STREET

11 June 1985

From the Private Secretary

Dear Richard,

ROADS PROGRAMME

The Prime Minister held a meeting with your Secretary of State today to discuss the roads programme. Also present were Mr Hannigan and Mr Wybrew. Your Secretary of State said that, despite appearances created by conservation groups, improvements in the road network were politically attractive. 60 per cent of households had at least one car and by the end of the century the volume of traffic was likely to have increased by 50 per cent. The basic motorway network was nearing completion though at certain points its capacity would need to be expanded. Motorways were now being built to higher technical and environmental standards. The priorities for the roads programme were better roads for the East Coast ports, opening up the West Country and improvements in London. There were a substantial number of by-passes in the pipeline but increasingly these would be roads for which local authorities were responsible.

The Prime Minister agreed that improvements in the road network were a high priority if finance could be found. This illustrated the importance of saving public expenditure on housing so that money could be released for those programmes which only the public sector could provide. She shared the concern about roads in London. The approach from Heathrow was a very poor advertisement and she was anxious to see an improvement in traffic conditions around Parliament Square. She asked your Secretary of State about discussions with the Treasury.

On London, your Secretary of State said the position would change significantly with the abolition of the GLC. The latter had been following an anti-car and lorry policy, preferring to give priority to buses and the underground. The City of Westminster would become a traffic authority for the first time and the Department looked forward to working constructively with it. The Department would assume responsibility for only 70 miles of road in London but this included some key routes such as the South Circular. Four major traffic studies had been commissioned.

On finance your Secretary of State thought road users were prepared to pay more if the funds were devoted to identifiable improvements. The Treasury were opposed to hypothecation (reservations which the Prime Minister shared). He had agreed with the Chancellor that the roads programme was a high priority if additional funds could be made available within the limits of public expenditure. Given the lags in the planning system, expenditure could be accelerated only slowly. Your Secretary of State was anxious to devote more money to reducing the maintenance backlog as to delay repairs often meant that full reconstruction was required rather than simply resurfacing.

Your Secretary of State said that 90 per cent of the planning inquiries went smoothly; the problem lay with a small minority of major cases. He hoped eventually to introduce the legislation to improve the compensation that could be offered. If this were say 125 per cent of market value, those being asked to surrender land or property could be detached from the professional objectors. The Prime Minister agreed there was a case for paying more than market value. Rather than compensation she preferred to think of restitution which would include some allowance for the costs of disruption.

Your Secretary of State said that the change in the basis of TSG was important at a time when expenditure on local authority roads was becoming relatively more important. The new arrangements would ensure that grant could be used only for capital works and could not be diverted into bus subsidies.

The Prime Minister asked what more could be done to present the achievements of the road programme. All too often roads represented the good news that did not make the news. She hoped your Secretary of State would make a major presentation on this at the Party Conference. He said the Press Office in the Department was being strengthened and he promised to send her a copy of the speech for the opening of the latest section of the M3.

BF

Yours sincerely

Andrew Turnbull

Andrew Turnbull

Richard Allan, Esq.,
Department of Transport

CQB1

PRIME MINISTER

23 May 1985

A meeting has been arranged to discuss this privately with N Ridley on 11 June.

ROADS PROGRAMME

AT 2415

The existing public expenditure provision for roads - national and local - is roughly £2.5 billion pa, remaining constant in real terms.

Nigel Lawson has already intimated to Nicholas Ridley that the roads programme would be a worthy candidate for additional public expenditure, as much remains to be done by way of repairs and extensions to the network. DTp have responded with a bid for additional roads expenditure - national and local - of roughly £100 million pa (ie +4%) in 1986/87 and 1987/88. However, more bullish estimates - upwards of £200 million pa - are mooted in DTp's note prepared for your discussion with Nicholas Ridley. In that discussion, he will want a steer on how hard he should fight his corner in the public expenditure bilateral with Treasury who, although sympathetic, look like being more than usually constrained by competing bids.

The Discussion

1. You could open by discussing the underlying trend of future roads expenditure. It is not easy to discern from the rather bland assortment of points made in the DTp paper.

The state and effectiveness of our roads system matter to voters. They have become predominantly car drivers - spending on average 13% of household income on road transport. About 60% of all households have at least one car available for private motoring. In families headed by employees and the self-employed, the proportions are respectively 80% and over 90%. Passenger road traffic has increased threefold since 1961. DTp's latest projections show this trend continuing, so that by 2000 there could be up to 50% more cars on the roads.

But more road users means more income to the Exchequer. Of the £50 billion pa spent by road users (passengers and freight) £11 billion pa goes to the Government in the form of taxes and duty - more than four times the public expenditure on roads.

DTp's annual Condition Survey shows that the state of most classes of road has been deteriorating since the start of the decade (see Annex). Unless maintenance backlogs are tackled, wasteful remedial maintenance (three times more expensive) will become widespread, and the deterioration will accelerate. Nicholas Ridley's paper suggests that the Government ought to be earmarking as much as £150 million-£200 million pa more over the next few years to reverse this trend.

Meanwhile, road users will expect to see the pace of new road construction maintained. We are still a long way from having exhausted the inventory of economically justifiable new roads and bridges, especially given the continuing build up of road traffic. Inner London has been woefully neglected over recent years, and the costs of improvement are bound to be high. Steps must be taken to expand the capacity of the most congested existing motorways (Southern end of the M1, London end of the M4, M6 through Birmingham and round Liverpool and Manchester). Improved access to the South and East coast ports (M40, A34, M20 and A1/M1 Link) remains a priority, as does the bypass programme.

2. How far and by how much should we increase spending, and on what?

We would go for a modest initial increase - say the £100 million of DTp's opening bid - but provide thereafter for continuing real-terms increases of perhaps £50 million pa. In the last 3 years, the Government has benefited from a buyers' market for major civil engineering work. Unit road costs have increased less rapidly than general inflation. However, there are signs that the market is tightening. It would be counter-productive to boost roads expenditure sharply, only to increase the profit margins of the construction industry at the expense of road output.

As regards priorities at the present stage, we would give top priority to a systematic programme of remedial and preventative maintenance. Letting maintenance backlogs increase to the point where expensive remedial maintenance becomes the norm wastes money which could have been spent on expanding the road network. Getting out of the present downward spiral looks like costing in the order of £0.5 billion-£1.0 billion over the next few years. You could ask Nicholas Ridley for more precision over this programme. If agreed, it should be given maximum publicity.

For the rest, we would look for balance, but put priority on making sure that the programme of new construction is cost-effective and efficiently executed. That means:

i. Increasing the inventory of road schemes which have completed the lengthy planning process.

ii. Undertaking the schemes in a sequence and phasing which is conducive to tight project and contract management, and which takes account of the state of the market.

iii. Vigorously implementing the efficiency initiatives outlined in Nicholas Ridley's paper.

3. You could conclude by complimenting Nicholas Ridley on his personal contribution in pioneering initiatives to

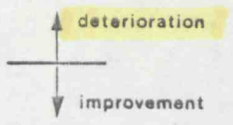
increase the efficiency of the roads programme: for example, the concept whereby contractors responsible for disruptive motorway reconstruction conceptually have to rent the lanes which are taken out of service, thereby gaining financially from early completion, or suffering from delayed completion.

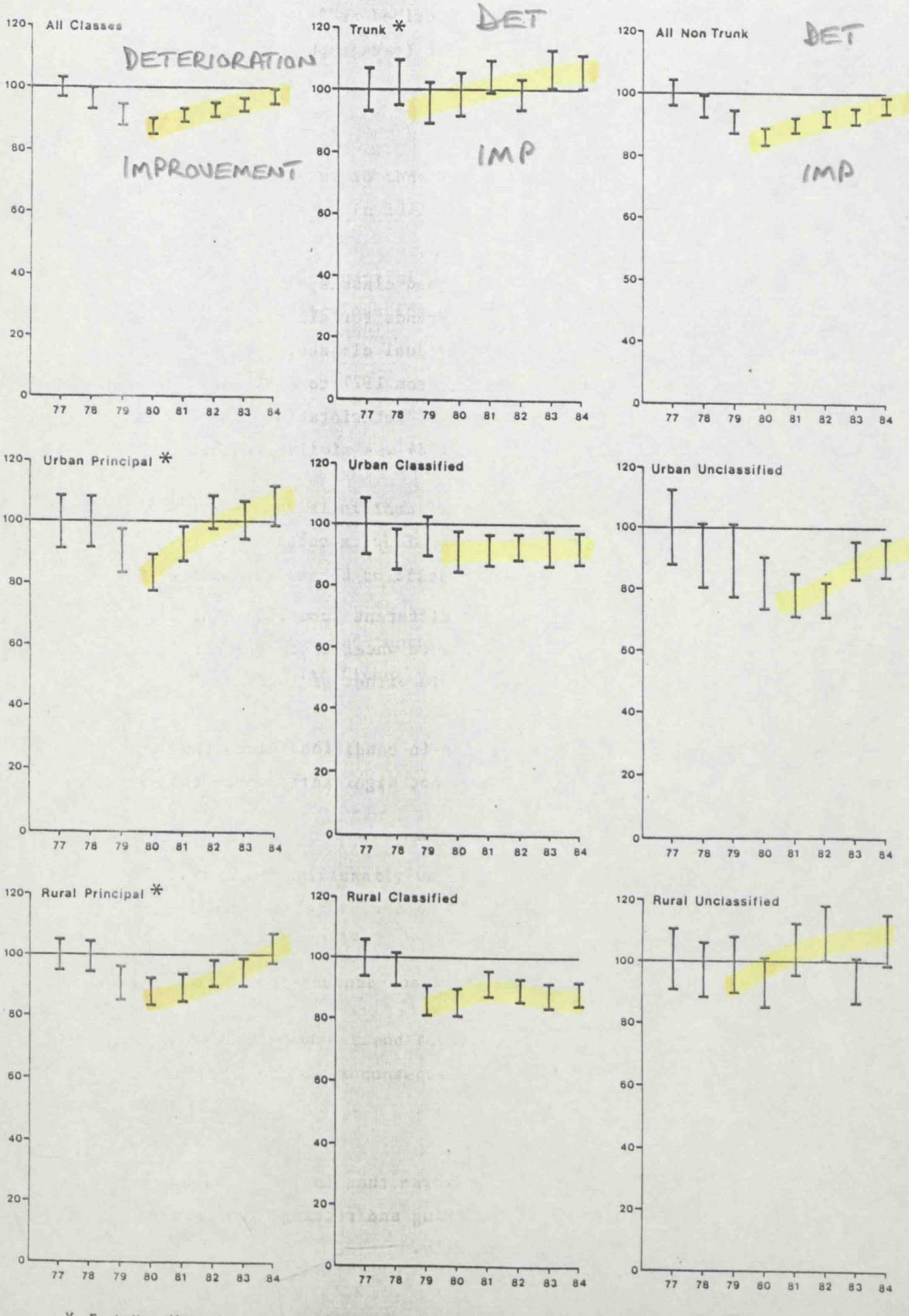
However, you could point out that good ideas and initiatives are only the start. Too often the implementation and follow through fall short of expectations. The Efficiency Unit has recently estimated that this is costing the Government hundreds of millions of pounds. For example, you might ask what happened to the Rayner proposal that contracts for the comprehensive maintenance of sections of trunk road over a specified period should be competitively tendered. This idea dates from the early 1980s, but has not so far been implemented.

JOHN WYBREW

Figure 1: Defects Index : England and Wales

90% confidence intervals. 1977 = 100





* Excluding Motorways

SECRETARY OF STATE FOR THE ENVIRONMENT

2 MARSHAM STREET
LONDON SW1P 3EB
01-212 3434

My ref:

Your ref: 15 May 1985

Dear Nick,

Thank you for your letter of 13 May about which we had earlier had a brief word.

I entirely agree that we face a difficult situation where none of the options is very palatable. I have a great deal of sympathy for the inhabitants of Okehampton caught in a perpetual traffic jam, and in the local feeling that this whole issue has been subject to constant delays and difficulties.

Equally, it is only fair to record that, as your letter acknowledges, there are strong feelings about the effect of the road on the landscape of the National Park, and one must recognise the considerable satisfaction among a wide constituency that the Parliamentary Joint Committee appeared to uphold the doctrine that there was a presumption against development in National Parks.

Having said all that, I am in no doubt that we must try to press ahead in favour of the southern route. My recent official and political tour in the South West left me in no doubt at all of the very great anger felt by whole communities that a minority conservationist interest should put at risk whole parts of the South West economy. I believe that the Government must be seen to act in favour of the recommendation of the Inspector.

Against this background, your suggestion of testing the mood of the House by an Early Day Motion tabled by a Private Member seems the best way forward.

I am sending copies of this letter to the Prime Minister, Willie Whitelaw, Quintin Hailsham, Nigel Lawson, George Younger, Nicholas Edwards, John Biffen, Norman Tebbit, Michael Jopling, Michael Havers, Patrick Mayhew, Bertie Denham and John Wakeham.

Yours ever
Patrick

PATRICK JENKIN

The Rt Hon Nicholas Ridley MP

TRANSPORT
Roads Part 2

15 MAY 1985

COVERING CONFIDENTIAL

DEPARTMENT OF TRANSPORT
2 MARSHAM STREET LONDON SW1P 3EB

Andrew Turnbull Esq
Private Secretary
10 Downing Street
LONDON
SW1

AP
9-30-10.15
on TVE 11-June
CR

13 May 1985

Dear Andrew,

ROADS PROGRAMME

Thank you for your letter of 22 April about the Prime Minister's wish to talk to my Secretary of State about the roads programme and its priorities.

Mr Ridley has, as you suggested, produced the attached paper for such a discussion. All the points you suggested for coverage in the paper have been included, but the order is somewhat different for reasons of conciseness and fluency. Mr Ridley also thought it best to include mention of our work on cost-effective specifications - (v) of your second para - alongside the other efficiency measures we have in hand. These are outlined in Annex 3 of the paper.

No doubt you will be in touch to arrange a time for the discussion.

Yours,

Richard Allan.

RICHARD ALLAN
Private Secretary

COVERING CONFIDENTIAL

13 MAY 1985



THE ROAD PROGRAMME IN ENGLAND

1. As Secretary of State for Transport I am the highway authority for the national road network. Though only 4% of total mileage it carries 25% of total traffic and 50% of the heavy goods traffic. Local government is responsible for the remainder, assisted by 50% capital Transport Supplementary Grant as well as RSG.

Priorities

2. There are three priorities:-

(1) roads, improving economic, including export, prospects;

(2) bypasses, cutting travel costs and taking heavy lorries out of towns; and

(3) increasing the capacity of major urban roads and reducing congestion, especially in London after years of GLC neglect.

3. Progress on the first two is fair but could be faster. There are not many UK/Europe ports without dual carriageway access, though there are some gaps which are being filled. We expect to complete the M25 next year and are getting on with links from the Midlands to the east coast ports (A1/M1 link) and Southampton (M40 and A34). Bypasses are a growing proportion of the programme; 150 are in preparation or under construction, 46% of all programmed schemes. Politically they are highly important if we are ever to be able to persuade Parliament to accept 40-tonne lorries in the mid-1990s and open the way for full liberalisation of road haulage in the EEC.

4. Major urban road building is different. We already have a £1.7bn programme in London. But this is mainly in the outer and suburban areas - M25, improvements to the North Circular etc. We need to take it further as much more needs to be done in the centre and inner suburbs. What we will be able to achieve in the event, however depends on costs, public acceptability and ingenuity in traffic management.

SIZE AND BALANCE OF THE PROGRAMME

5. We are spending some £600m a year on construction and £150m on renewals, including reconstruction. This is all capital expenditure which is 90% of the programme. Details of this and local government spending are in Annex 1.

6. There has been considerable real growth since we took office. We are spending 30% more in real terms than the figure inherited from our predecessors. Annex 2 shows this and, on the second page, shows that - except in 1980/81 - we have benefitted from highly competitive prices. The real increase would have been halved if prices had risen in line with the RPI. We have also instituted efficiency measures (Annex 3).

Construction

7. Despite this achievement, I do not think we are quite doing enough. We are still some way behind Labour's spending levels in the mid-1970s and with the present provision our performance is likely to decline over the next few years. More important, increased investment in roads would pay a large national dividend. The construction programme gives us a return of 11% on average in real terms. Advancing the programme or part of it by, say, a year would give us improved return overall and realise potential benefits that much earlier. These benefits consist of reduced travel and accident costs, and time-saving. Half of them go to industry and commerce. While these large net benefits remain unfulfilled because of the slower pace of the construction programme, road transport costs will be higher than they need be. And higher than they would be, in my judgement, if investment was determined by the market through user charges. Tolls would be extremely unpopular and are neither a practical nor political possibility. Nor is private finance, as I found when I examined it in some detail. So we are left with public sector funding. And since expenditure on road infrastructure is only some 5% of the £50bn the private sector spends on road transport each year - but can have a marked effect on its efficiency - we should do what we can to make the level of expenditure more

responsive to economically justified demand. Demand is growing considerably; up to 50% more traffic by the turn of the century (Annex 4).

8. We cannot switch on new construction programmes overnight. It takes time to plan them and get them through the statutory procedures. However, an increase of an average of 5% over the next 3 years, building up to 30% (£200m) in the early 1990s, would be manageable and justified. These are comparatively small sums when set against the £11bn we get from road user taxation each year.

Renewal

9. It is difficult to get this right politically. Industry and the public are alarmed at the state of deterioration but roadworks, particularly on motorways, annoy road users. Our new specifications are aimed at achieving a minimum whole-life cost over a 40 year period. But most of the existing network has not been built to these standards, and 5% of motorways and about 2½% of other national roads needs renewing each year. We are achieving this on the motorways (70 miles a year, plus from next year a further 10 to eliminate some of the 60 mile backlog) and I see no need to alter the proposed pace of motorway renewals.

10. However the cash available for the rest of the national system - £31m this year - is insufficient to stop a backlog of 200 carriageway miles from growing to over 600 by the mid-1990s; unit costs will grow because the delay means that the proportion of reconstruction to overlay is increasing. Reconstruction is about three times as expensive as overlay and takes longer. Out of about £100m being spent on renewal this year about £10m is being 'wasted' in this way. I am commissioning an independent review of our assessment and operational techniques to be certain of the cost-effectiveness of our approach. But to remove the backlog of renewal work over a 5 year period would cost an average £37m a year more than we are now spending.

11. Bridges are also a problem. There are 10,000 on the national network. More and heavier lorries have weakened structures and we need to cope with future traffic. A survey to assess the need for strengthening is in hand. This could be an expensive additional cost.

12. Looking at construction spending and renewal together, therefore, I do not think there is an achievable balance to be struck within existing resources. Raiding renewals to accelerate the construction programme is clearly not a starter. Doing it the other way round means postponing, rather than bringing forward, the economic benefits to industry and the private sector to be gained from the construction programme. My current PES proposals are therefore looking for the net additions to the programme outlined above.

Planning Delays

13. These are time-consuming, expensive and manpower-intensive. Public consultation and inquiry processes consume a considerable proportion of the 13 years it takes to plan and build the average scheme. I cannot see any radical reduction in the time they take, however. Public opinion would not accept major erosion of existing rights, but the streamlining proposals put to H recently by Patrick Jenkin should secure some minor improvements when fully worked up.

14. However, especially in London where the situation is worse, I think we can do more to reduce the length of inquiries and I hope to put proposals to colleagues soon after talking to Patrick Jenkin. In addition, I am looking at compensation. Increasing its availability to more of those affected by new roads could be cost-effective. It could do more to avoid delays than changes to the inquiry system. It is important to separate those personally affected by new roads from the professional anti-road lobby.

Presentation of the Government Record and Case for Roads

15. Our record deserves more credit than it has got from the media. The frequent statements and press releases which Lynda Chalker and I have issued on general or particular features of our roads activity receive little attention except where the news is 'bad' (e.g. Severn Bridge repairs, lane closures on motorways). To counter this I am examining proposals for a dedicated resource in my Department to present the clear need for, and value of, the renewals programme, more positively and to highlight the Government's achievements on construction spending. The impending completion of the M25 next year gives us the opportunity to produce a sustained campaign, starting next summer, to promote its benefits and those of the programme as a whole. It would help to get the message across if other Ministers were encouraged to join in the general publicity effort from time to time. The fact that roads contribute substantially to economic revival is a useful peg, and an argument that ought not to be left to the Transport Ministers alone to make.

LOCAL GOVERNMENT ROADS

16. Local roads make up the vast majority of the country's 160,000 mile network. But the part of the network of significantly more than local importance, and complementing the 6500 mile national network, is only about 5000 miles. It serves similar purposes, produces comparable economic returns and, though our information is necessarily less detailed, suffers similar problems in shortage of resources.

Construction

17. Worthwhile local authority construction schemes on the main network could absorb about £40m a year more than the current £500m provision would allow. I will have a more detailed picture of the precise level of need and of the priorities when we have completed a joint Department/local authority review later this year. A particular problem is bypasses. At the present rate

of progress the local government programme is likely to extend well into the next century. This is not a rate of progress that is likely to make introducing the E.C. maximum lorry weights by the mid-1990s at all easy. I intend to use the Transport Supplementary Grant (TSG) system - our only positive influence over local programmes - to persuade local authorities to tackle the bypass problem as quickly as possible. TSG needs to be preserved, therefore, and perhaps increased in the reorganisation of local government finance.

Renewals

18. About 30%, (£300m), of local spending on maintenance is attributable to renewal. A recent joint Department/local authority report shows that about £90m more than the current annual provision could be spent. Half of it would go to halt decline in condition of the network. As with national roads, there is a problem about bridges. About another £20m a year is needed for bridge strengthening though we should have a more reliable estimate by the end of the year.

Annex 1

PRESENT RATES OF EXPENDITURE ON ROADS (IN ENGLAND)

The PES provisions are as follows:-

(£m cash)

NATIONAL ROADS	1984/85	1985/86	1986/87	1987/88
Capital				
new construction	577.1	598.1	610.9	629.4
renewal	150.2	143.5	167.9	172.0
TOTAL	727.3	741.5	778.8	801.5
Current				
current maintenance	71.0	73.5	79.7	81.6
TOTAL	798.3	815.0	858.5	883.1
Other Current Government PES				
capital	1.0	0.6	0.8	0.8
current	7.1	8.1	7.3	7.4
TOTAL	8.1	8.7	8.1	8.2
Total Central Government PES				
capital	728.3	742.1	779.6	802.3
current	78.2	81.5	87.0	89.1
TOTAL	806.5	823.7	866.6	891.4
LOCAL ROADS				
Capital				
new construction	539.1	542.4	550.0	561.3
Current				
renewal and maintenance	978.0	972.0	1038.0	1050.0
TOTAL LOCAL ROADS	1517.1	1514.4	1588.0	1611.0
GRAND TOTAL ROADS	2323.6	2338.1	2454.6	2502.7

About one-third of local authority maintenance would be classed as capital in the national road system.

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NATIONAL ROADS EXPENDITURE CAPITAL

Annex 2

	(£m cash)	Inc. over 78/79	Average 1982-83 prices (£m volume)	Inc. over 78/79
LABOUR 1978/9	327		527	
CONSERVATIVE				
1979/80	402	23%	508	- 4%
1980/81	473	44%	475	-10%
1981/82	558	71%	564	7%
1982/83	678	107%	678	29%
1983/84	644	97%	627	19%
1984/85	728	123%	688	30%

CASH FIGURES (£m)

	78/79	79/80	80/81	81/82	82/83	83/84	84/85
New Construction and Improvement	281.4	338.1	404.3	447.0	529.9	514.2	579.3
Renewal	45.9	64.1	68.3	110.8	148.1	130.0	149.1
TOTAL CAPITAL	327.3	402.2	472.6	557.8	678.0	644.2	728.3

CONSTANT 1982-83 PRICES (£m)

	78/79	79/80	80/81	81/82	82/83	83/84	84/85
New Construction and Improvement	452.8	425.3	400.1	443.8	529.9	501.0	547.1
Renewal	73.9	83.1	74.6	119.7	148.1	126.2	139.8
TOTAL CAPITAL	526.7	508.4	474.7	563.5	678.0	627.2	687.9

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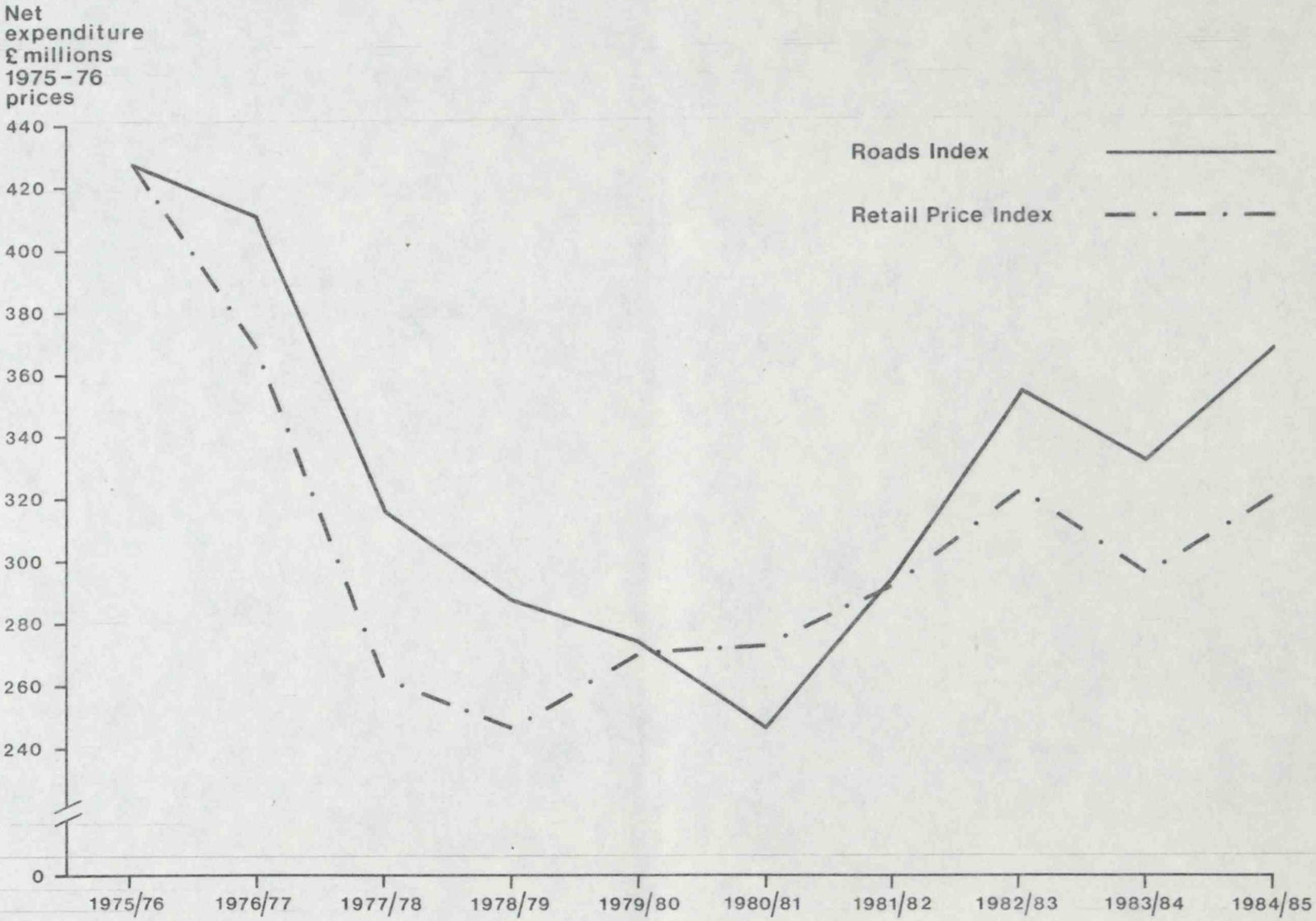
ROADS VOTE EXPENDITURE — VOLUME TRENDS



The graph shows actual volume trends in capital spending (the continuous line) compared with what it would have been had construction and renewal prices risen in line with the RPI (broken line)

Department of Transport
RPHP3 Drawing Office 85/315

Annex 3

EFFICIENCY INITIATIVES

The Department has a range of initiatives to increase the efficiency of the Road Programme including:-

1. Keener competition within the industry has helped to reduce the average cost per mile of new roads by 20% in real terms since 1979;

2. Improved road strengths will bring cost savings over the life of new roads.

3. Accountable Management using the FMI is being introduced for the (executive) Regional Offices along with greater delegated authority;

4. Closer constrols over post-contractual cost increases now being developed;

5. An independent review is well advanced into the economic and environmental assessment techniques for urban roads;

6. A report is expected this month proposing improved procedures for the repair of services buried in roads and for road reinstatements;

7. A review is proposed to check the cost effectiveness of the Department's renewal techniques for road structures;

8. New contractual arrangements (lane rental) are hastening major renewal work and new contra-flow layouts improving traffic flows;

9. Fee competition is being introduced for consultancy commissions and design-and-build contracts tried experimentally;

10. The management of motorways in two metropolitan areas (at least) will be contracted-out to consultants;

11. A Code of Practice for Routine Management just introduced should bring better use of resources;

12. New specifications for bituminous roads based on a trade-off between initial cost and the subsequent (reduced) costs of maintenance. The benefit/cost ratio of the new specifications will be of the order of 1.2 (roughly a 9% real rate of return);

13. Revised specification for concrete in roads to prevent premature deterioration of joints due to traffic loading. The benefit/cost ratio of this change will be even higher - between 4 and 10. Similar changes have been made to the specification for concrete in bridges to prevent corrosion, and to prevent cracking due to internal chemical reactions.

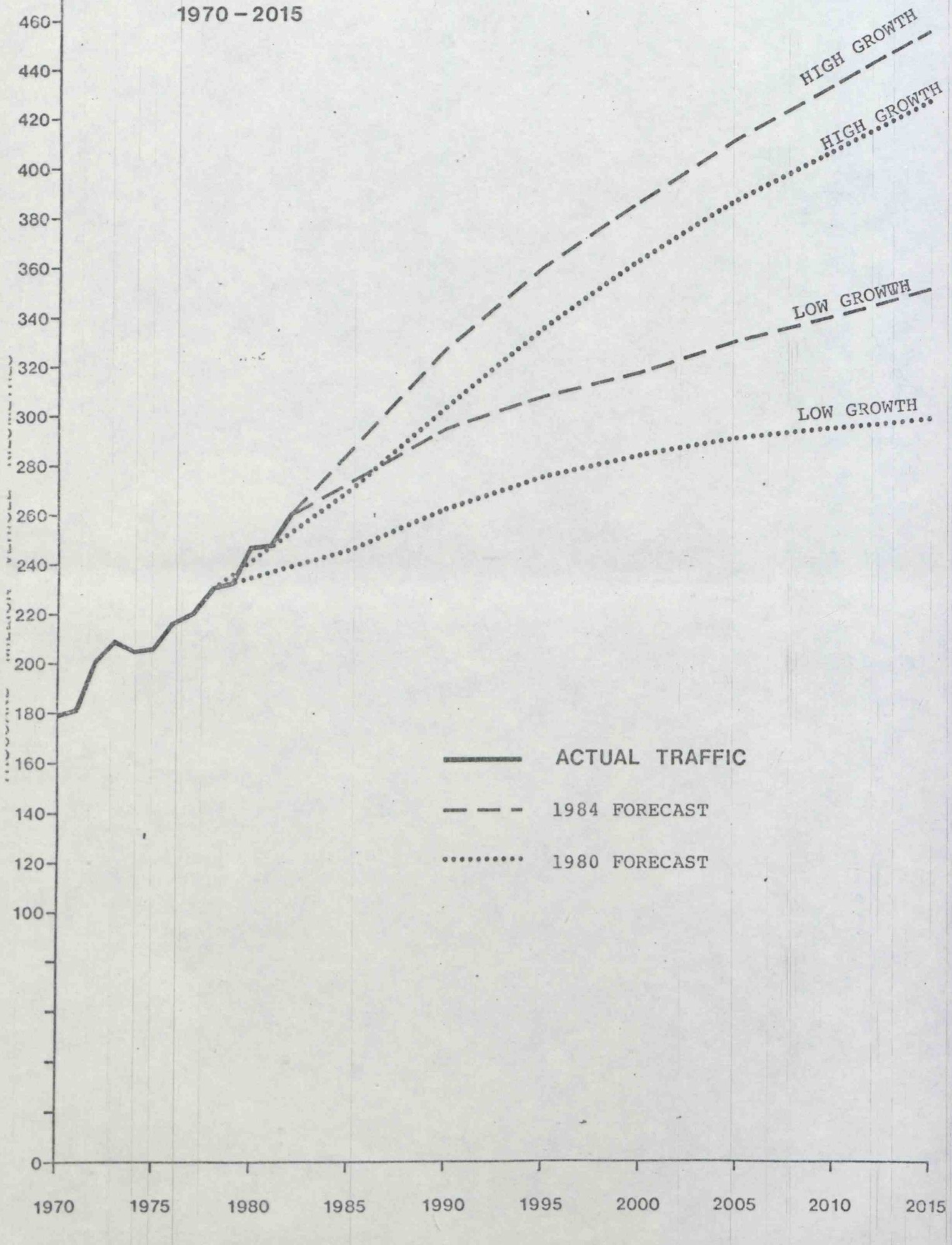
14. Research is in hand on new materials to extend the life of bituminous roads.

Annex 4

FIGURE 1

ALL MOTOR TRAFFIC

1970 – 2015



Department of Transport
RPHP3 Drawing Office 84 585

TRANSPORT : Roads

Pt 2

OLP

CC NO

DEPARTMENT OF TRANSPORT
2 MARSHAM STREET LONDON SW1P 3EB

Prime Minister (2)

AT 13/5

The Rt Hon Patrick Jenkin MP
Secretary of State for the Environment
Department of the Environment
2 Marsham Street
LONDON
SW1

File
Told D/Top
no objection from No 10.
AT 14/5

13 May 1985

Dear Patrick

OKEHAMPTON BYPASS

I know that you as well as I have been concerned about the Joint Committee's decision to throw out the CPOs which we jointly approved for the Okehampton Southern Bypass, because the route runs through the Dartmoor National Park, and the strong feelings among our supporters - and more widely - in the West Country that the Government should do something about it. The responsibility is seen as being on our shoulders.

None of the options is very palatable. Okehampton is the worst bottle-neck on the main route between Exeter and Cornwall. Both the traffic and the inhabitants of Okehampton suffer from the congestion and delays. A northern bypass is possible but it would be hotly opposed in some quarters. Indeed, our predecessors would never have gone for the route through the fringes of the National Park if a northern route had been an easy option. I have looked carefully at ways in which we might speed up the planning and statutory procedures. But the best possible outcome would involve 5-6 years delay. And it could be worse. There is indeed no guarantee that we would succeed. An Inspector might well conclude that a southern route was preferable and we could find ourselves in 6 years time in the same position as now.

Delays of this order would in my view be intolerable if there were any alternative. The economic cost of these to the West Country in terms of extra journey times and operating costs is at least £10 million. The northern route would also be longer and cost £5m more. All the West Country MPs, excluding David Owen and Anthony Steen (but including David Penhaligon) have written to me expressing their concern. Anthony Steen supports the Joint Committee's decision. I am due to see a deputation from local authorities in Devon and Cornwall next week. Lynda Chalker and William Waldegrave have already

received a deputation from the NFU and the CLA, who both said that they would strongly oppose a northern route.

I do not think we can resign ourselves to a northern route purely on the strength of a majority decision of a Joint Committee of three members from each House, whose only locus was that two areas of open space were involved for which we were unable to provide wholly acceptable substitutes. Under the procedures laid down in the Statutory Orders (Special Procedure) Act 1945 we can allow the whole House to express a view by introducing a Bill confirming the original CPOs. The Bill would move straight to Report and Third Reading stage in each House. The demands on Parliamentary time should therefore be small.

There are drawbacks to this course of action. First, it would arouse strong feelings among conservationists and could cause difficulties both for you on National Parks and for me on other sensitive road schemes. Second, there must be some doubt whether we would get a Confirming Bill through the Lords. I do not think that we could therefore contemplate a Confirming Bill unless there was evidence of widespread support for the southern route among backbenchers in the Commons that their Lordships would need to consider very carefully.

I have discussed all this with Willie Whitelaw, John Biffen, Bertie Denham and John Wakeham. We all think that the best course is to sound out opinion by means of an Early Day Motion tabled by a West Country member say, Peter Mills. If there were sufficient support we would agree to introduce a Confirming Bill in the Commons. The great advantage of this is that it would settle the matter firmly one way or the other. If Parliament passed the Confirming Bill, the people of Okehampton would get their bypass without further delay and the economy of Devon and Cornwall would benefit. If Parliament declined to pass the Bill that would be an end of it and we would make clear at the Inquiry into a northern route that the Southern Bypass was firmly ruled out.

In view of the concern about the decision of the Joint Committee I propose to proceed in this way, unless I hear to the contrary from you or other colleagues by noon on Tuesday 14 May.

Copies of this letter go to the Prime Minister, Willie Whitelaw, Quintin Hailsham, Nigel Lawson, George Younger, Nicholas Edwards, John Biffen, Norman Tebbit, Michael Jopling, Michael Havers, Patrick Mayhew, Bertie Denham and John Wakeham.

Yours ever

Nicholas

NICHOLAS RIDLEY

2F

13 MAY 1985

SECRET

JLEVC2AFN
(1)

bc John Redwood.

10 DOWNING STREET

22 April 1985

From the Private Secretary

ROADS PROGRAMME

The Prime Minister has been considering the roads programme and has noted that although capital expenditure on motorways and trunk roads is some 25% higher in real terms than in the late 1970s, the public perception is of a road network which is deteriorating and which is not being expanded fast enough to meet new traffic patterns, eg to East Coast ports. This may reflect the high profile demands of the construction companies and the infrastructure lobby; or it may reflect the fact that a substantial proportion of the provision for motorways and trunk roads is being devoted to reconstruction.

The Prime Minister would welcome an opportunity to talk to your Secretary of State about the roads programme and the priorities within it. This meeting could consider such issues as:

(i) what should be the size of the road programme;

(ii) is the balance between maintenance, reconstruction and new construction correct;

(iii) what are the priority areas - London? East Coast ports? bypasses?

(iv) are planning delays a general problem;

(v) are the specifications right to achieve the best balance between initial cost of construction and subsequent maintenance;

(vi) how can the Government's case on the roads programme be better presented.

It will be helpful to have a paper prepared for such a discussion. Could we have a word by telephone about it?

ANDREW TURNBULL

Richard Allan, Esq.,
Department of Transport.

SECRET

FROM: P W McDONALD
DATE: 22 April 1985

CHIEF SECRETARY

cc Chancellor
Financial Secretary
Economic Secretary
Minister of State
Sir P Middleton
Mr Bailey
Mr Byatt
Mr Scholar o/r
Mr Folger
Mr Gray
Mr Jones
Mr Riley
Mr Shaw
Mr Spackman
Mr Williams
Mr Pickering
Mr Grice
Mrs Imber
Mr A Turnbull (No 10)

Note: Told Chief Secretary's office No 10 content that CST should reply and content with draft.

AT
23/4

LETTER FROM BRITISH ROAD FEDERATION (BRF)

On 5 March Mr P J Witt, Director of the BRF, wrote to you enclosing the Federation's report "Forever Second Rate". A copy of the letter and the report is attached at Annex A - your copy only. Mr Witt also wrote in the same terms to the Prime Minister, the Chancellor, a number of other senior Ministers and some senior Treasury Officials.

2. A draft reply to Mr Witt is attached at Annex B. As Mr Witt's letter concentrates on public expenditure matters the draft reply is intended to serve as a response on behalf of all other receipients.

3. The draft reply, which has been cleared with relevant Treasury Divisions, focuses in some detail on the points of the BRF report highlighted in Mr Witt's letter. I apologise for its length, but we consider that a substantive response is appropriate because Mr Witt makes several argued (but unjustified) criticisms of the Government's Green Paper "The Next Ten Years" and of the public expenditure planning system, particularly in relation to capital expenditure. Moreover, the BRF are a significant lobby group and the attached report is their third major publication on public expenditure within the last 12 months.

4. Mr Witt also wrote in the same terms to Mr Ian Wrigglesworth, MP, who subsequently wrote to you on 12 March seeking your comments. If you are content with the draft reply to Mr Witt I suggest you write to Mr Wrigglesworth along the lines of the draft at Annex C (Mr Wrigglesworth's letter also attached).

PAUL McDONALD

GEP2

002/73

ANNEX B

DRAFT RESPONSE FROM THE CHIEF SECRETARY TO:

Mr P J Witt
Director
British Road Federation
Cowdray House
6 Portugal Street
LONDON WC2A 2HG

Thank you for your letter of 5 March and a copy of the Federation's report "Forever Second Rate". I understand that you wrote in the same terms to the Prime Minister, a number of other senior Ministers (including the Chancellor) and some senior Treasury officials. As I am the Minister responsible for public expenditure matters, I trust you will accept this letter also as a response on their behalf.

You will forgive me if in my comments below I focus on those points of your report highlighted in your letter, rather than attempt to cover it in detail. Let me say at the outset, however, that I welcome your report as a valuable contribution to the debate on public expenditure. In publishing the Green Paper "The Next Ten Years: Public Expenditure and Taxation into the 1990s" we hoped that organisations such as yours would respond in this way. I have been encouraged by the quality of many of the responses; and I can assure you that all the issues raised will be given careful consideration.

I am concerned, however, that you have misinterpreted the purpose of the Green Paper. It was never the Government's intention to set out longer-term projections of likely capital (or other) expenditure within the various programmes. We instead looked at the likely pressures for public spending over a much longer period ahead than that of our Medium Term Financial Strategy (MTFS). This review of longer-term economic and fiscal prospects is important, because they, in the end, govern the public expenditure that can be afforded. It was in this context that we referred to capital expenditure as one area where there would be pressures to spend more on maintaining and improving the public

sector capital stock. But the Green Paper was not the appropriate document to consider this area in depth.

Similarly, the brief reference to capital expenditure in the Green Paper does not imply that the Government sees reductions in capital expenditure as an expedient way of meeting its objective of containing public spending. I recognise that public capital expenditure has fallen in some areas, but this is to be expected as priorities and needs change. In housing for example the Government envisages more private sector activity and involvement. In other areas, the Government recognises the importance of public sector provision of infrastructure and expenditure has risen accordingly. Roads are a good case in point: since this Government came to office capital spending on motorways and trunk roads has increased by almost a quarter in real terms.

It is important instead to see the projections in the Green Paper in a wider macro-economic perspective. The PSBR projection of 1% of GDP by 1993-94 was set in relation to our objectives for stable prices and sustained economic growth. In effect, we were projecting the policy thrust of the MTFS, which has put the UK firmly back on the road to economic recovery. A higher PSBR path would raise interest rates and put our objectives in jeopardy; and it is only in a vigorous and growing economy that we can expect greater capital spending and an improved infrastructure. I might add that lower interest rates also have the benefit in this context of reducing that part of public borrowing which is accounted for by debt service. The Green Paper implied (in paragraph 56) that most of the subsequent decline in the PSBR/GDP ratio would be borne by debt interest savings. It is therefore current spending in the form of debt service, not capital spending, which must be presumed to bear the brunt of the future adjustment to a ratio of 1%.

You are correct in asserting that the Government has no objective for the composition of public sector spending, in the sense of its capital/current mix. Capital spending should be judged on its merits, case by case. This certainly means taking account of the wider economic and social benefits. Indeed total public sector capital spending is running at a very substantial level

- over £22 billion in 1984-85 - and this figure (which is taken from table 1.13 in the 1985 public expenditure White Paper and is, rightly for this purpose, defined without deduction of asset sales) does not take into account public sector spending on repairs and maintenance which adds approaching £5 billion. As I have indicated, however, these figures should be seen against developments in the economy as a whole, where total fixed investment in 1984 is expected to be an all time record.

You also argue that the present expenditure planning processes discriminates against capital expenditure. Let me comment briefly on the points you raise and in doing so I will pick up your recommendations for improvement.

I am conscious of the importance of periodically looking further ahead than the three years of the public expenditure planning cycle. The need for a systematic look at long-term expenditure trends is an area which has been neglected by previous Governments; and was an important reason for the publication of the Green Paper.

It is the public expenditure White Paper, however, that must provide the main planning framework in the public sector. The Government's expenditure plans set out there provide local authorities, departments and nationalised industries a stable framework within which to plan capital expenditure; and the Government gives these bodies an indication of the proportion, which has recently been increased for local authorities, of capital plans that may be regarded as firm and their commitments made accordingly. Within central government the Department of Transport's road programme is planned on a long-term basis, and for most other programmes involving substantial capital spending the department concerned also plans over a long-term period.

Within the planning framework provided by the White Paper and MTFS there is a one year funding cycle; but here it is important to distinguish between the planning of public expenditure and borrowing and their control. Effective public expenditure control inevitably requires that the focus be on a shorter period than plans. An essential

element of the MTFS is the advance notice that it gives to the economy about the government's intentions. It must therefore be credible and this in turn implies that public expenditure control must be seen to be effective. Some flexibility can be and is accommodated. But if this were carried so far as to risk material overspending of the planning total from year-to-year, then the credibility of the MTFS would quickly be undermined; the overruns would be seen as reflecting badly on the Government's determination and ability to control expenditure. As in other countries, therefore, the control of public expenditure needs to be on an annual basis.

This constraint on flexibility within the public sector is in many ways akin to that affecting private sector bodies, for whom short-term cash control has to be allied to a longer-term planning framework. In recent years the Government has also been able to introduce, within its control arrangements for the planning total as a whole, a significant degree of flexibility for individual spending authorities. For example, under the present control system (which is under review), individual local authorities may anticipate capital expenditure, or roll forward underspends, by up to 10% of their allocations. I recognise that in year action to constrain public expenditure can have a damaging impact on capital and other discretionary programmes. But by setting a planning framework the need for such short-term action can be, and is, kept to a minimum.

Let me give you some recent examples of the positive steps we are taking to improve the management of capital resources and the planning of capital spending. For the past three months a number of Government Ministers and officials have been having detailed discussions with the CBI and the TUC in an attempt to identify areas of priority capital spending. This initiative, which was welcomed by the Government at the time, emanated from the January meeting of the NEDC, and the results of the discussions are due to be considered at the Council's July meeting. At the January meeting the Government also endorsed those conclusions of the NEDO report on the public sector built infrastructure that concerned the need for relevant authorities to improve their information and assessment systems as they relate to the capital stock for which they are responsible.

Improvements in these systems will no doubt facilitate improvements to the longer-term planning of the public sector capital stock. The Government is monitoring this work and the July NEDC meeting is expected to review progress and consider further action. A further example relates specifically to roads. As a follow-up to the Report of the Civil Engineering EDC, published last December, the Department of Transport are examining various ways of speeding up the roads planning process. I understand that the Secretary of State will be making a statement on the outcome.

I can assure you therefore that the Government is prepared to consider improvements to the public expenditure planning processes. But any system must be capable of responding flexibly to external events if our central macro-economic objectives are to be met. Such flexibility does not make it impossible to plan for long lived capital programmes, nor diminish the importance of allocating resources wisely between competing priorities; your proposal for a fixed 10 year programme, on the other hand, would reduce the scope for flexibility with, I suggest, little offsetting advantage.

[PR]

ANNEX C

DRAFT RESPONSE FROM THE CHIEF SECRETARY TO:

Mr Ian Wrigglesworth MP
House of Commons
LONDON
SW1A OAA

Thank you for your letter of 12 March concerning the lettter you received from Mr P J Witt, Director of the British Road Federation.

I, too, received a letter from Mr Witt in the same terms,as did the Prime Minister and the Chancellor (among others).

A copy of my reply is attached.

[PR]

IAN WRIGGLESWORTH M.P.

HOUSE OF COMMONS
LONDON SW1A OAA

(Switchboard) 01-219 3000
(Direct) 01-219 4160

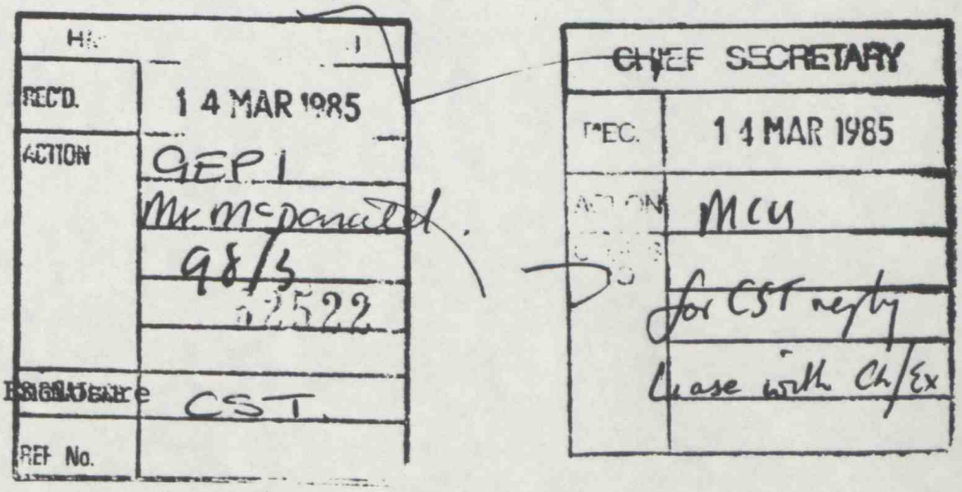
12 March 1985

Rt Hon Peter Rees QC MP
The Chief Secretary
HM Treasury
Treasury Chambers
Parliament Street
London SW1P 3AG

Dear Peter,

I am enclosing a letter which I have received from the Director of the British Road Federation.

I entirely sympathise with the views he expresses and should be grateful if you could let me have your comments on the issues he raises.



23 APR 1985

033/71

P.J.WITT 9/4

From: PAUL MCDONALD
Date: 19 March 1985

HEADS OF EXPENDITURE GROUPS

cc PPS
PS CST
PS FST
PS EST
PS MST
Sir P Middleton
Mr Bailey
Mr Anson
Mr Byatt
Mr Monck
Miss M P Brown
Mr Gray
Mr Williams
Mr Spackman
Mr Perfect
Mr Turnbull No 10

1)16/4 MCA

LETTER FROM BRITISH ROAD FEDERATION (BRF)

On 5 March the Director of the BRF, Mr P J Witt, wrote to the Prime Minister, enclosing a copy of a recent BRF report entitled "Forever Second Rate?" (copy of letter attached). Mr Witt wrote in exactly the same terms to a number of Ministers and senior Treasury officials (see attached list of recipients - there may be others we are, as yet, unaware of).

2. GEP2 are co-ordinating the drafting of a joint substantive response (probably) for the Chief Secretary's signature. Some recipients of the BRF letter may wish to send a brief acknowledgement. We see no problem with this and we will leave it to relevant officials' own judgement whether or not they wait until the Chief Secretary has responded. We will, or course, let you have a copy of the Chief Secretary's reply (copy recipients also) as soon as it has been despatched.

3. If anyone has any comments on the BRF letter it would be helpful to have them by close Thursday 21 March, if possible.

PAUL MCDONALD
GEP2

British Road Federation Ltd
Cowdray House
6 Portugal Street
London WC2A 2HG
Telephone 01-242 1285
Cables Briroadfed London WC2

Chairman A P de Boer CBE Director David Gent

British Road Federation

5 March 1985

Rt Hon Margaret Thatcher MP
10 Downing Street
London
SW1

Dear Prime Minister

The British Road Federation has published a report which argues that greater priority should be given to transport infrastructure and other capital expenditure in order to meet the longer term needs of the economy. Entitled "Forever Second Rate?", a copy of the report is enclosed.

"Forever Second Rate?", is intended to continue the debate about long term needs and trends in public expenditure which was initiated in March 1984 with the publication of the Green Paper "The Next Ten Years: Public Expenditure and Taxation into the 1990s." The scanty reference to the need for capital expenditure was a disappointing feature of the Green Paper: the only implication which could be drawn was that cuts in capital expenditure would continue to be used as a short term expedient to contain total public expenditure.

One of the central themes of our report is that the Green Paper discriminates against capital expenditure by projecting a reduction in the PSBR to 1% of GDP by 1993-94. Given the well-known problems of controlling current expenditure, there is a clear danger that in attempting to meet such a restrictive PSBR target it will be necessary to introduce further cuts in capital expenditure. The British Road Federation believes that, with the PSBR a much lower percentage of GDP than in the mid 1970s, the benefits of further reductions in borrowing could not compensate for the harmful economic effects of cuts in public investment. Indeed the level of capital expenditure in the public sector has now reached such a low level that the balance of economic advantage lies in undertaking projects over and above those planned, financed if necessary by borrowing. This could be achieved by reducing the PSBR as a percentage of GDP more slowly than envisaged by the Medium Term Financial Strategy and the Green Paper.

Our report argues that the present system of planning public expenditure programmes militates against capital expenditure for the following reasons:

Registered in England No 271696 Registered Office as above

* Not enough attention is given to long term needs and hence the expenditure required to meet them.

* The concentration on annual financing (despite the three year view taken as part of the PESC exercise) means that when cuts in expenditure are necessary, capital programmes suffer unduly because of the ease with which they can be adjusted.

* The imposition of the Medium Term Financial Strategy with it annual targets for total public expenditure and borrowing has aggravated the tendency to pay insufficient attention to the composition of total expenditure.

Due to these weaknesses we recommend that

* An examination of long term needs and trends in public expenditure is made regularly - preferably on an annual basis - and that when cuts are deemed to be necessary they are not unduly concentrated on programmes which meet long term needs.

* As part of the greater recognition of the value of public expenditure which meets long term needs, an annual investment appraisal across the public sector should be introduced and supplemented by a 10 year public investment programme. Capital expenditure plans should be adhered to a closely as possible to aid planning, especially within the three year time horizon of the PESC exercise.

The British Road Federation is most concerned that the March 1984 Green Paper should be followed up by proposals to improve the public expenditure planning process and a reassessment of public expenditure priorities which gives due recognition to the value of capital expenditure. The 1985 public expenditure White Paper gave no indication of a change of attitude, with its projection of an ever-declining share of capital expenditure in total public expenditure. As the 1985 Budget approaches, and so the first anniversary of the publication of the Green Paper, it is time for the Government to propose a more rational system for setting out its long term public expenditure priorities.

Yours sincerely

R J Witt
Director

RECIPIENTS OF LETTER FROM BRF

Prime Minister

Chancellor

Chief Secretary

Financial Secretary

Secretary of State for Transport

Minister of State for Transport

Sir Peter Middleton

Mr Bailey

Mr Byatt



File

P.J. Witt

9/4

10 DOWNING STREET

From the Private Secretary

Ack/ 11 March 1985

I enclose a letter which the Prime Minister has received from Mr. P.J. Witt of the British Road Federation.

I should be grateful if you would arrange for a Minister's Private Secretary to reply to Mr. Witt on the Prime Minister's behalf, in consultation as necessary with the Department of Transport. Please may we have a copy of the reply for our records in due course.

I am sending a copy of this letter and enclosure to Sarah Straight (Department of Transport).

(Mark Addison)

Philip Wynn Owen, Esq.,
HM Treasury.

British Road Federation Ltd
Cowdray House
6 Portugal Street
London WC2A 2HG
Telephone 01-242 1285
Cables Briroadfed London WC2

Chairman A P de Boer CBE Director David Gent

British Road Federation

5 March 1985

Rt Hon Margaret Thatcher MP
10 Downing Street
London
SW1

Dear Prime Minister

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Yours sincerely

R J Witt
Director

010 EM

file

DEPARTMENT OF TRANSPORT
2 MARSHAM STREET LONDON SW1P 3EB
01-212 7[illegible]x 3434

My ref:

Your ref:

The Rt Hon Margaret Thatcher MP
House of Commons
LONDON
SW1A OAA

19 FEB 1985

Dear Margaret

On 19 November last I sent you details of the 4 assessment corridors in London with the worst traffic problems and the most damaging environmental consequences.

The consultants appointed to carry out those studies are about to invite the views of all concerned about the problems of movement and life in the study areas. You may be interested to have the attached press notice giving fuller details.

Yours ever

Lynda

MRS LYNDA CHALKER

19 FEB 1985



Department of Transport
2 Marsham Street, London SW1P 3EB. Telephone 212 3434

Press Notice No: 71 **Date:** 19 February 1985

LONDON ASSESSMENT STUDIES - PUBLIC CONSULTATION

Lynda Chalker, Minister of State for Transport, today confirmed that the public are to be asked to help in the identification of the problems in some of London's main traffic corridors.

Consultants were appointed last November to undertake studies in four main areas; the western end of the South Circular Road together with the possibility of a relief road to replace the Earl's Court one way system; the main orbital section of the South Circular between the A3 east of Wandsworth and Woolwich; the area between the A1 in Islington and the A102 in Hackney and Tower Hamlets; and a corridor through London to the south. The consultants are now advertising in local papers, extending an invitation to all who live, work and travel in these areas to submit their views on transport related problems.

Mrs Chalker said:

"These studies are about making London a more pleasant place in which to live and travel. They are not about reviving the old Motorway Box or Ringway proposals. We have no proposed solutions at this stage, although we do have an eye to the possibility of a relief road in West London where there might be possibilities for sharing the railway corridor. But it cannot be right to ignore the legitimate needs of those who live and work in the capital. Ignoring problems solves nothing. The right thing to do is to look very hard at the problems and recognise they must be properly handled. Everybody has a chance right from the outset to give their views on the problems of movement and daily life in the study areas. I hope everyone will ignore the efforts of the GLC who are trying to stifle this first decent attempt to face up to problems, and allow people to have a say.

"The work is being done by independent consultants who will produce independent reports. Those reports will be published for comment. Only after that will the consultants start considering solutions. They will consider how far the problems identified can be solved by public transport as well as traffic management or road improvement options."

NOTES TO EDITORS

Details of the four Assessment Studies are as follows:-

1. South Circular Assessment Study

Travers Morgan Planning are to undertake an assessment study of the South Circular, east of Wandsworth.

The study will examine the problems of the main orbital section of the South Circular Road from Woolwich in the east to the A3, east of Wandsworth.

2. West London Assessment Study

Sir William Halcrow and Partners, in association with Shankland Cox, are to carry out our assessment study of key routes in West London. A firm of consultant landscape architects will also be employed.

Husband and Co will explore in detail the possibility of constructing a Relief Road for the Earls Court one-way system by dual use of the existing railway corridor.

3. East London Assessment Study

Ove Arup and Partners, in association with Llewelyn-Davies Weeks and Derek Lovejoy and Partners will carry out a study examining problems relating to the longer distance traffic movements through the area between the A1 in Islington and the A102 in Tower Hamlets and Hackney.

4. South London Assessment Study

Mott Hay & Anderson in association with Roger Tym & Partners and Brian Clouston and Partners are to carry out a study of the corridor through London to the South. The study will focus on the existing roads and the need for adequate road links south through London to the M25.

A map depicting the approximate areas of the four studies is attached.

The basic objectives for our studies are:

- to identify the precise nature of the problems of the corridors;

- to identify a range of possible options for improving the areas as a whole by dealing more effectively with the flow of essential road traffic, particularly necessary commercial and industrial traffic, through the corridors, reducing the environmental effects of traffic on residents and meeting the needs of cyclists and pedestrians; and

- to assess the merits of these options having regard to the Government's general transport policies including those for public transport and policies for roads and traffic in London, the Department's continuing concern to secure value for money in its spending on road improvement schemes, and the sensitivity of the environment and the social fabric of the areas concerned.

Press Enquiries: 01-212 0431

Public Enquiries: 01-212 3434
ask for Public Enquiry Unit

EXPLORATORY ASSESSMENT STUDIES IN LONDON



DEPARTMENT OF TRANSPORT
NOVEMBER 1984

10 DOWNING STREET

From the Private Secretary

16 November 1984

TACKLING LONDON'S TRAFFIC PROBLEMS

The Prime Minister was grateful for your Secretary of State's minute of 15 November which she has noted.

DAVID BARCLAY

Miss Dinah Nichols,
Department of Transport.

820

(2)

Prime Minister

To note. No constituency interest I believe. AT 15/11

TACKLING LONDON'S TRAFFIC PROBLEMS

MT

I thought you would like to be aware that next Monday I shall be announcing in a Written PQ the outcome of our consultation with Boroughs about the proposed London key network (65 miles will be added to the present trunk roads) and the wider strategic road network where the impact of Boroughs' traffic policies will have to be considered in relation to the whole. Apart from a couple of minor additions to the latter, the consultations have confirmed that we have got these networks about right.

I shall be following that up on Tuesday with the launch of our four assessment studies of traffic corridors where improvement is badly needed. These are the South Circular Road, West London (where I want to examine possible shared use of railway formation to provide relief to people in Chelsea), links from central London to Gatwick Airport and the South, and the area between the A1 at Highbury and the A102 at Hackney. The object of these studies is to establish exactly where the problems lie and to consider the whole range of options looking at each corridor as a whole. There will then be full consultation. Specific schemes will be designed at a later stage.

The consultation document I issued in July made reference to plans for a series of assessment studies but it has become urgent that we make clear the terms of reference. Attempts are already being made to seriously misrepresent my proposals giving rise to, often wild, speculation and some confusion. I need to make the position clear now and present the package in a positive way.

These are the basic initial steps in getting to grips with London's traffic problems; first general agreement about what constitutes the strategic network and then a sustained programme to tackle the bad trouble spots. Traffic management measures will be used wherever possible but physical improvements will be made where these are needed. The object of those improvements will be not only to help traffic flow more freely but to tackle some of the very bad conditions for those living, working and shopping in the areas concerned.

No doubt our opponents will seek every opportunity to stir up antagonism towards us as a result of these proposals. I intend to present them positively on the basis that they are good news for London and will bring better conditions for motorist and non-motorist alike. Our construction of the M25 will secure considerable diversion of through-traffic, in particular heavy lorries. But it will not tackle the fundamental question of movement within London and indeed will add to the importance of doing something about this if it is not to enhance the economic attractions of a move out of the inner areas. We need to get across the point that it is essential for both the economic and environmental well-being of London that the traffic problems are firmly addressed in the way I propose. The GLC have totally failed to do this. I believe this is a message people will understand if we can keep it loud and clear above what will undoubtedly be the GLC-inspired clamour and the lobbying of the extreme environmental groups.

I shall be exploring further the questions of acquisition of property and compensation to see how far flexible policies could ultimately be cost-effective in smoothing the path to essential improvements. We both have a special interest in how we can make a better job of places like Parliament Square and the surrounding streets of Westminster.

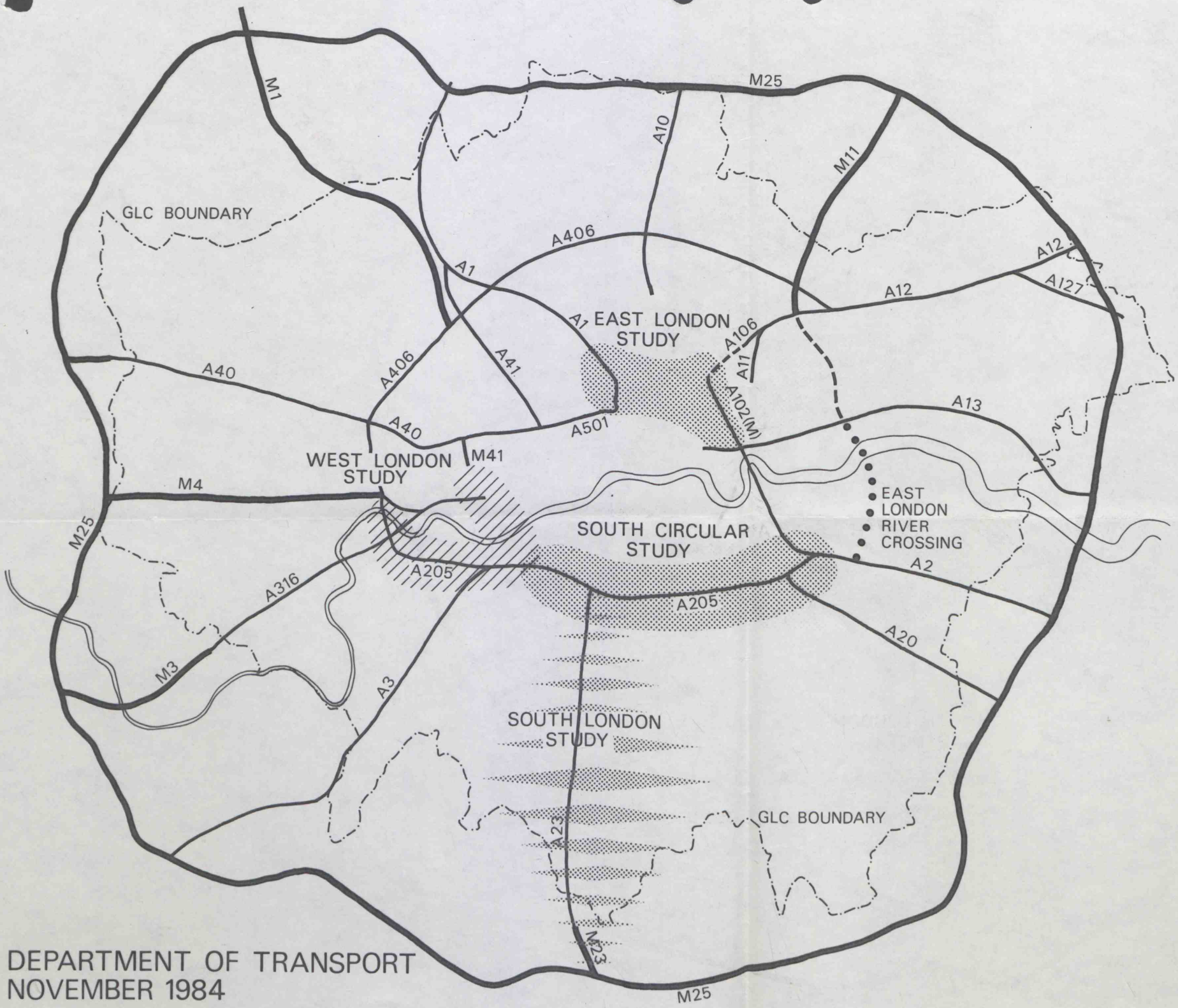
These areas will be the responsibility of Westminster City Council, and I am going to discuss the problems with them.

I am sending a copy of this minute and enclosures to Patrick Jenkin, Leon Brittan and John Biffen.

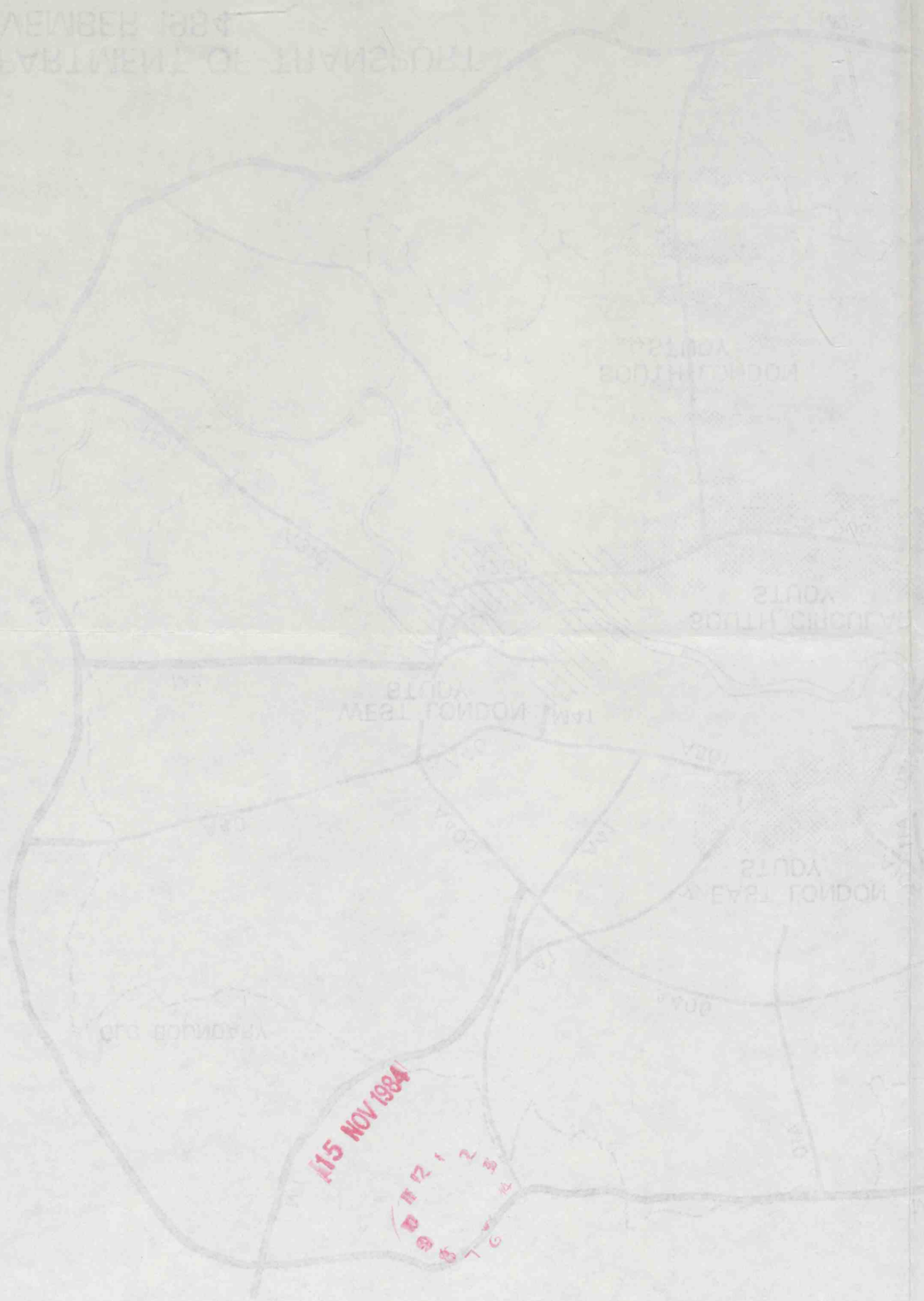
NICHOLAS RIDLEY

15th November 1984

EXPLORATORY ASSESSMENT STUDIES IN LONDON



DEPARTMENT OF TRANSPORT
NOVEMBER 1984



15 NOV 1984

ANNEX B

DRAFT PRESS NOTICE: GENERAL COVERING PRESS NOTICE

TACKLING LONDON'S ROAD PROBLEMS

Nicholas Ridley, Secretary of State for Transport today announced four studies of the problems in some of London's main traffic corridors. They will cover the western end of the South Circular Road together with the possibility of a relief road to replace the Earls Court one-way system, the main orbital section of the South Circular between the A3 west of Wandsworth and Woolwich, the area between the A1 in Islington and the A102 in Hackney and Tower Hamlets, and the corridor through London to the south.

Mr Ridley said:

> Action to tackle unpleasant conditions on London's overcrowded roads is long overdue. The M25 will relieve London of unnecessary through traffic. But the needs of 7 million people who live in London, the industry and commerce that provides its jobs, the shops and other facilities that serve it also must be met. Failure to do so will mean a flight of jobs, people and prosperity from our capital.
>
> At present, congestion is endemic during long periods of each day. Delays are the norm in many parts. Vehicles seeking to avoid traffic jams, divert along quite unsuitable residential roads. The whole environment is under strain and nobody benefits.
>
> Ignoring the problems will not make them go away. Living conditions and the standard of life in London can only worsen. That is why I have asked for exploratory assessment studies of 4 of the corridors where the problems are greatest. In this way we can get a clear picture of where the worst difficulties lie and the possible ways of tackling them on a comprehensive basis as part of a new purposeful approach to improving London's infrastructure. It is my aim to improve the quality of life for all who live and work in London.
>
> It will be particularly important that the search for solutions take account of the historic nature of many of the areas concerned. It is also particularly important that it takes account of the present problems and worries of people who live there. These will be

fundamental considerations in the approach adopted by the consultants I have appointed.

In selecting consultants, I have had regard not only to planning and traffic expertise but, in particular, to the needs of the built environment.

The basic objectives for our studies are:

- to identify the precise nature of the problems of the corridors;

- to identify a range of possible options for improving the areas as a whole by dealing more effectively with the flow of essential road traffic, particularly necessary commercial and industrial traffic, through the corridors, reducing the environmental effects of traffic on residents and meeting the needs of cyclists and pedestrians; and

- to assess the merits of these options having regard to the Government's general transport policies including those for public transport and policies for roads and traffic in London, the Department's continuing concern to secure value for money in its spending on road improvement schemes, and the sensitivity of the environment and the social fabric of the areas concerned.

The first stage will be to examine closely the present problems and the second to identify alternative solutions and evaluate them, taking account of the advice I am seeking on assessment methods from the Standing Advisory Committee on Trunk Road Assessment (SACTRA). I hope the first stage will be completed by the middle of next year and I shall publish the reports I receive. This will enable people to express their views before the second stages move ahead.

Just what the solutions will be will depend on this assessment. They are likely to range from better management of traffic and local improvements at dangerous and congested junctions, to improvements in some existing roads and possible new provision perhaps making better use of disused railway lines and other opportunities. All the solutions considered will have to be conceived with great

care and sensitivity for local communities. My aim will be to enable public transport to move more freely, to foster the cheap and effective movement of goods to and from London's shops, offices and factories, to enable Londoners to use and enjoy their cars. It also is to enable pedestrians and cyclists as well as other road users to move more safely and freely, to protect the environment and to preserve the historic features of London as a great city. All this means striking a balance. I believe the time has come for new positive initiatives to face the problems and find solutions. The assessment studies are a first step towards that objective.

CONFIDENTIAL

DRAFT PRESS NOTICE WITH TERMS OF REFERENCE

West London Study

The Secretary of State for Transport today announced the appointment of Sir William Halcrow and Partners, in association with Shankland Cox and Frederick Gibberd Coombes and Partners, to carry out an assessment study of key routes in West London. At the same time, he has appointed Husband and Co to explore in detail the possibility of constructng a Relief Road for the Earls Court one-way system by dual use of the existing railway corridor.

EXTENT OF STUDY

In West London, a unique opportunity exists for providing relief through Earls Court by shared use of the West London railway line. A scheme for a relief road was abandoned relatively recently by the GLC and the Secretary of State is asking Husband and Co to have a fresh look at the possibilities here. He has also commissioned Sir William Halcrow and Partners to study the strategic problems of a wider area of West London, to enable decisions to be taken about the South Circular, West of Wandsworth, in the light of implications on the major routes north of the river.

TERMS OF REFERENCE

The basic objectives of the study are:-

- to identify the precise nature of the problems in the corridor;
- to identify a range of possible options for improving the area as a whole by dealing more effectively with the flow of essential road traffic, particularly necessary commercial and industrial traffic, through the corridor, reducing the environmental effects of traffic, and meeting the needs of cyclists and pedestrians; and
- to assess the merits of these options having regard to the Government's general transport policies including those for public transport, and policies for roads and traffic in London, the Department's continuing concern to secure value for money in its spending on road improvement schemes, and the sensitivity of the environment and the social fabric of the areas concerned.

The Study should have regard to:-

a) the historic nature of some of the areas affected and existing unsatisfactory environmental conditions;

b) the essential need for movement by private car, lorry and public transport in London;

c) the wider economic and social needs of London within the Government's overall transport policies;

and should in particular consider ways of:-

i) reducing delay and congestion especially for essential business and commercial traffic, including public transport;

ii) providing opportunities for concentrating essential lorries on suitable roads wherever possible, thereby affording relief to residential streets;

iii) securing improved road safety for users, including pedestrians and cyclists;

iv) facilitating environmental improvements in major road corridors and neighbouring areas;

v) improving access for industry and commerce through the provision of an adequate network of radial and orbital links for longer distance traffic with essential business in London, and providing connections from all parts of London to the national trunk road network.

In addition to exploring the possibility of a relief road sharing the railway corridor through Earls Court, a number of options will need to be considered for the study area as a whole, ranging from minor traffic management measures, to local improvement at key bottlenecks, general improvements along the line of existing roads and, only where necessary and practicable, the possibility of other new routes in whole or in part, perhaps sharing any other suitable railway corridors. The possibility of re-signing longer distance traffic onto more suitable routes will also be examined.

The Department is not committed to improving any particular section of road. All solutions considered will need to be conceived with great care and sensitivity for the local communities. The detailed assessment of options will incorporate any changes in established methods which emerge from the advice which the Secretary of State commissioned from SACTRA earlier this year.

The consultants appointed will be required to work closely with each other and with the consultants appointed to undertake the assessment study on the adjacent section of the South Circular, east of Wandsworth.

Note to Editors

Sir William Halcrow and Partners is a well established firm of consulting engineers and architects, with a specialist emphasis on transportation projects - highways, tunnels, bridges and related works. Halcrow Fox and Associates are one of this country's largest firms of planning and transportation consultants. Husband and Co is a long-standing firm of consulting engineers. The other leading firms involved are Shankland Cox for town planning and Frederick Gibberd Coombes and Partners(*) for landscape architecture.

* To be confirmed.

The Standing Advisory Committee on Trunk Road Assessment, SACTRA, is an independent advisory committee composed of experts in various disciplines and chaired by Professor Tom Williams, Professor of Civil Engineering at Southampton University.

Its reconstitution with a revised and extended membership was announced on 31 July (Department of Transport PN 351 refers).

On 24 August Lynda Chalker, Minister of State for Transport, announced the appointment of Halcrow Fox & Associates to provide a detailed basis to assist SACTRA in reviewing the environmental and economic techniques appropriate to the assessment of a wide range of options for improving the strategic network of roads in urban areas. (Department of Transport PN 378 refers).

CONFIDENTIAL

DRAFT PRESS NOTICE WITH TERMS OF REFERENCE

South Circular Road Study (Woolwich to Wandsworth)

The Secretary of State for Transport today announced the appointment of Travers Morgan Planning to undertake an assessment study on the South Circular, east of Wandsworth.

EXTENT OF STUDY

The study will examine the problems of the main orbital section of the South Circular Road from Woolwich in the east to the A3, east of Wandsworth.

TERMS OF REFERENCE

The basic objectives of the study are:-

- to identify the precise nature of the problems in the corridor;
- to identify a range of possible options for improving the area as a whole by dealing more effectively with the flow of essential road traffic, particularly necessary commercial and industrial traffic, through the corridor, reducing the environmental effects of traffic, and meeting the needs of cyclists and pedestrians; and
- to assess the merits of these options having regard to the Government's general transport policies including those for public transport, and policies for roads and traffic in London, the Department's continuing concern to secure value for money in its spending on road improvement schemes, and the sensitivity of the environment and the social fabric of the areas concerned.

The Study should have regard to:-

a) the historic nature of some of the areas affected and existing unsatisfactory environmental conditions;

b) the essential need for movement by private car, lorry and public transport in London;

c) the wider economic and social needs of London within the Government's overall transport policies;

and should in particular consider ways of:-

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ii) providing opportunities for concentrating essential lorries on suitable roads wherever possible, thereby affording relief to residential streets;

iii) securing improved road safety for users, including pedestrians and cyclists;

iv) facilitating environmental improvements in major road corridors and neighbouring areas;

v) improving access for industry and commerce through the provision of an adequate network of radial and orbital links for longer distance traffic with essential business in London, and providing connections from all parts of London to the national trunk road network.

A wide range of options will need to be considered from minor traffic management measures, to local improvement at key bottlenecks, general improvements along the line of existing roads and, only where necessary and practicable, the possibility of new routes in whole or in part. There may be some scope for limited road building using disused railways, or for the shared use of existing railway formations. The possibility of re-signing longer distance traffic onto more suitable routes will also be examined.

The Department is not committed to improving any particular section of road. All solutions considered will need to be conceived with great care and sensitivity for the local communities. The detailed assessment of options will incorporate any changes in established methods which emerge from the advice which the Secretary of State commissioned from SACTRA earlier this year.

The consultants for this study will be required to work closely with those appointed to undertake similar studies on the adjacent section of the South Circular, west of Wandsworth (and the West London Relief Road), and those appointed for the study of the corridor through South London.

Note to Editors

Travers Morgan Planning is a leading consultancy bringing together expertise on the traffic, environmental, landscape and economic and planning aspects of

highway and other transport projects. It has had a wide-ranging workload particularly orientated to complex projects, often in environmentally sensitive areas.

The Standing Advisory Committee on Trunk Road Assessment, SACTRA, is an independent advisory committee composed of experts in various disciplines and chaired by Professor Tom Williams, Professor of Civil Engineering at Southampton University.

Its reconstitution with a revised and extended membership was announced on 31 July (Department of Transport PN 351 refers).

On 24 August Lynda Chalker, Minister of State for Transport, announced the appointment of Halcrow Fox & Associates to provide a detailed basis to assist SACTRA in reviewing the environmental and economic techniques appropriate to the assessment of a wide range of options for improving the strategic network of roads in urban areas. (Department of Transport PN 378 refers).

CONFIDENTIAL

DRAFT PRESS NOTICE WITH TERMS OF REFERENCE

South London Assessment Study

The Secretary of State for Transport today announced the appointment of Mott Hay and Anderson, in association with Roger Tym and Partners and Brian Clouston and Partners, to carry out an assessment study of the corridor through London to the south.

EXTENT OF STUDY

The study will focus on the existing roads and the need for adequate road links south through London to the M25. Given the lengthy timescale which inevitably will be involved, work will continue for the time being on schemes in the current programme such as the Coulsdon Inner Relief Road.

TERMS OF REFERENCE

The basic objectives of the study are:-

- to identify the precise nature of the problems in the corridor;
- to identify a range of possible options for improving the area as a whole by dealing more effectively with the flow of essential road traffic, particularly necessary commercial and industrial traffic, through the corridor, reducing the environmental effects of traffic, and meeting the needs of cyclists and pedestrians; and
- to assess the merits of these options having regard to the Government's general transport policies including those for public transport, and policies for roads and traffic in London, the Department's continuing concern to secure value for money in its spending on road improvement schemes, and the sensitivity of the environment and the social fabric of the areas concerned.

The Study should have regard to:-

a) the importance of adequate road links between London and Gatwick;

b) the historic nature of some of the areas affected and existing unsatisfactory environmental conditions;

c) the essential need for movement by private car, lorry and public transport in London;

d) the wider economic and social needs of London within the Government's overall transport policies;

and should in particular consider ways of:-

i) reducing delay and congestion especially for essential business and commercial traffic, including public transport;

ii) providing opportunities for concentrating essential lorries on suitable roads wherever possible, thereby affording relief to residential streets;

iii) securing improved road safety for users, including pedestrians and cyclists;

iv) facilitating environmental improvements in major road corridors and neighbouring areas;

v) improving access for industry and commerce through the provision of an adequate network of radial and orbital links for longer distance traffic with essential business in London, and providing connections from all parts of London to the national trunk road network.

A wide range of options will need to be considered from minor traffic management measures, to local improvement at key bottlenecks, general improvements along the line of existing roads and, only where necessary and practicable, the possibility of new routes in whole or in part. There may be some scope for limited road building using disused railways, or for the shared use of existing railway formations. The possibility of re-signing longer distance traffic onto more suitable routes will also be examined.

The Department is not committed to improving any particular section of road. All solutions considered will need to be conceived with great care and sensitivity for the local communities. The detailed assessment of options will incorporate any changes in established methods which emerge from the advice which the Secretary of State commissioned from SACTRA earlier this year.

The consultants appointed for this study will be required to work closely with the consultants appointed to undertake the assessment study of the South Circular Road, Woolwich to Wandsworth.

Note to Editors

Mott, Hay and Anderson is a leading firm of consultants with project

experience in road, rail and air transport, employing transport planners, civil engineers and economists. Working with them will be the leading firms of Roger Tym and Partners on Town Planning and Brian Clouston and Partners, Landscape Architects.

The Standing Advisory Committee on Trunk Road Assessment, SACTRA, is an independent advisory committee composed of experts in various disciplines and chaired by Professor Tom Williams, Professor of Civil Engineering at Southampton University.

Its reconstitution with a revised and extended membership was announced on 31 July (Department of Transport PN 351 refers).

On 24 August Lynda Chalker, Minister of State for Transport, announced the appointment of Halcrow Fox & Associates to provide a detailed basis to assist SACTRA in reviewing the environmental and economic techniques appropriate to the assessment of a wide range of options for improving the strategic network of roads in urban areas. (Department of Transport PN 378 refers).

DRAFT PRESS NOTICE WITH TERMS OF REFERENCE

East London Assessment Study

The Secretary of State for Transport today announced the appointment of Ove Arup and Partners, in association with Llewelyn-Davies Weeks and Derek Lovejoy and Partners to carry out an assessment study in East London.

EXTENT OF STUDY

The study will examine problems relating to the longer distance traffic movements through the area between the A1 in Islington and the A102 in Tower Hamlets and Hackney. The October 1983 consultation paper invited views on whether the Government should take responsibility for a link through this area but the response was inconclusive. The Secretaryof State has therefore decided to commission an assessment study before decisions are taken.

TERMS OF REFERENCE

The basic objectives of the study are:-

- to identify the precise nature of the problems in the corridor;
- to identify a range of possible options for improving the area as a whole by dealing more effectively with the flow of essential road traffic, particularly necessary commercial and industrial traffic, through the corridor, reducing the environmental effects of traffic, and meeting the needs of cyclists and pedestrians; and
- to assess the merits of these options having regard to the Government's general transport policies including those for public transport, and policies for roads and traffic in London, the Department's continuing concern to secure value for money in its spending on road improvement schemes, and the sensitivity of the environment and the social fabric of the areas concerned.

The Study should have regard to:-

a) the historic nature of some of the areas affected and existing unsatisfactory environmental conditions;

b) the essential need for movement by private car, lorry and public transport in London;

c) the wider economic and social needs of London within the Government's overall transport policies;

and should in particular consider ways of:-

i) reducing delay and congestion especially for essential business and commercial traffic, including public transport;

ii) providing opportunities for concentrating essential lorries on suitable roads wherever possible, thereby affording relief to residential streets;

iii) securing improved road safety for users, including pedestrians and cyclists;

iv) facilitating environmental improvements in major road corridors and neighbouring areas;

v) improving access for industry and commerce through the provision of an adequate network of radial and orbital links for longer distance traffic with essential business in London, and providing connections from all parts of London to the national trunk road network.

A wide range of options will need to be considered from minor traffic management measures, to local improvement at key bottlenecks, general improvements along the line of existing roads and, only where necessary and practicable, the possibility of new routes in whole or in part. There may be some scope for limited road building using disused railways, or for the shared use of existing railway formations. The possibility of re-signing longer distance traffic onto more suitable routes will also be examined.

The Department is not committed to improving any particular section of road. All solutions considered will need to be conceived with great care and sensitivity for the local communities. The detailed assessment of options will incorporate any changes in established methods which emerge from the advice which the Secretary of State commissioned from SACTRA earlier this year.

Note to Editors

Ove Arup and Partners is a firm with an international reputation embracing many activities including transportation engineering and highway design. Working with them will be the firms, both well respected in their fields, of

Llewelyn-Davies Weeks for planning considerations, and Derek Lovejoy and Partners(*) for landscape architecture.

* To be confirmed

The Standing Advisory Committee on Trunk Road Assessment, SACTRA, is an independent advisory committee composed of experts in various disciplines and chaired by Professor Tom Williams, Professor of Civil Engineering at Southampton University.

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JMRADD

bc BY

CS, HMT LPSO HMT
MAFF DOE
B/M WO
CL SO
OTT B/N
NIO

10 DOWNING STREET

From the Private Secretary

31 July 1984

PRIVATE FINANCE FOR ROAD CONSTRUCTION

The Prime Minister has seen your Secretary of State's minute of 25 July and has noted that no scheme has been identified which would yield sufficient benefits in terms of greater efficiency to offset the additional costs of finance. She was disappointed at the extent to which the private sector was prepared to bear additional risks.

I am copying this letter to Private Secretaries to members of E(A) and Richard Hatfield (Cabinet Office).

(ANDREW TURNBULL)

Miss Dinah Nichols,
Department of Transport.

NAPM AT 2717

MR TURNBULL 27 July 1984

c Mr Redwood

PRIVATE FINANCE FOR ROAD CONSTRUCTION

This year, more than £1.2 billion of public expenditure of public expenditure is earmarked for new road construction, and nearly £1 billion for maintenance. In such large sums, it is hard to believe that there is no scope for savings; the disciplines which normally go with private sector investment would as a rule be a good means of getting at them.

Yet it is hardly surprising that no private financing scheme has emerged which satisfies:

i. D/Tp's desire to design and own roads;

ii. Treasury's desire to finance them at finessed rates, and

iii. The construction industry's unwillingness to surrender the comfortable terms on which they trade with D/Tp.

Greediness and windiness are never easy to reconcile.

Unless one of the parties shifts its stance, Mr Ridley has no choice but to rule out the simple substitution of private finance and shadow tolls for public expenditure. A low key announcement to that effect will cause no adverse reaction.

But we would not want him to slam the door publicly on all innovation in road financing. He could say that he does not regard existing arrangements as ideal, and that he will continue to explore technical and contractual ways of reducing build and maintenance costs. (He certainly needs to keep up the pressure on the FCEC, which by any other name is a cartel). He could even invite views - perhaps in the form of responses to the next Roads White Paper - on the wider use of tolls for new projects of distinctive benefit. The travelling public seems willing to pay separately for bridges and tunnels. Why would it not pay for some much needed by-passes if modest tolls would procure them more quickly?

The roads programme is effectively dictated from Marsham Street. Does it need to be? We might be pleasantly surprised if we gave local communities - especially in the Shires - more opportunity to promote and fund schemes which they see as desirable.

R.T.

ROBERT YOUNG

CR NO

Prime Minister (2)

Mr Ridley and CST have concluded that privately financed road schemes are not worth pursuing. JT

AT 27/7

PRIME MINISTER

PRIVATE FINANCE FOR ROAD CONSTRUCTION

We agreed in E Committee in 1982 to look at what more should be done to encourage private investment in the construction industry. I have been examining possible methods of introducing private finance into road construction by a system of royalty payments to contractors based on the amounts of traffic which use the road once completed. We had dismissed proposals involving tolls because traffic could easily divert onto alternative free routes. We tested the royalty finance proposition through a joint study with the construction industry. I have now considered the results of this study with the Chief Secretary and we have concluded that the concept is not worth pursuing. I enclose a note summarising our discussions with the Federation of Civil Engineering Contractors (FCEC), who represented the industry, and our merchant banking advisers, Charterhouse Japhet.

From the construction industry's point of view, the main motive has always been that private finance should secure projects additional to the public expenditure already planned on the road programme. I have made it clear that I did not believe such roads could be additional, only in substitution. From the Government's point of view, the hope was that the higher costs involved in raising finance privately would be outweighed by economic and construction benefits. Neither of the parties consulted has been able to come up with a scheme that would yield much by way of benefits to offset the additional costs. Nor does the industry seem willing to bear much by way of additional risks. The only significant efficiency gain identified was an incentive to earlier completion of contracts since royalty payments would not flow until the road was open to traffic. Even this would

not clearly bring benefits however as almost half the new construction contracts now under way are ahead of their formal schedule. Making the contractor responsible for the maintenance of the built road could bring other efficiency gains but this would require the contractor to be involved in the design of the road. There may be some efficiency gains to be had here, quite independently of private finance and I am intending to let some contracts for design and construction of roads on an experimental basis.

On construction risk, Charterhouse Japhet's proposal that contractors accept lump sum tendering was rejected by the FCEC. Lump sum tendering would imply risks for contractors which are not only greater than the present style of measure and value contracts, where the price agreed is per unit of work actually undertaken (as opposed to the estimates pre-tender), with inflation-proofing, but also greater than the risks in measure and value contracts without inflation-proofing ('fixed price' contracts). The FCEC were prepared grudgingly to consider 'fixed price' tendering but only for schemes additional to existing public expenditure programmes. I have agreed with the Chief Secretary that we could not approve a scheme on such terms.

The other risk the private sector would in principle shoulder is that actual traffic (and hence revenue) turned out to be less than forecast. But the industry sought to minimise their exposure by basing the royalty payment on a low forecast with a taper as traffic grew and also by linking unit royalties to the Retail Price Index.

I have come to the conclusion that private finance packages for roads are most unlikely to be more cost-effective or productive than conventionally funded ones on equal terms.

FCEC and NEDO interests have linked private finance funding to the question of additionality and I have told them and others that in my view the exercise should now be brought to a close. I propose a fairly low key announcement of this conclusion which will come as no surprise to the industry. Unless members of E(A) see any difficulties, therefore, I should like to make a low-key announcement to this effect before the Recess.

I am copying this minute to other members of E(A) and Sir Robert Armstrong.

NICHOLAS RIDLEY

25 July 1984

(2)

PRIVATE FINANCE FOR ROAD BUILDING

RESULTS OF CONSULTATION WITH THE FEDERATION OF CIVIL ENGINEERING CONTRACTORS (FCEC) AND CHARTERHOUSE JAPHET PLC (CJ)

1 The aim of the exercise was to see if it was possible to devise a practicable royalty system which

(a) brings forward in time worthwhile road construction projects, additional to the current publicly funded programme, to take up spare capacity in the construction industry;

(b) meets the Government's essential criteria for privatisation schemes:

(i) that investors should not have, by way of explicit or implicit guarantees, a greater degree of security than is generally available in private sector projects, and

(ii) that privatisation schemes should yield benefits (especially through efficiency) commensurate with the extra cost of raising risk capital.

2 It became clear in the discussions both that all parties agreed that private finance was likely to be more expensive than the present system and that the major offsetting efficiency gain was the probable incentive to contractors to finish contracts more quickly than at present as royalty payments would not begin until the new road was open. This would advance the economic benefit of the new road and might lead to some reductions in cost. A further potential gain could result if the contractor were made responsible for repairs and maintenance: he would also have to be involved in the design stage to secure the incentive to construct the road to a standard that requires minimum maintenance effort and spending on his part once the road is opened.

3 In CJ's opinion "neither the prospective economic benefits nor possible construction benefits...counterbalance the burden of a scheme which involves financing costs which approximate to those associated with raising genuine risk capital". This conclusion was in part based on an assessment of the degree of risk the private sector is likely to be willing to bear in respect of:

(a) possible cost increases during the construction period e.g. from increases in the estimated quantity of work to be done, additional work ordered by the Engineer, inflation, and disruption of the contractor's programme;

(b) inflation levels following completion of construction and the start of royalty payments; and

(c) the reliability of traffic forecasts.

The FCEC made it clear that any departure from the current ICE conditions on (a) -i.e.radical changes to the basis of contracting such as lump sums as suggested by CJ- would be unacceptable to the contracting industry; indexation of post-construction royalty payments by the RPI would be expected by investors; and the risk of traffic flows failing to match forecasts should be shared between the Department and the contractor by a system of tapered royalties. In short, the contracting industry are likely to want

the present style of measure and value contract with inflation-proofing to be continued and inflation-proofed royalty payments. No more than a relatively minor share of the risk therefore could be transferred to the private sector on that basis.

4 Although this reaction indicates that offsetting gains are unlikely to be sufficient to outweigh the extra cost of private finance, there is no detailed proposal on the degree of risk-sharing achievable because the industry was unwilling to prepare one except in the context of a pilot scheme. The FCEC appeared to be prepared to accept the idea of some move towards fixed price tendering, though only if particular schemes were to be additional to the public sector programme. It was recognised that any pilot scheme started reasonably soon after agreement was reached would not be capable of incorporating contractor involvement in design (and subsequent maintenance responsibility) because of the long time lag that would be required. Contractor involvement in design and maintenance might not in any case be without its problems, since the Secretaries of State for Transport and the Environment could not discard their statutory responsibilities for line and side-road order making, and for the public inquiry processes.

5 The merchant bankers, Charterhouse Japhet, advised that the best way to meet the Government's criteria at 1(b) above was to separate the financing element from the actual construction work. They recommended that the cheapest way of raising finance was to set up a financing consortium (a 'Road Development Corporation') of major financial institutions and possibly clearing banks to provide funds on terms as close as possible to gilts. To keep down the cost of finance the construction risks would be borne by the contractor who would have to tender on a lump sum basis. This would entail eliminating not only the variation of price aspects of contracts lasting more than one year, but also the measure and value concept which has been fundamental to civil engineering contracts for many years. Their proposals for a consortium and lump sum tendering approach were aimed at the longer term rather than for any pilot scheme, for which they did not rule out contractors arranging their own financing proposals.

6 The FCEC opposed this, suggesting instead that any private sector venture should be linked to VOP contract practices; that instead of a financial consortium, intending contractors should obtain their own 'best endeavours' indication of the terms on which finance might be provided; and that the successful tenderer should be given a period of grace in which to turn 'best endeavours' into firm commitments with his chosen financial institution.

7 Both financing proposals have their critics. The FCEC's lacks any notable benefits other than the incentive to earlier completion; without a lump sum contract the starting royalties could not be determined fully until the road is complete, possibly adding to the cost. The CJ proposal lacks any clear link between the arrangements for construction and those for finance. The financing cost is reduced by minimising risks both to the financiers and, in practice, to the contractors.

Department of Transport

July 1984

DEPARTMENT OF TRANSPORT
2 MARSHAM STREET LONDON SW1P 3EB
01-212 3434

MINISTER OF STATE

My ref:

Your ref:

18 JUN 1984

The Rt Hon Mrs Margaret Thatcher MP
House of Commons
LONDON
SW1

Prime Minister (2)

Dear Margaret

PQ

20/6

You may like to know that a contract has been let to Ringway Surfacing for the widening and realignment of the A21 at the Grange bend, near Lamberhurst.

I enclose a copy of the press notice that is being released. If you require further information, please do not hesitate to contact my office.

Yours ever

Lynda

MRS LYNDA CHALKER

DEPARTMENT OF TRANSPORT
2 MARSHAM STREET LONDON SW1P 3EB
01-212 3434

MINISTER OF STATE

My ref:

Your ref:

18 JUN 1984

The Rt Hon Mrs Margaret Thatcher MP
House of Commons
LONDON
SW1

Dear Margaret

You may like to know that a contract has been let to Ringway Surfacing for the widening and realignment of the A21 at the Grange bend, near Lamberhurst.

I enclose a copy of the press notice that is being released. If you require further information, please do not hesitate to contact my office.

Yours ever

Linda

Department of Transport
2 Marsham Street, London SW1P 3EB. Telephone 212 3434

Press Notice No: Date:

SE 35/84 19 June 1984

A21
IMPROVEMENT AT THE GRANGE BEND NEAR LAMBERHURST

The Department of Transport today announced the award of a £153,482 contract to Ringway Surfacing for the widening and realignment of the A21 at the Grange Bend, near Lamberhurst, Kent.

Commenting on the scheme Lynda Chalker, Minister of State for Transport, said:

"This improvement will be welcomed by all motorists who use the A21. It will ease a very awkward bend in the stretch between Pembury and Lamberhurst."

Work will start on 25 June and should take 16 weeks to complete. During the works, traffic may be restricted to one carriageway and the Department regrets any inconvenience this may cause.

The contract will be under the supervision of the County Surveyor of Kent County Council on behalf of the Department of Transport.

Issued by Fran Taylor, Regional Information Officer, Central Office of Information, London and South Eastern Region.
Tel: 01-583 5744 ext 295.

CONFIDENTIAL

CC/O

DEPARTMENT OF TRANSPORT
2 MARSHAM STREET LONDON SW1P 3EB

01-212 3434

CF.
PA.
Note

After consulting
Mr Young in the Policy Unit
I told Mr Melville we
could agree to X.

Michael Scholar Esq
Private Secretary
10 Downing Street
LONDON SW1

20 September 1983

Dear Mr Scholar

MCS 21/9

ROADS DRAFT WHITE PAPER

Thank you for your letter of 19 September. We have incorporated the amendments the Prime Minister wanted to the Introduction and to paragraphs 5.10, 5.13 and 6.4, with consequential minor adjustments elsewhere.

We have looked again at paragraphs 2.5 and 2.6 in the light of the Prime Minister's suggestion. This passage concerns the eventual replacement of comprehensive renewal of the inter-urban trunk road network by more limited action to deal with specific problems. The general point about expenditure implications is made elsewhere, particularly in Chapter 3, which deals with the need to tackle London's traffic problems and Chapter 6, which deals with resources. We are concerned to strike a balance which avoids the hostage to fortune of implying indefinite high level of expenditure, without at the same time arousing too great a concern from the construction industry. To convey the essence of the Prime Minister's suggestion we have altered the last sentence to read:

X

> "The essential inter-urban trunk road network will then be in place and it will be possible to adjust the balance of expenditure as explained later."

We propose to publish the White Paper on 27 or 28 September; can we have any comments early tomorrow please.

I am copying this letter to the Private Secretaries to the members of E(A) and to Sir Robert Armstrong.

Yours sincerely
Andrew Melville

ANDREW MELVILLE
Private Secretary

CONFIDENTIAL

Transport : White Papers 'Policy for Roads : England 1989'

H 2

CONFIDENTIAL

RW

FILE

BK MROWEN

10 DOWNING STREET

cc: HMT DTI
NIO CDL
D/EN MAFF
SO Chief Sec
WO CO
D/ENVIR
D/EMP

From the Private Secretary

19 September, 1983

ROADS DRAFT WHITE PAPER

The Prime Minister has now had a chance to study the Draft White Paper enclosed with your Secretary of State's letter to the Chancellor of the Exchequer of 2 September.

Mrs. Thatcher is concerned lest the White Paper give the impression that the Government is committed to a high level of public expenditure on roads for the indefinite future. To avoid such an impression, and so as not to give unnecessary hostages to fortune, she suggests the deletion of several sentences (listed in the attachment to this letter).

The Prime Minister considers that the first paragraph of the introduction might read better as follows:-

"This White Paper in:

Part I - sets out the Government's general policies for roads in England;

Part II - reviews progress on the present trunk and motorway programme since 1982, and sets out the programme for the immediate future".

The Prime Minister also suggests that the section entitled "The Longer Term" (2.5 - 2.6) might usefully contain a sentence which says that, as the trunk road programme nears completion, some specific problems will remain, but that it should be possible to begin reducing substantially public expenditure on new construction at that time.

I am sending a copy of this letter to the Private Secretaries to the other members of E(A) and to Sir Robert Armstrong.

M. C. SCHOLAR

Miss D. Nichols,
Department of Transport

CONFIDENTIAL

885

"By the mid-1990s, the network of inter-urban motorways and high-quality trunk roads will be virtually complete."
(Introduction, paragraph 1)

"The excellent progress during 1982/3 means that a slightly lower cash target for 1983/4 can be achieved without jeopardising the long-term aim of completing the inter-urban trunk road programme by the mid-1990s." (6.4)

"We are determined to put right the serious deterioration which occurred in many parts of our strategic road network in the 1970s." (5.10)

"they are under increasing difficulties in keeping their roads up to reasonable standards within the present financial constraints" (5.13)

Prime Minister (1)

13 September 1983
Policy Unit

PRIME MINISTER

You asked us to go through the Roads White Paper in detail. Shall I convey the comments at X on pp 2-3 on your behalf?

ROADS DRAFT WHITE PAPER

The roads building programme is huge. Cash for new construction has risen by over 50 per cent since 1979. Annual output has risen by 17 per cent. Extra schemes worth nearly £300 million were slipped into the May 1983 review. The level of spending on structural renewal has risen by well over 50 per cent in real terms over the same period. MCS 15/9

Yes - let them have the main points in this paper

So much for the "massive cuts" in capital and construction spending!

Tom King seems to have removed the specific commitments to maintain these colossal public expenditure totals beyond 1985/6. But the atmosphere of "carry on regardless" pervades the whole White Paper.

Hostages to Fortune

We surely ought to avoid hostages to fortune such as:

(1) "By the mid-1990s, the network of inter-urban motorways and high-quality trunk roads will be virtually complete." (Introduction, paragraph 1)

"When this programme has been completed by the mid-1990s . . ." (2.6)

(2) "The excellent progress during 1982/3 means that a slightly lower cash target for 1983/4 can be achieved without jeopardising the long-term aim of completing the inter-urban trunk road programme by the mid-1990s." (6.4)

Self-flagellation

(3) "We are determined to put right the serious deterioration which occurred in many parts of our strategic road network in the 1970s." (5.10)

If that deterioration was "serious", then any cut in spending for future years would be attacked as a serious matter too. Besides, the Conservatives had control over the roads programme for the first half of the 1970s.

Another rod to beat our own backs with: do we really want to quote "some highway authorities" as saying that "they are under increasing difficulties in keeping their roads up to reasonable standards within the present financial constraints"? (5.13)

This does not square with the preceding paragraph which points to the huge increase in spending on maintenance, and the survey which suggests that the overall condition of local roads in 1982 was better than in 1977. And so it jolly well should be, in view of the money spent on them.

Complacency. Those who believe that the Department of Transport is hell-bent on covering Britain with concrete will not be reassured to read that: "Public consultation and public inquiries normally work smoothly and effectively". (1.7) Smoothly for whom?

Quality and Urgency of Schemes

Even a brief examination of the schemes now proposed suggests that by no means all of them are urgent. Some are indeed badly-needed bypasses to relieve mediaeval market towns; but others are merely stretches of dual carriageway and road-widening to improve overall journey times by a minute or two.

There is a strong case for stretching out this programme to relieve public expenditure. We should certainly not re-commit ourselves to complete it by the mid-1990s - and so, by implication at least, to maintain or increase existing levels of expenditure on roads.

The underlying - if unintended - message of this White Paper is: "We are coming towards the end of the motorway and trunk road programme, so we shall have to think of other ways of spending more money". The reality is that we shall have a golden opportunity in the late 1980s to begin gradually reducing the amount of public money spent on roads. And we should start preparing public opinion for this now.

Recommendations

1. We suggest that all the sentences which we have quoted should be removed.

2. The whole of the first paragraph should be removed and the Introduction should read simply:

"This White Paper in:
Part I - sets out the Government's general policies for roads in England;
Part II - reviews progress on the present trunk and motorway programme since 1982, and sets out the programme for the immediate future".

3. In The Longer Term (2.5-2.6) we need a sentence which says bluntly: "As the trunk road programme nears completion, some specific problems will remain, but it should be possible to begin reducing substantially public expenditure on new construction".

FERDINAND MOUNT fm

CONFIDENTIAL

cc NO

CHIEF SECRETARY TO THE TREASURY

Treasury Chambers, Parliament Street, SW1P 3AG

Rt Hon Tom King MP
Secretary of State
Department of Transport
2 Marsham Street
London SW1P 3EB

9 September 1983

PT
9/9

Dear Secretary of State,
ROADS WHITE PAPER

TPM

Nigel Lawson has asked me to reply on his behalf to your letter of 2 September.

I have no substantive comments on the text enclosed with your letter (which I understand is being slightly shortened by the deletion of the final sentence in paragraph 2.9), and would not oppose your intention to publish if at all possible on 28 September. I note your view that the drafting will not constrain forthcoming PES discussions and that you believe that any necessary adjustments to the text following the bilateral can be made as officials check the proofs. However, I am sure you will understand that because of the major issues at stake I must make my agreement to publication conditional on the outcome of the bilateral meeting arranged for 15 September.

I am copying this letter to the Prime Minister, other members of E(A) and Sir Robert Armstrong.

Yours sincerely

for PETER REES
(approved by the Chief Secretary
& signed in his absence)

CONFIDENTIAL

Transport: Roads White Paper
Pt 2

VM

CONFIDENTIAL

CNP

SECRETARY OF STATE FOR THE ENVIRONMENT

2 MARSHAM STREET
LONDON SW1P 3EB
01-212 3434

NBPM

MIS 9/9

My ref: J/PSO/14755/83

Your ref:

8 SEP 83

Dear Tom,

ROADS WHITE PAPER

Thank you for copying to me your letter of 2 September to Nigel Lawson, covering the latest draft text of the 1983 Roads White Paper.

I welcome the emphasis given to the environmental aspects of the roads programme. My officials have of course also discussed with yours a number of more detailed points on the text. I am content with the result.

As you have noted, our officials are also keeping in touch so as to avoid any clash between the Roads White Paper and the White Paper on abolition of the GLC and the Metropolitan County Councils.

Copies of this letter go to the recipients of yours.

Yours ever

Patrick

PATRICK JENKIN

The Rt Hon Tom King MP

CONFIDENTIAL

Transport
White Paper
Policy for Roads
Pt. 2

-9 SEP 1983

CC 1/10

CABINET OFFICE,
WHITEHALL, LONDON SW1A 2AS

Chancellor of the Duchy of Lancaster

7 September 1983

8/9.

Dear Tom,

ROADS WHITE PAPER

Thank you for sending me a copy of your letter of 2 JPM September to Nigel Lawson.

The question is whether the draft as amended may still not give hostages to fortune in circumstances in which there will be increasing pressure on public expenditure. Paragraph 5.3, while modified, is an example.

I am sending copies of this letter to the Prime Minister, members of E(A) and Sir Robert Armstrong.

Yours,
Arthur
COCKFIELD

The Rt Hon Tom King MP
Secretary of State for Transport
Department of Transport
2 Marsham Street
London SW1

Transport : Roads White Papers. 1972.



MINISTRY OF AGRICULTURE, FISHERIES AND FOOD
WHITEHALL PLACE, LONDON SW1A 2HH

From the Minister

The Rt Hon Tom King MP
Secretary of State for Transport
2 Marsham Street
London SW1P 3EB

7 September 1983

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Dear Tom,

ROADS WHITE PAPER

Thank you for copying to me your letter of 2 September to Nigel Lawson.

The building of new roads does, of course, bring particular problems for agriculture. There are implications not only for individual farmers but (as was recognised in paragraph 62 of the 1980 White Paper Policy for Roads: England (1980 (Cmnd 7908)) the issue is of broad national agricultural concern. I was, therefore, surprised to learn that my officials had not been given an opportunity to comment on the earlier drafts of this proposed White Paper.

I have examined the draft enclosed with your letter and would wish to see some amendments made to ensure that we do not leave ourselves open to any criticism that we are giving the agricultural implications of this important matter less than their proper weight. In particular, in paragraph 4.1, I would suggest the addition of 'very often agricultural land' after 'land' in the opening line and 'and agriculture' at the very end of the paragraph.

You will be aware that the greatest problems are caused to individual farmers by the severance of their land by new roads. It would help to assure the farming community that their interests will continue to be fully taken into account if paragraph 4.7 could be slightly expanded to refer in the fifth line to 'farm and local traffic' and if farm animals could be added to the list of examples for which suitable crossings can be provided.

I am copying this letter to the Prime Minister, other members of E(A) and Sir Robert Armstrong.

Yours ever,
Michael

MICHAEL JOPLING

Transport : White paper : Policy for roads Pt 2

-7 SEP 1983



CONFIDENTIAL

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DEPARTMENT OF TRANSPORT
2 MARSHAM STREET LONDON SW1P 3EB

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(4)

Prime Minister

MCS 5/9

The Rt Hon Nigel Lawson MP
Chancellor of the Exchequer
HM Treasury
Treasury Chambers
Parliament Street
LONDON SW1P 3AG

7 September 1983

Mike - I haven't had time to go through this in detail - would you have a look at it and alert me if there is anything wrong. NL

Dear Nigel

ROADS WHITE PAPER

The Prime Minister's meeting on 12 July agreed that I should postpone publication of the 1983 Roads White Paper until September when it could serve a more useful purpose in the Government's overall publicity programme. Publication would be after my public expenditure bilateral with the Chief Secretary, since arranged for 15 September.

The enclosed text is substantially the same document as the July draft, but amended to avoid any particular assumptions about the levels of public expenditure in the longer term. There has also been some minor updating and some reordering of the text, the revised version of which has already been circulated for comment at official level to the main interested Departments including Treasury. As it stands the new text is a robust statement of Government policy towards the road system but its drafting does not, in my view, constrain forthcoming PES discussions.

To achieve a publication proposed for Wednesday 28 September at the latest I shall need my colleagues' clearance and any comments they may wish to make by 7 September. If,

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against my expectations, there is need for minor adjustment to the text following the bilateral, that can be done immediately after the meeting as my officials correct the proofs.

The White Paper dealing with proposals for abolition of the GLC and metropolitan county councils is also due for publication in September. My officials and those of DOE will ensure that the texts of the two White Papers are compatible and that their timing does not clash.

I am copying this letter to the Prime Minister, other members of E(A) and Sir Robert Armstrong.

Yours

TOM KING

Mr Mount

We spoke. Please return when you have finished with it.

MCS 12/9

DRAFT OF 30 AUGUST

INTRODUCTION

1. By the mid-1990s the network of inter-urban motorways and high quality trunk roads will be virtually complete. On present plans, contracts for most of the remaining schemes in the programme will have been let by the end of this decade. Now is therefore the time to look ahead to this country's road needs in the first few decades of the next century. The emphasis is likely to shift from inter-urban trunk roads for which the Secretary of State for Transport is responsible in England) to the principal local authority roads which complete the network; and from inter-urban roads to those in our towns and cities, especially London.

This White Paper in

Part I - sets out the Government's general policies for roads in England and its approach to the longer term issues

Part II - reviews progress on the present trunk and motorway programme since 1982 and sets out the programme for the immediate future.

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PART I:

THE NEED FOR ROADS

1.1 The growing importance of road transport to the economy has been evident for many years. Travel by car is now some 7½ times the level of 30 years ago; freight moved by road is 3 times as high. Today about nine-tenths of all mechanised passenger travel and four-fifths of all inland freight go by road.

1.2 The extent and nature of this development is a matter of record. Its causes are less widely understood, nor is there universal agreement about the right policies to achieve the best balance among the economic, social and environmental interests affected by the road transport system. One thing however is quite clear. Effective policies must be based on a thorough appreciation of why our society has come to depend upon road transport and of the benefits it has brought; they must equally acknowledge the serious damage that can be done to the environment both by traffic which has to continue forcing its way through unsuitable existing roads and by new roads if they are insensitively planned.

Industry and Commerce

1.3 The importance of roads to industry and commerce is beyond doubt. Of £19 billion spent in Britain on inland freight transport in 1981 over £18 billion (or 96%) was spent on sending freight by road. Substantial growth has occurred in those industries and businesses best served by road. Greater specialisation and decentralisation of factories and warehouses have led to increased demand for goods shipment often between points not connected to the rail network. We are particularly dependent on roads for the essential surface infrastructure for the movement of freight to and from our major ports and airports. The lorry has offered consignors of freight a unique degree of convenience, responsiveness and speed. It plays a vital role in keeping down the costs of goods and services and maintaining our competitveness. By cutting journey times and congestion between cities, the motorway network has produced important efficiency gains for commerce and industry

and indirectly for all of us in the greater range and competitive prices of goods in the shops.

Travel by car

1.4 There can be few whose lives have not been directly affected by the explosion in personal travel brought by growth in car ownership. In Britain as a whole, people now travel 2½ times as much as they did 30 years ago - and the increase is due to the private car; rail travel has remained broadly constant since the 1960s while bus travel has gradually declined. Only air transport has seen similar rates of growth but from a much smaller base. Nearly 70% of the population live in households with one or more cars and motoring accounts for 12% of household expenditure. In 1981 some £21 billion was spent on motoring - over 85% of spending on all surface passenger transport. By the sheer increase in accessibility, to the countryside or to distant members of the family, for example, roads have improved the quality of our lives.

Public Transport

1.5 Better roads have also helped public transport. Particularly since the market was liberalised in 1980, long distance coach travel has risen dramatically. More attractive and more frequent services and lower fares have encouraged patronage. The efficient operation of our air transport and shipping industries depends upon the support of good quality road links to air and sea ports.

Environmental Gains

1.6 Diverting traffic onto new routes away from population centres and bypassing communities astride existing routes have reduced the adverse effects of traffic on people's lives. These new routes or bypasses will have relieved over 65% of historic towns on English trunk roads of through traffic when schemes now being built are completed. The remaining schemes in the programme will increase this proportion to over 90%. There have also been significant advances in road safety; the total number of deaths and injuries is now lower than in the early 1960s, despite the great increase in road traffic.

Public Consultation

1.7 There is a balance to be struck between different environmental costs and benefits. The gains to communities bypassed must be weighed along with the cost to the area traversed by a new section of road. As design expertise and awareness of the environmental impact of new roads have increased, substantial progress has been made in blending new roads more successfully into the landscape. There is no monopoly of wisdom in such matters : in these as in other issues the public not only have a right to know what is proposed but can improve decisions by contributing their local knowledge. Those who are directly affected by a proposed new road must have a full opportunity to make their views known : that is what our public consultation procedures are designed to secure. But it is crucial that no one interest group, however strongly felt their views, should deter other local interests from fully presenting their case in our independent inquiry system. Public consultation and public inquiries normally work smoothly and effectively. Only in rare cases now is there any of the difficulty experienced in the later 1970s. The Government keeps this system under review to assist the efficient preparation and authorisation of new road schemes within the present statutory procedures and without reducing the rights of those affected.

DEVELOPMENT OF THE ROAD SYSTEM

The Trunk Road Network

2.1 At the beginning of the last Parliament we set these priorities for the trunk road programme:

(1) roads which aid economic recovery and development;

(2) roads which bring environmental benefits;

(3) preserving the investment already made.

2.2 These remain our priorities. Chapter 4 describes the techniques used to assess new road proposals against both economic and environmental criteria; and the other steps being taken to reduce the environmental impact of traffic. Chapter 5 deals with aims and achievements on road maintenance. The rest of this chapter describes the progress made with the development of the inter-urban road system and what remains to be done.

Progress So Far

2.3 In the White Paper 'Policy for Roads: England 1980' (Cmnd 7908) we expressed our resolve to provide an inter-urban network to meet demands foreseeable at the end of the century. We halted the massive cuts previously made in trunk road spending and stabilised spending at a level which the nation could afford.

2.4 Achieving this within tight financial constraints required careful management of resources. The success of the fight against inflation has played a major part. Emphasis on priority for productive capital investment has meant it was possible to increase the available cash for new construction by over 50% between 1979/80 and 1982/83. Keen tender prices, improved efficiency and a good response from contractors to favourable construction conditions have helped to preserve the real value of the cash spent. The output in 1982/83 is likely to be at least 17% above the 1979/80 level. The level of spending on structural renewal of the network also rose by well over 50% in real terms over the same period. We have also provided for a substantial

capital programme on local authority roads. Our determination to get value for money enabled us to concentrate resources where they could do most good. We phased out the Road Construction Units, employing 1600 staff. Major design and supervision work is now done in the private sector. We sold leaseholds on 38 motorway service areas, earning £48m for the taxpayer. This has expanded competition and led to very marked improvements in the services for motorway travellers. We concentrated resources on making progress with urgently-needed schemes and those with genuine prospects of early construction.

The Longer Term

2.5 Part II of this report records the very good progress that has been made on new construction of trunk roads. It also reports on the recent review which led to the addition of a further 43 schemes to the future programme.

2.6 When this programme has been completed by the mid-1990s nearly all towns and large villages on trunk roads - including all but a handful of the 245 historic towns - will have been bypassed. There will still be some further needs on the inter-urban network. New patterns of industry and development, including ports and airports, will give rise to a number of specific requirements. If traffic grows at the higher end of our range of long-term forecasts we may need to increase the capacity of some sections of the network in the late 1990s. But the character of the task will have changed. Instead of the urgent need for a comprehensive programme of modernisation, there will be a series of specific problems to be tackled. Some significant demands will remain to be satisfied; and a further crossing of the Severn may be needed by the early years of the new century. But the essential inter-urban trunk road network will be in place.

Local Authority Roads

2.7 The trunk roads alone do not provide the complete inter-urban network of main roads. Nor can they alone provide adequately for all medium and long distance lorry traffic.

Local highway authorities provide over 15,000 miles of principal roads (more than twice the length of the trunk road network), many of which are part of the primary route system and carry traffic volumes comparable to those of some important trunk roads. These roads, are essential to the life of the nation and consume much of the resources devoted to transport. In 1982/83 local highway authorities spent over £1.2 billion in building, improving and maintaining and managing their roads, an increase of over 56% in cash on the position 4 years ago. We are supporting these efforts through rate support grant and more specifically through Transport Supplementary Grant (TSG). The development of these networks thus involves the Secretary of State in assessing priorities, in consultation with county councils, and in deciding how to allocate resources.

2.8 Our objectives for local authority roads are:-

(1) to encourage county councils to provide and maintain roads on primary routes which complement trunk roads in quality and capacity;

(2) to improve the general quality of urban roads so as to provide industry and commerce with improved access and to improve the environment by segregating heavy traffic from the streets where people live, work and shop;

(3) to provide relief for communities suffering from heavy through traffic by providing bypasses and relief roads;

(4) to provide for the movement of buses which have a major function in meeting transport needs;

(5) to continue to improve road safety.

Primary route network

2.9 The Secretary of State for Transport has welcomed initial work on revision of the primary route network (which includes main local authority roads as well as trunk roads) and on its needs in the longer term. Preliminary discussion with the local authority associations will need to be followed up by arrangements for agreeing and implementing the revised network, and for determining its longer term needs. The results of this analysis will be published when it is finished. Informal consideration throughout England, supplemented by a more formal joint review in one region at the request of the county councils concerned, indicates that an extension of current local authority building programmes equivalent to about 3 years of trunk road construction expenditure would enable the primary route network as a whole to meet needs at the turn of the century.

2.10 The present programme of bypasses on both trunk and primary roads will have gone a long way to alleviate the congestion, noise and danger which have afflicted our towns and villages. But some problems will still be caused by local goods traffic in those communities and by heavy goods traffic in places for which bypasses cannot easily be provided - especially in major urban areas. Our policies to deal with heavy lorries therefore include measures to make the vehicles themselves quieter and safer. Some of these are described in paragraphs 4.9 and 4.10. They must also tackle the problems posed by heavy lorry traffic in London and the other major conurbations.

Responsibility for the Trunk Road Network

2.11 Administrative and financial responsibility for the maintenance and improvement of the trunk road network in England falls to the Secretary of State for Transport and provides him with a principal means of putting into effect Government policy towards the road system. As the trunk road construction programme is put into effect, it may however be sensible to devise other arrangements, as the local authority associations have suggested. While an early or complete devolution of responsibility for trunk roads is unlikely, a joint working party comprising representatives from the local authority associations and Government departments has identified the key practical issues for further study. These include the precise financial terms on which transfer might be effected, the timing, phasing and extent of any transfer and the continuing need for arrangements which ensure that Government policy towards the strategic elements of the network is put into effect. Work on these issues and on evolutionary change in the extent of the network will continue.

URBAN AND LOCAL NEEDS

3.1 In the 1960s it was generally believed that city centres would become progressively paralysed by traffic congestion unless there was massive investment in improved road networks and severe restraint on the use of the private car. With the exception, perhaps, of central London the more extreme forecasts of congestion have not materialised. Our roads have satisfactorily absorbed more traffic because many local authorities, with Government help and encouragement, have implemented traffic management measures which have effectively increased the capacity of urban roads.

3.2 We are keen to see the continued implementation and development of such techniques. One benefit is that local authorities can take a more flexible and less restrictive attitude towards provision for motorists and particularly their parking arrangements. Instead of a belief that parking in the central areas of cities must be severely and comprehensively restricted there is an increasing concentration on meeting the parking needs of particular categories of road users, such as businessmen, shoppers and residents, and tailoring parking arrangements more closely to these needs. This can often be done without imposing undue strain upon the roads or worsening the operation of public transport. There is a need for more imaginative ideas like the use of off-peak "white" parking meters in Manchester and experiments to explore the scope for "in-car" pay-and-display methods instead of conventional parking meters.

3.3 In central London traffic congestion remains so severe that extensive restrictions on parking are necessary. Widespread failure to comply with parking restrictions makes matters worse for the law-abiding road user. We accepted the need to allow the Metropolitan Police to experiment with the use of wheel clamps in the hope of improving the level of compliance. The results of the experiment are being carefully monitered and the continued use of wheel clamps will not be authorised unless they achieve the improvement in parking standards which everyone would like to see. We have also made it clear that improved enforcement must be accompanied by a sustained and imaginative examination of the scope for providing improved parking facilities to meet the needs of road users, within the inevitable

overall constraints prevalent in central London.

3.4 In many instances, however, traffic control alone cannot achieve the improvements needed if the road system is to play its proper part in the economic and environmental regeneration of our cities. Sensitive and imaginative programmes of road construction and improvement are also needed. As the inter-urban road improvement programme nears its completion we shall plan ahead to meet the needs of our urban areas.

3.5 Although some improvements have been undertaken or planned to those roads which link urban areas into the national road system, some formidable problems remain within the cities themselves. Heavy traffic using inadequate roads makes shopping and residential areas unpleasant places in which to live and work and brings a high risk of accidents especially to pedestrians. Congestion imposes delays and costs on industry and on both public and private transport. Yet significant road improvement is not easy in the more densely developed inner areas because of the high cost and the social and visual damage it can cause to the urban fabric. These are difficult problems to which sensible and balanced answers must be found.

3.6 Higher standards of maintenance and minor improvement works can help. For 1983/84 we have accepted £8m worth of special schemes designed to provide relief in areas of acute lorry nuisance. Nevertheless substantial road programmes need to be prepared, designed to:-

(1) ease congestion, especially where this would enable public transport to operate more effectively;

(2) take heavy through traffic out of residential and shopping areas;

(3) improve access for industry and commerce;

(4) improve the condition and appearance of roads, particularly those in residential areas which are carrying heavier traffic than that for which they were designed. Inner city streets are a large part of the urban environment and their condition is a major element in the quality of urban life.

Only then will it be possible to achieve a proper balance in terms of the resources needed for the longer term development of the urban and inter-urban parts of the road system. These programmes will have to be prepared in conjunction with the continued development of traffic management and parking measures to improve the capacity of the existing network and lead to an efficient and convenient urban transport system.

3.7 The difficulties of making progress should not be under-estimated. A comprehensive renewal of the road system in inner London is not the answer; it would take many years to accomplish, its intrusion and disruption would not be tolerable, its cost would be very high. But there will be cases even in London where new or improved roads are the right answer provided that they are designed with the greatest sensitivity to their effect on the environment.

3.8 The full range of options must be considered in dealing with the problems of urban traffic. That range can include improved traffic management (both to ease traffic flow and direct through traffic away from residential and shopping areas); parking and lorry routeing; interaction with public transport services including buses which could benefit considerably from sensible road improvements; and both limited new road construction and road improvements especially at congested junctions.

London and the Metropolitan Counties

3.9 The Government are committed to the abolition of the GLC and the metropolitan county councils. This will have considerable significance in the division of responsibilities for the provision of roads, traffic management and other transport services in these areas. The White Paper on Transport in London (Cmnd 9004) explained why public transport in the capital needs to be dealt with separately and independent of the proposed reorganisation. It will be necessary, however, to secure satisfactory co-ordination between highway, traffic and public transport activities in these areas, as Cmnd 9004 envisages for London, especially where highway and traffic activities have a wider impact than the individual metropolitan district or London borough. Proposals for new arrangements are being developed for public discussion.

3.10 This decision is in line with the Select Committee on Transport's recommendation[1] that the GLC's responsibilities for the London road system should be ended. Abolition of the GLC and the metropolitan counties provides the opportunity to devise arrangements for the decisive action needed to tackle the

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[1] Fifth Report of the Transport Committee, Session 1981/82

transport problems of our major urban areas. The Select Committee on Transport described the London road network as "old, inadequate for the volume of traffic now carried, lacking in adequate radial routes to the periphery of the GLC area and in orbital routes around the most congested areas and controlled by too many highway authorities with unco-ordinated goals". The record of the GLC in particular has been unsatisfactory. It has led to the inadequate quality of the roads for which they are responsible - some 880 miles of the total London network.

The Local Authority Road Programmes

3.11 Local highway authorities have more than urban needs to meet, important as they are. For 1983/84 the Government accepted for grant purposes £460 m. of estimated expenditure on local road construction and improvement, an indication of the importance attached to local roads. In 1981/82 there had been a marked underspend by county councils of the public expenditure provision, and the indications are that this happened again in 1982/83. This may have been partly because road construction prices remained lower than expected, but it is clear that many local authorities are not fulfilling their capital programmes. County councils have not apparently been able to step up the rate of starts on new bypass projects as quickly as had been implied by the additional resources made available in recent Transport Supplementary Grant settlements.

3.12 However, there have been considerable achievements by local authorities. In the last three years some 120 major new road schemes costing over £1 m. each have been started, many of which are on the primary route network. Many county councils have responded to Government policy in giving high priority to bypasses and other roads which relieve communities from the effects of heavy lorry traffic, and more new schemes of this type were started in 1982/83 than ever before. For the present year, local authorities were given Government support for more than 30 further new schemes, and we hope that by fulfilling their planned capital programmes the authorities concerned will contribute in this important respect to the continuing improvement of the road network.

TRAFFIC AND ENVIRONMENTAL APPRAISAL

4.1 Major new roads are expensive. They need land, and, while improving the environment overall they have also brought with them some environmental costs. We therefore need to make sure that **first** of all we make the best use of existing roads; that in planning new roads we get the best value for money; and that, whether existing or new, roads are designed, improved and managed so as to minimise their impact on the environment.

Cost Effectiveness

4.2 Major improvements have been made both in engineering design and in the methods by which we decide what roads should be built and to what standards. The Highway Link Design standards introduced in 1981 provide for the safe flow of traffic at speeds at which it is likely to travel in the particular circumstances of the road, instead of providing a uniform specification determined by the road's general classification. This has reduced costs while providing safe and environmentally sensitive roads. We are reviewing the specification for roads and bridge works to incorporate improvements fostering better value for money.

4.3 Traffic management can make better use of existing roads particularly in urban areas where alternative means of providing increased capacity may be costly and damage the urban fabric. An important recent devlopment is the SCOOT traffic control system. It adapts traffic signalling over an area from minute to minute to meet varying traffic demands.

Economic Appraisal

4.4 Equally important in securing cost effectiveness is the method by which potential road schemes are appraised and alternative options examined. Techniques for assessing the costs and benefits of individual schemes have been developed mainly for inter-urban trunk roads, but local authorities are

free to adapt them to their own needs; and many do. The 1980 White Paper (Cmnd 7908) described (paras 43-74) the Government's policies on appraisal and the improvements being made. Appraisal techniques have been thoroughly overhauled with the advice of the independent Standing Advisory Committee on Trunk Road Assessment. The improvements include a new computer programme which assesses disruption to traffic caused by roadworks. This is particularly useful both in programming major maintenance and in deciding the appropriate width of a new road. The programme has been widely welcomed and is readily available to local authorities. The Government will ensure that this system of appraisal is kept up to date to meet the changing demands on it.

Environmental Appraisal

4.5 One of the main objectives of the Government's road policy is to get the traffic - particularly heavy lorries - away from people. This includes the trunk and local bypass programmes and traffic management measures. In the smaller towns and villages on inter-urban main roads such measures can reduce very greatly both traffic congestion and the noise, danger and inconvenience suffered by local people. In larger towns the benefits of bypasses - though real - are less because more of the traffic has business in the town itself. But even here sensible traffic management can do much to relieve areas where the conflict is greatest without simply transferring it elsewhere within the built-up area. Such schemes have complex effects both on traffic and the environment, that are not easy to assess. As recommended in the Armitage Report (1) we have taken the lead with the local authorities in an attempt to establish a common technique for assessing the impact of changes in lorry routeing. The results of initial trial schemes are now being analysed.

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(1) Report of the Inquiry into Lorries, People and the Environment - December 1980

4.6 Economic and environmental assessments need to be brought together to enable overall decisions to be taken. Although environmental effects such as noise can be quantified to some extent, the overall balance of advantage can usually be decided only on the basis of a practical judgement on each proposal's merits. The various factors are brought together in a comprehensive decision framework. This provides the basis for consultation with those affected by the Department's initial choice of a preferred route and for final decision taking. Its introduction was recommended by the Leitch Committee (1) and it was developed in consultation with its successor.(2) The latest methods of assessing environmental factors have recently been brought together in a comprehensive manual of environmental appraisal ensure that the impact on the environment is taken fully into account in assessing route options.

4.7 Once the route has been selected, detailed design is the key to the impact of the new road. The new Highway Link Design standards make it easier to fit a road into the landscape, with less intrusive cuttings and embankments. Provision of suitable crossings for local traffic and pedestrians (and indeed wildlife) can maintain links and reduce severance. Adjusting the road level or providing earth banks can reduce both noise and visual intrusion. Sensitive landscaping and planting can help the new road to blend into the countryside. The Department of Transport plant more trees for amenity purposes than any other organisation in England. In all these ways, trunk roads built in recent years show real advances over those built in the 1950s and '60s. Comparison between the earliest sections of M1 and the new M25 in Kent or the M54 in Shropshire and Staffordshire demonstrates this well.

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(1) Report of the Advisory Committee on Trunk Road Assessment (HMSO 1977)

(2) The Standing Advisory Committee on Trunk Road Assessment .

Protection for those affected

4.8 However carefully the route is chosen and a road is designed in detail, some people may suffer from increased noise, visual intrusion, severance from their neighbours and loss in the value of their property. Nothing will wholly compensate them for this, but monetary compensation is provided for depreciation caused by the effects of the use of the road. Insulation is provided where noise levels along a new road exceed 68 dB(A) and the noise level has increased by 1 dB(A) or more.

The Vehicle

4.9 Another approach is to reduce the nuisance caused by individual vehicles - especially but not only heavy lorries. Recent major developments here include the reduction of maximum permitted noise levels from 91 to 88 dB(A) for lorries manufactured after 1 April 1983.

4.10 Further steps are planned. The European Commission is expected shortly to propose further reductions in noise to come into force later this decade. We have made it clear that we will press for substantial reduction in noise limits. The Government is contributing up to £5m to a programme with industry to develop quiet lorries for commercial production by 1990; these should be about as quiet as present-day cars. Preliminary discussions have been concluded, and development work starts this summer. We are determined to tackle the problem of spray, which is unpleasant and dangerous both for other drivers and for pedestrians and cyclists. The British Standards Institution is preparing a standard as the technical basis for regulations requiring heavy vehicles to be fitted with effective spray suppression devices.

4.11 Another approach is through improvement to road surfaces. Research has been in progress on a new form of open-textured road surface which can reduce the amount of spray thrown up by vehicles. It may also be able to reduce tyre noise from fast traffic. On normal surfaces, treatment which increases skid resistances (and hence safety) also increases noise. This new surfacing may overcome the problem, though at present its life is too limited for general use. Development work continues.

MAINTAINING THE ASSETS

Objectives

5.1 Maintenance is essential to preserve past investment and to permit travel with ease and safety. It must be carried out cost-effectively and at the right time, at the appropriate frequency and with as little inconvenience to the travelling public as possible. Much has been achieved but more can be done, both on trunk roads and local authority networks, in pursuit of these objectives.

Trunk Roads

5.2 Maintenance activities range from the structural reconstruction of motorways to routine tasks such as cleaning signs and emptying gullies. The need to strengthen or reconstruct the older motorways as they reach the end of their first phase of life has raised particularly urgent problems and has led to a comprehensive appraisal of maintenance demands.

Structural Maintenance

5.3 Priority has been given to major structural maintenance, particularly of motorways. Spending in the 1970s did not keep up with the need for repairs. A backlog built up. A programme of major repairs has been designed to reduce that backlog in an orderly way and with the least possible inconvenience to the travelling public, while leaving adequate funds for other maintenance activities. Spending on major motorway repairs rose from £31 m. in 1979/80 to £83 m. in 1982/83. We will continue to give priority to this repair programme; it does not make sense to let the assets deteriorate, and we will need to make the best use of what we have.

5.4 Much structural maintenance amounts to the renewal of capital assets, and has therefore been reclassified as capital expenditure. This change, together with the introduction in 1982/83 of a 5-year rolling programme of motorway maintenance, will enable the best value to be obtained from funds through careful and co-ordinated planning of future work.

5.5 Programmes of structural maintenance require a careful survey of conditions. 1982/83 saw the first stage of a comprehensive

structural survey of all-purpose trunk roads by means of CHART (Computerised Highway Assessment of Ratings and Treatment), which involves the recording of standardised measurements of defined defects and computer data-processing to indicate the type of treatment required and its priority. Within a few years the whole network will be CHART-surveyed and this should lead to efficient programming of necessary work.

5.6 Work must be carefully phased to avoid simultaneous interruption to adjacent lengths of road. In 1982-83 longer, two lane cross-overs were introduced at major motorway maintenance sites. These have enabled the traffic to flow more smoothly and maintain a higher speed consistent with safety. At some of these sites we have also introduced continuous video-monitoring to improve information about traffic management. In addition we continue to improve the availability and quality of information about roadworks. The maintenance of motorways carrying up to 100,000 vehicles per day where six traffic lanes have to be reduced to four is bound to cause some disruption, but no serious dislocation has resulted. In their recent report on Road Maintenance(1), the House of Commons Transport Select Committee said that they had "been impressed to learn . . . of the real progress which has been made in the planning of such works in order to minimise the delays to road users".

5.7 The latest report of the National Road Maintenance Condition Survey records that the structural condition of all-purpose trunk roads has shown no evidence of deterioration since 1977, despite the extreme winter of 1981-82. Good value has been obtained from essential maintenance spending. In 1982-83 £64m was spent on major maintenance of trunk roads.

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(1) House of Commons Transport Committee, 28-I, Session 1982-83

Routine Maintenance

5.8 Routine maintenance is vitally important: £32 m. was spent in 1982/83 on the routine and winter maintenance of motorways and trunk roads. Traffic signs and signals, lighting and road markings aid safety and movement. Neglect of tasks like sweeping and gully emptying would accelerate the deterioration of the road structure. In 1981 Inbucon Management Consultants Limited were commissioned to study the way in which routine trunk road maintenance was organised and to suggest ways of improving efficiency. Most of Inbucon's recommendations have been accepted and Ministers have agreed to an Action Plan which is being implemented in consultation with the local authority associations. A Code of Practice for Routine Maintenance is now being prepared. The threshold above which local authorities are required to put out highway work to competitive tender has been reduced from £100,000 to £50,000; and a requirement that 30% of work below £50,000 should be subject to competition will be introduced from 1 October 1983. Pilot projects will be undertaken by which the whole routine maintenance task for a particular stretch of motorway or trunk road will be carried out by a contractor instead of by an agent local authority's direct labour organisation.

5.9 The 1981 White Paper recorded the completion of a separate report by a Rayner scrutiny team on the cost and efficiency of winter maintenance tasks such as snow ploughing and gritting. Several recommendations were implemented and others were referred to Inbucon as part of their broader study. Their advice has been incorporated into the Action Plan for following up these studies.

The Future

5.10 We are determined to put right the serious deterioration which occurred in many parts of our strategic road network in the 1970s. But extra spending must be governed by greater cost-effectiveness.

5.11 A good start has been made. As indicated, the existing Code of Practice for Winter Maintenance will soon be matched by a Code for Routine Maintenance. For the first time major structural repairs to motorways and trunk roads are being properly programmed and are being tackled on a basis of national priorities. There is now greater competition between public and private sectors for the resulting work. This has helped keep costs down, in some cases reducing them quite dramatically Condition survey systems will be extended in use and sophistication. Traffic management at roadworks has been improved but more will be done to reduce delay, improve safety and provide better information to the motorist. More emphasis will be given to the relationship between design standards and maintenance.

Local Roads

5.12 The maintenance of local roads in England is a major undertaking for which the Government has allocated £831m, an increase of nearly 70% in cash over actual spending five years ago. The diversity of roads and the traffic they carry prevent a simple assessment of needs and performance, but the National Road Maintenance Condition Survey suggests that the overall condition of local roads in 1982 was better than in 1977. But while the condition of classified roads has remained stable over the last 2 or 3 years, that of principal roads has deteriorated slightly as has that of rural unclassified roads. There are, however, wide divergences from these general trends in different areas.

5.13 Some local highway authorities say that they are under increasing difficulties in keeping their roads up to reasonable standards within the present financial constraints. The House of Commons Select Committee on Transport in its recent Report (1) on road maintenance referred to a joint study being carried

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(1) House of Commons Select Committee on Transport, 28-I, Session 82/83

out by the local authority associations. The associations have now completed their study and issued a Code of Good Practice on Highway Maintenance. We welcome the associations' initiative in preparing this guidance. The Code is a useful document, emphasising to all authorities the need for a systematic approach to decision-taking, a common basis for assessing overall need and a means of reducing inconsistencies in standards of highway maintenance. It will be studied further in the light of the Transport Committee's Report and in the context of the Department's own Code for the Routine Maintenance of Motorways and Trunk Roads which, as indicated in paragraph 5.8, is now in preparation.

5.14 During the last 4 years over £2.8 billion has been spent on local road maintenance. We need to reach conclusions about the adequacy of this financial provision after examining very carefully with the local authority associations how it is being spent. Although detailed priorities must be for local authorities to decide it is essential to secure value for money and a sensible balance of overall priority within a programme of this size. We shall consider in the light of the associations' Code of Good Practice whether more objective standards can be evolved. But they must have regard to costs: resources are scarce and higher allocations for one part of transport means less for other desirable objectives.

5.15 There is certainly a gain to be had from a wider dissemination of survey material and information about best practice in the field of road maintenance. There appear to be wider variations in levels of maintenance expenditure per mile of road than can be readily explained by differences in traffic, terrain or weather. There are also wide variations in the proportion of structural maintenance undertaken by county councils compared with routine maintenance.

5.16 These differences need to be explored. The local authority associations' joint study of maintenance is a good start but local authorities should seize every opportunity to reduce costs by improving techniques, employing consultants, and examining the value for money of the various agency arrangements with district and borough councils. A good deal has been achieved by way of more systematic arrangements for maintaining motorways and trunk roads. A similar approach should be applied to local road maintenance.

Greater efficiency in the use of resources is vital if we are to maintain the local authority sector of the road system to acceptable standards within the constraints which must continue to be placed upon resources preempted by the public sector.

Bridges and other Structures

5.17 There are some 10,000 bridges and other structures on motorways and trunk roads in England. Most are maintained by agent local authorities and in recent years spending on bridge maintenance has increased by more than 20%. Policy and strategy for the maintenance of trunk road bridges are under review. Current traffic loadings can exceed the loadings for which some bridges were designed, and the Government and local authority associations are preparing a new Code of Assessment for bridges built before the introduction of standard design loading in 1922 and for any later bridges which do not satisfy criteria. These include about 70,000 brick and masonry arch bridges, most of which belong to local authorities. The scale and phasing of any remedial work found to be necessary will require careful assessment to ensure that it can be accommodated within the financial resources likely to be available.

5.18 A new loading specification will take account of increased traffic loading on long span bridges. The relatively few bridges of this type will be assessed on the basis of the new specification to determine what measures, if any, are necessary. One long span bridge of particular importance is the Severn Crossing where major maintenance and strengthening works are now planned. An appraisal by consulting engineers, completed in June 1982, revealed that some components needed strengthening to cope with the highest existing traffic loadings. A subsequent study, completed in May 1983, confirmed that it will be technically feasible to strengthen the Crossing so that it can carry, without restrictions on the flow of traffic, considerably higher loadings in future. The study put forward alternative engineering options which are now being evaluated. Once the necessary works have been done they should secure use of the Crossing for many years to come. Meanwhile any necessary remedial work to the existing hangers and deck is being attended to under routine maintenance of the Crossing.

THE CONTROL AND ALLOCATION OF RESOURCES

6.1 Table 1 illustrates spending in cash on the trunk road system in recent years and in the remaining years of the public expenditure planning period.

Table 1 Previous and Planned Expenditure (£m cash - net expenditure

	Capital Expenditure[1]			Current Expenditure[2]	TOTAL[3]
	New and improvement	Construction Structural renewal	Total	Maintenance	
1978/79	282	45	327	41	367
1979/80	341	60	401	46	447
1980/81	407	64	471	53	524
1981/82	449	108	557	71	628
1982/83 (provisional)	533	144	677	63	740
1983/84 (estimate)	519	126	645	70	715
1984/85 (planned)	569	120	689	81	771
1985/86 (planned)					803

Notes: 1 - The figure includes expenditure on grants under Local Employment Acts to the private sector (average less than £1m per annum) and winter maintenance vehicles (average £2m pa.) and includes receipts from the sale of surplus land.

2 - Current expenditure includes certain miscellaneous non trunk road items, eg Road Safety Grants, censuses and toll income from the Severn Bridge. These nett items are less than £2m pa.

3 - Small arithmetical differences are due to rounding

6.2 When the effect of price increases is discounted, the output on capital expenditure in 1982/83 shows an increase of nearly 25% on the position 4 years previously. Table 2 illustrates this trend. More value has been obtained from our spending.

Table 2 Capital Expenditure Since 1978/79 at Constant 1981/82 Prices

	New Construction, Improvement and Structural Renewal - £m	(% increase or decrease on 1978/79)
1978/79	528	
1979/80	519	-1.8
1980/81	479	-9.4
1981/82	557	+5.5
1982/83 (Provisional)	650	+23.1
Average annual spend 1979/80 - 1982/83	551	+4.4

6.3 The main reasons for this recent improvement in performance are worth stating since they reflect credit not only on the administration of trunk roads but also on the adaptability of the construction industry. More contracts have been completed early reducing their costs in cash terms and bringing forward their economic and environmental benefits. Tender prices for construction, which had risen sharply in 1979/80, fell by 15% towards the end of 1981/81 and into 1981/82. Provisional figures for 1982/83 suggest that the period of falling prices is over and increases more in line with rising input costs can now be expected. Nevertheless at the end of 1982 the index of road construction prices remained below the peak April 1980 level.

6.4 It will be a priority task to sustain improvements in obtaining value for money from trunk road expenditure. The precise level of spending beyond the period covered by the White Paper "The Government's Expenditure Plans: 1983/84-1985/86" (Cmnd 8789) will continue to be settled as normal in the context of the annual Public Expenditure Survey's three year forward look. The Government continues to attach great importance to investment in capital infrastructure within the resources available. The excellent progress during 1982/83 means that a slightly lower cash target for 1983/84 can be achieved without jeopardising the long term aim of completing the inter-urban trunk road programme by the mid-1990's.

6.5 The major part of spending on English roads is, however, controlled by local authorities, supported by Government block grant and Transport Supplementary Grant. Table 3 illustrates the balance between central and local government in recent years.

Table 3 Central and Local Government Expenditure £m cash

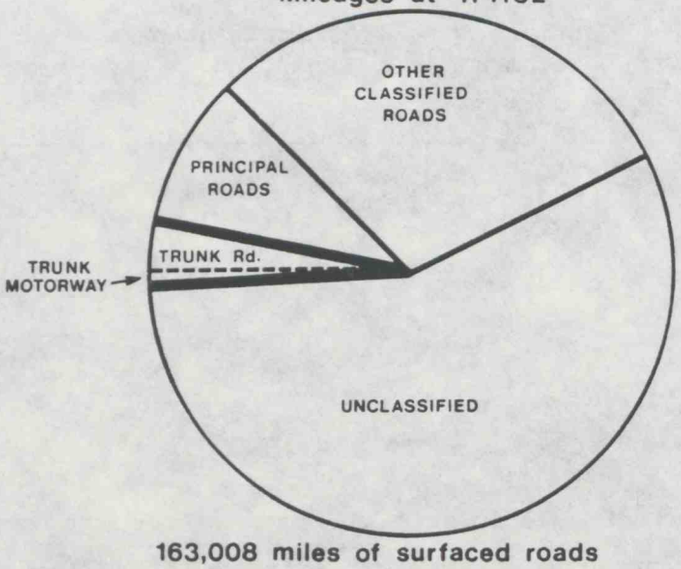
	Central Government	Local Authorities (including Development Corporation)	Total
1981/82 (outturn)	628	1173 (65%)	1801
1982/83 (estimated for local roads)	740	1259 (63%)	1999
1983/84	715	1452 (67%)	2167

We expect this sort of relationship to continue for the remaining years of the decade and perhaps for some years beyond. In the longer term, however, the balance between local and central Government spending on roads will need to reflect the completion of the present trunk road construction programme and work to satisfy fresh demands arising on both trunk and local authority road networks.

ROADS; SIZE, USE AND EXPENDITURE

SIZE

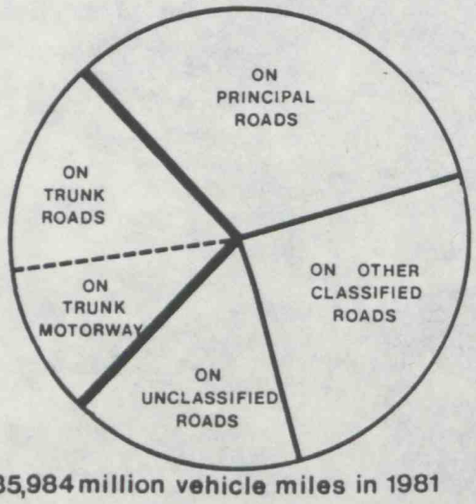
Mileages at 1.4.82



163,008 miles of surfaced roads

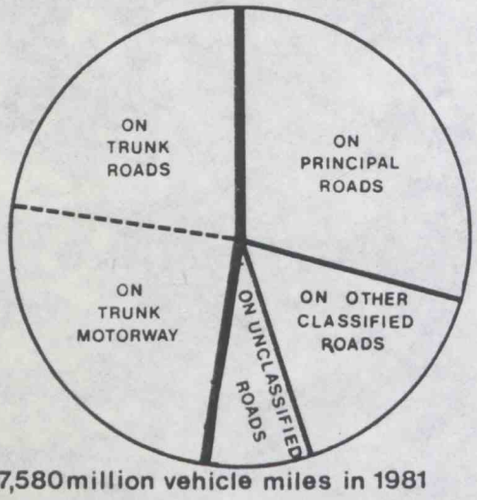
USE

ALL TRAFFIC



235,984 million vehicle miles in 1981

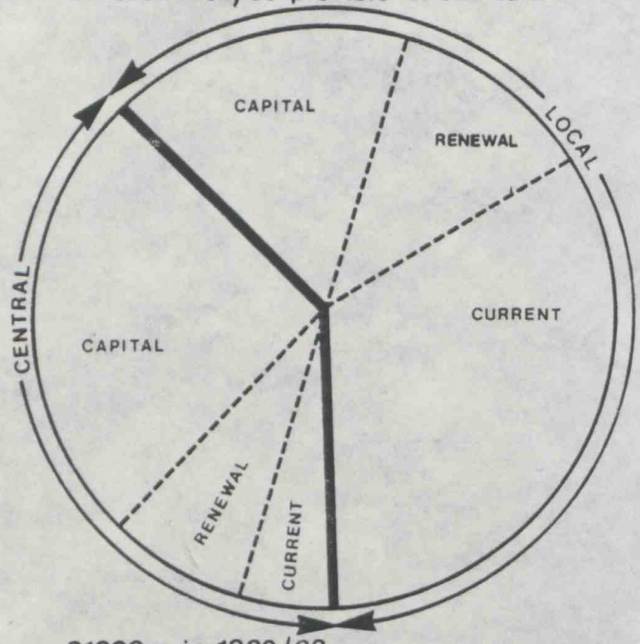
HEAVY GOODS VEHICLES



17,580 million vehicle miles in 1981

EXPENDITURE

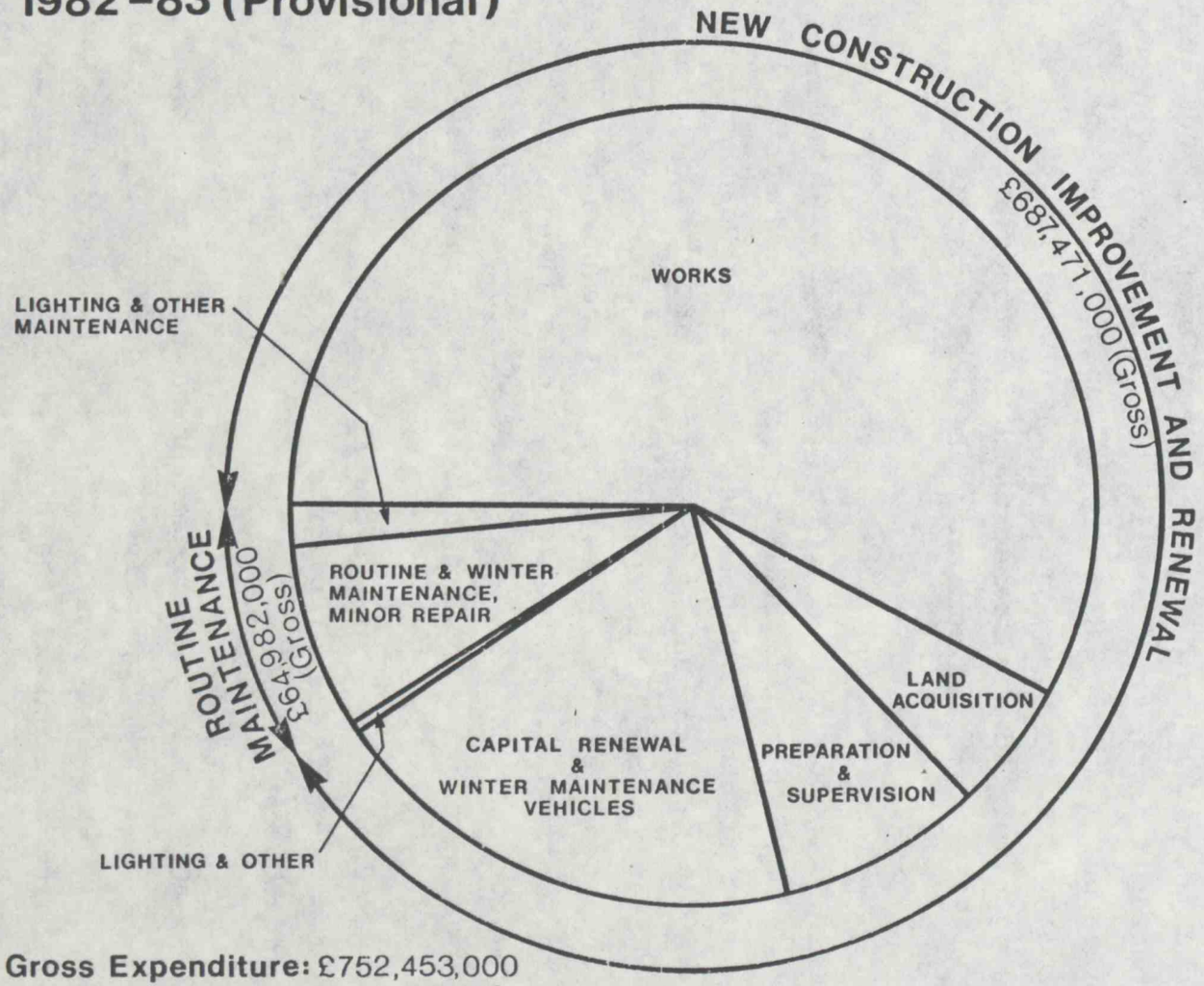
£m cash 1982/83 provisional out-turn



£1999m in 1982/83

Figures for England only

GROSS EXPENDITURE ON TRUNK ROADS
1982–83 (Provisional)



Gross Expenditure: £752,453,000
(Net Expenditure: £735,699,000)

PART II

THE MOTORWAY AND TRUNK ROAD PROGRAMME

7.1 In the 18 months to June 1983, 96 miles of new and improved trunk roads, including 25 miles of motorway, have been completed. (The details are shown in Annex B, Table 3A.) This brings to over 300 miles the total completed since 1979. Four schemes funded by 100% grant were completed and will be incorporated into the trunk road system. (Details of all 100% grant schemes completed or in progress are shown in Annex B, Table 4.) A combination of fine weather, good management and the concentration of resources by contractors has resulted in 16 out of 36 schemes being completed and opened ahead of schedule since the beginning of 1982; 7 more are currently ahead of schedule.

7.2 Notable among schemes opened are a further 18 miles of the M25 London orbital road (62 miles out of 121 are now open) and other major schemes vital for our heavy industrial traffic, such as part of the M63 Manchester Outer Ring Road, the southern bypass of Ipswich and the section of the A180 to Immingham. Progress in the bypass programme has been equally good. Newly opened schemes have relieved over 20 towns and villages of heavy through traffic, including busy towns like Colchester, Ipswich, Stockport and Skipton and smaller historic towns. Cross-country routes also take traffic out of towns they pass; in all since 1979 over 90 communities on trunk roads have been substantially relieved of heavy through traffic. Outer London and surrounding communities are being progressively relieved as the M25 extends round the capital.

7.3 On 1 July 1983 construction had started on 190 miles of new trunk roads, including 87 miles of motorway. (Details are shown in Annex B, Table 3B.) These schemes include those remaining sections of the M25 lying to the west and south-west of London, the last sections of the M27 north of Southampton and of the trunk section of the M65 Calder Valley Road in Lancashire and a start on the M3 extension from Basingstoke to Winchester and the M42 to the south of Birmingham. Other schemes of particular importance to industry include further improvements to the A12 route to the Haven ports and the South Docks Road in Hull. More than 50 communities will be bypassed by these schemes.

7.4 At 30 June 1983, 6 more trunk road schemes were at tender stage and many more were in earlier stages of the contractual process. Construction should start soon on the remaining sections of the M25 and of the M42 (Bromsgrove) and M42 (Tamworth) schemes as well as on most of the few remaining schemes programmed for 1982 and 1983.

7.5 The trunk road programme was last thoroughly reviewed in 1979/80 and the revised programme set out in the 1980 White Paper (Cmnd 7908) has been very largely realised. More schemes were deliberately programmed in each period than the resources foreseen warranted so as to provide insurance against delays to individual projects. In fact all but 2 of the 56 schemes listed as potential starters in 1980 and 1981 have been completed or are under construction. Similar progress can be recorded for schemes in the main programme for 1982 and 1983.

7.6 Subsequent interim reviews (1) have concentrated on bringing into the active road programme schemes for by-passing hard pressed towns and villages. With these additions included, the active trunk road programme at the end of 1982 was likely to take some 10 years to complete at the present pace of expenditure. Most of the roads should, however, be in use or under construction by the late 1980s.

The 1983 Review

7.7 Major road schemes take time to prepare and a fundamental review of the programme was undertaken in early 1983 to consider what further work would be required to complete the improvement of the trunk road system so that it could meet the needs of inter-urban traffic into the early years of the next century. In some locations it was clear what form a scheme should take and 43 such schemes were added to the active road programme on 12 May. Further work will identify the detailed form in which they may proceed. These 43 schemes are identified in the full programme schedules at Annex B, Table 3C and 4. They included one proposal to offer 100% grant funding for the A15 Brigg and Redbourne By-Pass to be carried out by the Humberside County Council on a road which will be subsequently trunked. Individual schemes and their place in the trunk road network are described more fully in the regional reports at Annex A.

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(1) Policy for Roads: England (Cmnd 8496), February 1982
Roads in England 1982, Department of Transport, October 1982

7.8 Much the largest of these schemes was the Maidstone-Ashford section of M20 worth £60m. Resuming its preparation now should ensure that the scheme is ready to go ahead as soon as funds are likely to be available. The M20 essentially improves access to the Channel ports but most other schemes were either bypasses or junction improvements. Between them they will relieve 30 more towns and villages of through traffic.

7.9 Elsewhere it is not yet clear how the problem could best be tackled and specific further study is needed. Some such studies are in hand, others will be commissioned from consultants. Several are noted in the regional reports at Annex A. Their urgency varies considerably. Several relate to problems expected to emerge in the medium or longer term, while others may call for inclusion of a scheme in the programme as soon as a practicable solution can be found.

ANNEX A

THE REGIONS

1. This Annex reports in turn on the major developments on the trunk roads in the Regions since 1 January 1982, and on prospects for the future.

The North

2. Major developments in the North include the completion of the A19 Billingham Diversion. Good progress has been made on the construction of the A1 by-passes at Belford and at Berwick with its attractive new bridge over the Tweed. The former was opened in July while the latter will open later in 1983. Construction has also started on the A69 Bardon Mill By-Pass and the contract for the A69 Greenhead Diversion in the Tyne Valley is due to be let later this summer.

3. Over the next two years both the last two improvements now planned for the A1 north of Newcastle (A1 Alnwick By-Pass stage 2, and the Clifton-Stannington Bridge improvement) should start, as should the A66 Darlington By-Pass.

4. The by-passes and improvements recently undertaken, now in progress or planned will enable the A1 to meet the main future traffic needs. The same will be true of the A696, on which the Woolsington and Kenton Bank Foot By-Pass was added to the programme in October 1982.

5. A major scheme in the current programme is the Newcastle Western By-Pass. As currently envisaged this would lead down to Scotswood bridge. But the bridge has difficult approaches, and a new scheme to extend the by-pass southwards with an improved Tyne crossing has been added to the programme. When the Newcastle Western By-Pass is completed it will, together with the existing Gateshead Western By-Pass, provide a new trunk road on the western side of Tyne and Wear. This new route will remove north-south traffic from the centres of both Newcastle and Gateshead. It will also improve the east-west links between the whole of Tyne and Wear and the Tyne Valley towards Hexham and Corbridge. Links between the new by-passes and town centres have been further improved by the completion of the new Redheugh Bridge, constructed by the Tyne and Wear County Council with government assistance though the TSG system. A heavy flow of traffic will be attracted from the old A1, now A6127, south of Gateshead and the A69 Eighton Lodge junction will be improved accordingly. This will complement the improvement at the A69 Team Valley junction (about 1½ miles to the west) which was added to the programme last October. A further scheme between the A69 Horsley and Corbridge by passes has been

added to the programme to complete the improvement of the route from Tyneside to beyond Hexham.

6. Further south the A19 within the region is now improved throughout. On the A66 the scheme to make major improvements to the difficult section west of Bowes to the county boundary has been added to the active programme; it may be possible to start work by 1986. Following completion of the Bowes By-Pass and with the series of minor improvements proposed to the road between Greta Bridge and Scotch Corner, the A66 within the region should be adequate for the traffic expected to the end of the century.

The North West

7. During the period the M531 Ellesmere Port Motorway extension to Hoole and the M602 to Salford Docks, both built with 100% grants from central Government, were opened. In addition the M63 Stockport East/West By-Pass was completed providing very substantial relief from heavy traffic on the road system within Stockport and virtually completing the southern section of the Manchester Outer Ring Road. The A590 Meathop-Sampool Bridge improvement and Greenodd diversion in Cumbria were also opened. Meanwhile works proceed on the routes linking the Calder Valley to the national road network: good progress was made on the two stretches of the M65 from Hyndburn via Huncoat to Burnley, while work started early in 1983 on the last trunk section between Hyndburn and Whitebirk. The link from the M65 to Manchester will, in turn, be completed by the Accrington By-Pass, the northern section of which is now being built; tenders for the southern section have been invited. Work also started on the A590 Levens Bridge diversion in Cumbria and on the A51 Tarvin South-West By-Pass in Cheshire.

8. Looking forward, the main task remains the completion and, where necessary, up-grading of the Manchester Outer Ring Road together with the building of the related Stockport North South Bypass. Completion of the Ring involves the building of the Portwood-Denton section of M63/M66 and rather later the final section from Denton to Middleton. Over the coming years the M63 Stretford-Eccles Section (including the Barton High Level Bridge) will be widened. The A6(M) Stockport North South By-pass will relieve Stockport and Hazel Grove of heavy through traffic and feed it into the Ring Road at Brinnington. These schemes will bring substantial benefit to the whole Manchester area. It is not certain, however, that the section of the M62 forming the northern limb of the Ring Road will prove adequate to meet the demand at the end of the century. A similar doubt applies to the widened Barton Bridge and other crossings of the Mersey and the Manchester Ship Canal, particularly on the M6 at Thelwall. A study will therefore be put in hand to determine the long term adequacy of motorway capacity in these areas of Cheshire and Greater Manchester.

9. The longer term needs of the region have also been reviewed more generally. Starting in Cumbria, much has already been done to improve the A590 linking Furness to the M6. The most serious remaining problem is at Dalton-in-Furness where heavy traffic for Barrow funnels through narrow streets. A new study has shown that by applying the latest design techniques and in spite of the very difficult ground problems left by earlier iron ore workings, it should now be possible to provide a by-pass at reasonable cost. This would take heavy traffic round Dalton and into the industrial areas of Barrow without needing to pass through either town; a scheme has

now been added to the active programme. At Newby Bridge, also on the A590, a more modest junction improvement could meet the main need without the environmental intrusion of a larger diversion and will now be undertaken as part of the regional programme.

10. On the A596/A66 in the Workington area, the most practicable solution to the east of Workington is to provide a single new route linking the A66 and A596 by-passing Workington, Stainburn and Great-Clifton, instead of the separate schemes originally envisaged. On the other hand, further east the quickest way of improving the A66 east of the M6 will be by a series of small improvements, in place of the more ambitious Temple Sowerby-Whinfell House and Kirkby Thore-Crackenthorpe schemes envisaged earlier.

11. In Lancashire, the main uncertainties relate to the need for additional capacity for long-distance traffic in the area around Preston and west of the M6 particularly the A59 route towards Merseyside. The A59 Burscough By-Pass is in the active programme, but it is not clear whether the major improvements to the rest of the A59 and the A570 originally proposed are needed following the development of the M58. There are doubts about the adequacy of parts of the M6 itself in the longer term. Uncertainty about the future trunk road pattern is affecting planning of the local road system, particularly in the Preston area. The Department will, therefore, be commissioning consultants to undertake a study, in consultation with Lancashire County Council, of the needs of the long-distance traffic in this area. Improvements east of the M6 need not, however, await the outcome of this study. A series of small improvements on the A59 including ones dealing with problems at Copster Green and Mellor Brook will replace the single comprehensive improvement scheme on which work was stopped some years ago.

12. In Merseyside, the A565 Derby Road scheme, added to the programme in October 1982, will complete the modernisation of the trunk road network. In Cheshire, on the other hand, a substantial programme of work is underway, some of it jointly with the Welsh Office. The planned schemes will meet most of the area's needs, but the latest review has added two further improvements, on the A51/A52 to by-pass Nantwich, and on the A49 at Weaverham where a diversion can both shorten a route used by heavy traffic and take it away from a residential area. It may also be possible to improve main road provision in the Macclesfield-Hazel Grove area and by-pass Poynton more effectively by joint planning of trunk and local roads in the area and this will be examined urgently.

Yorkshire and Humberside

13. The last 16 months have seen the completion of the second of the two Skipton by-passes and of the A180 Brigg-Ulceby section, connecting the port and industrial area of Immingham to the motorway system. The remaining trunk road section of A180 to Grimsby will open November 1983. With the associated county scheme for the West Marsh relief road, this will provide a good route for heavy traffic into the Docks and clear of residential areas. During 1982, major advance works were also completed on the A63 South Docks Road in Hull, and work on the main contract started early in 1983. Work on the Otley by-pass started in May 1983, and the contract has also been let for the A57 Aston Relief Road in South Yorkshire.

14. In the next two or three years three major schemes should start . One is the A616 Stocksbridge-M1 scheme, providing a northern by-pass to Sheffield. The Inspector's report into the statutory line oders to authorise this is now being considered. The second is the new Airedale route. The Secretaries of State announced their final decision on the section between Kildwick and Bingley in November 1982. The Department is now looking into ways of solving traffic problems on the remainder of the route from Bingley to the Shipley Eastern by-pass and a statement on this section can be expected later this year. Work on the western section between Kildwick and Keighley is expected to start in 1985 and the whole scheme, together with the Shipley Eastern by-pass, should be completed towards the end of the decade.

15. The third major scheme is the A1 Kirkhamgate-Dishforth scheme. The Inquiry into the statutory orders finished in June. Together with the improvements to junctions on the A1 north of Wetherby which are already planned (including those near Catterick which are under construction) this scheme would do much to relieve the pressures of heavy industrial traffic on the A1. In addition, a junction improvement at Baldersby was added to the active programme in October 1982, and consultants will be invited to undertake a further study of the need for junction and other improvements between Dishforth and Scotch Corner. Further south an improvement at Barnsdale Bar (north of Doncaster) was also added to the active programme in October 1982, while the need for further junctions or junction improvements on the M18 will be studied.

16. Following the review of the ability of the trunk roads in the Region to meet its needs in the longer term other changes and additions to the programme have been made. First, on the A65 by-passes at Addingham and Draughton, east of Skipton, and Gargrave further west have been added to the active programme. Some small improvements may also be made to the road between the by-passes and the need for

additional modest improvements west of Gargrave will be reviewed. A short by-pass will also be provided to the west of Howden on A63. This will remove traffic from the town, and improve access to the M62 for traffic from the Selby area, at present affected by weight restrictions in Howden. On the A64 east of Malton, a bypass is planned for Seamer and Crossgates, but other necessary improvements (including a diversion at Scagglethorpe) can best be provided by a series of small schemes in the regional programme.

17. In reviewing the trunk road network, the Department have had very much in mind the need to co-ordinate work on the trunk and local sectors of the road system. They have agreed to add to the programme schemes to provide a major new junction on the A64 at Copmanthorpe west of York. This will facilitate the provision by North Yorkshire County Council of a by-pass to the north and west of the City, which is already by-passed on the south and east by the A64 trunk road. A scheme to improve the trunk road approaches to the Doncaster North Bridge is also being provided, which will be closely associated with a local authority scheme within Doncaster. In addition experience since the Humber Bridge opened has justified a new link from the A15 south of Redbourne to the M180 and the Government have agreed to provide 100% grant for a scheme which will provide a by-pass of Brigg for north-south traffic. When the Lincoln Relief Road and this new scheme are complete, the A15 from Lincoln to the M180 will be trunked.

East Midlands and West Midlands

18. One of the outstanding developments over the past 16 months in the Midland Regions has been the very rapid construction of the M54 linking Telford to the M6. Most of this has now been completed and the work generally is well in advance of the contract schedule. It cannot, however, be brought into use until the major junction with the M6 is completed in October 1983.

19. The other major development in the period was the progress made in the West Midlands towards completion of the M42, both north and south of Birmingham. Work has started on the first two contracts (Umberslade and Alvechurch) of the Bromsgrove section, extending the existing Solihull section westwards round the south of Birmingham. Tenders have been invited for the stretch linking with the A38 north of Bromsgrove. Following the decision of the Secretaries of State to accept the recommendation of the Inspector at the inquiry into the final orders for the Bromsgrove section against the Northern Spur to Lydiate Ash, the junction with the M5 at Catshill is being redesigned and revised proposals to link the M42 to the M5 have been published. . North of the M6 the final statutory procedures have been completed for the M42 Tamworth section, and tenders for for two of the four contract lengths have been invited.

20. The by-passes of Heckington, Uppingham and Brimfield were completed and the improvement of the A38 has continued. The complex Derby Ring Road scheme will be completed later this year, while work on a new grade-separated junction at Alrewas started at the end of 1982. Another major improvement is under construction at the junction of the A52 and Nottingham Outer Ring Road and Derby Road. To the west, the Blythe Bridge to Uttoxeter stretch of the A564 Stoke-Derby route is under construction; this 9 mile stretch will by-pass Tean, Checkley and other communities along the existing road. The step by step improvement of the A41 has also continued; work started this spring on the Hinstock By-Pass and on the Newport By-Pass in Shropshire.

21. In the longer term, construction of the M42/A42 route between the M1 and the M6, of the M42 south of Birmingham and of the M40 between Oxford and Birmingham will complete the major motorway network of the Midland Regions. The public inquiry into the line of the M40 has recently finished, and construction could start in 1986. These routes will link the West Midlands to Yorkshire and the North East, and Scotland, Lancashire and the West Midlands to Oxford, Southampton and West London. The remaining significant gap in the links needed by Midlands industry is the A1-M1 link via Kettering. Detailed proposals for this have now been published and a public inquiry should be held early next year.

22. While much has been done to improve the other trunk roads in both East and West Midlands, and more schemes - especially for by-passes - are being actively prepared, the major routes have been individually reviewed to ensure that present plans will meet the needs for the next 20 years. In the west, completion of the planned improvements, including the by-passes of Leominster and Shrewsbury, should remove the main bottlenecks on the A49. A by-pass of Whitchurch (where the A49 crosses the A41 and the A525) was added to the active programme in October 1982 and the policy of step-by-step improvement will continue, with the needs of traffic being kept under review. More difficult, however, is the A449 west of the conurbation. There is a need both for some by-pass provision west of the Black Country and for a diversionary route when the M5/M6 is under repair. But there are both environmental and economic difficulties to be overcome if any major development is to be justified. The Department will, therefore, be examining whether it is worth undertaking a further study of provision in this corridor.

23. Improvement of the A438/A435 route is being undertaken in stages. The Evesham By-Pass Public Inquiry ended in July 1983, and preparation of the Alcester By-Pass and the road north to Gorcott Hill is in hand. An A435 by-pass for Norton and Lenchwick was added to the active programme in October 1982. The A435 route south of Evesham will be modernised by making small improvements where practicable, rather than by a comprehensive scheme which traffic demand cannot justify at present.

24. Further east, the M40 will relieve many of the roads, and a series of by-passes is planned on the A43. An outer by-pass at Silverstone, incorporating an improvement to the A43/A413 junction, is also to be examined.

25. Further consideration has been given to the needs of the Nottingham and Leicester areas. Much has been done to provide a modern Outer Ring Road for Nottingham and to improve access to it. A new link road from Gamston to Lings Bar, funded by 100% grant from central Government extends the ring road south-east of the city and will shortly be trunked as A52. The temporary flyover at Abbey Street will be replaced by a permanent grade-separated junction, and a scheme to improve the A453 Clifton Lane is being added to the programme. An earlier proposal for improving the A606 at Tollerton will be replaced by a smaller improvement in the regional programme which can be undertaken more quickly. Nearby, a scheme to link the A6 with the M1 by-passing Kegworth will be defined as soon as decisions on the route of the northern section of the M42/A42 link have been reached. At Leicester, the Western By-Pass, for which a preferred route was announced in 1982, has been added to the active programme, while a further study will be undertaken to see whether a more economic scheme to by-pass Great Glen on the A6 can be found.

26. Immediately to the north of the West Midlands conurbation, the complex scheme to provide a relief orbital route from the M6 at Essington to the M42/M6 near Coleshill is already in the programme. Even with this, the M42, the M6 itself and the new roads already provided within Tamworth, considerable heavy traffic may remain on the A5. The Department are considering with the county council how the problems of providing better access to Tamworth from the south and relief to the communities on the A5 from heavy traffic might be tackled.

27. Further north the major scheme is the A564 Stoke-Derby route. Apart from the Blythe Bridge-Uttoxeter section (noted above) schemes are being prepared for the Derby and Stoke southern by-passes and for improvements to the section east of Uttoxeter, including the Doveridge and Hatton, Hilton and Foston by-passes. In October 1982 a proposed by-pass to Etwall on the A516 western link into Derby was added to the programme. Further north still, tenders for the A6 Chapel-en-le-Frith and Whaley Bridge By-Pass will be invited very shortly, while the construction of the Chesterfield Inner Relief Road have now started. Both schemes will provide major environmental benefits to these towns. The Worksop By-Pass on A57 should also start before Spring 1984. The possibility of providing a by-pass at Ashbourne (to relieve the town of traffic on the A52 and the A515 county road) and at Buxton are to be studied.

28. Elsewhere in both the regions, the schemes already in the national programme, together with the continued provision of small improvements, should in general ensure that the trunk roads are adequate in the longer term. Some changes have, however, been made to the active programme in the East Midlands. An A16 scheme by-passing Spalding, Pinchbeck, Surfleet, Gosberton and Sutterton was added in October 1982, supplementing the comprehensive series of schemes already in hand on routes A16 and A17 in Lincolnshire. A study is being undertaken at Louth into the possibility that a combined A16/A157 trunk and county road bypass might provide a more effective solution to traffic problems in the town. Comprehensive but longer-term schemes for improvement have been critically re-examined and in some cases replaced by a series of smaller-scale but earlier schemes. Stretches of road affected include the A46 between the . Lincoln Relief Road (construction of which should start early in 1984) and Newark Relief Road (which is due to be started the following year) and a tortuous section of the A47 immediately west of the A1. A little further west a scheme to improve the A47 at Wardley Hill, Leicestershire, was added to the programme in October 1982.

The South West

29. Since the start of 1982 the A31 Bere Regis By-pass and the A40 Gloucester Northern Bypass have opened. Construction started in the same period on new schemes costing some £70 m. These include the major new sections of the A38 from Marsh Mills to the Tamar Bridge, which will relieve residential roads in Plymouth of through traffic; the first stage of A361 North Devon Link from M5 to Tiverton; a 7 mile stretch of the A30 by-passing Hayle in Cornwall; and the A40 Northleach By-pass in Gloucestershire.

30. Good progress has been made on the three main priorities in the far south-west. On the A30 preparation continues on several schemes in Cornwall including the Long Rock By-pass, Penzance, where construction should start later this year. Proposals have been announced for a major new route between Okehampton and Launceston in Devon, and the Secretaries of State hope to reach decisions shortly on the Okehampton By-pass and Okehampton to Whiddon Down schemes. The Reports of the Inspector who held the Okehampton inquiry have been delayed by his illness, but special arrangements have been made to consider them in view of the delay.

31. Following the first stage of the North Devon Link, which should be completed in April 1984, detailed proposals for the next section from Tiverton to Newtown have been published. Those for the ensuing stage to Barnstaple are being prepared, as are proposals for by-passes of Barnstaple and Bideford. Early completion of the statutory procedures will enable construction of the Bideford Bypass and a new bridge over the Torridge Estuary to start in 1984. Beyond Bideford, where the A39 carries much less traffic, by-passes are planned at Marshgate (where construction will start shortly) and at Wadebridge. Earlier proposals for a by-pass for Camelford proved unduly expensive and a further study of the problems will be undertaken to see if an alternative scheme can be developed.

32. On the A38, schemes now under construction in Plymouth and the Saltash By-Pass (for which proposals including a tunnel section have been published) will improve conditions on this route. To the west, Liskeard has already been by-passed and some miles of the adjoining road improved. It is not yet clear what form further improvements to this route should take; the Department will therefore be commissioning consultants to study the route between Saltash and Bodmin in the light of improvements to the A30 and of the needs of traffic and communities along the A38, especially the need to relieve Dobwalls of through traffic.

33. East of the M5, the main access from London to the South West is the A303/A30 route to Exeter. A number of schemes on this route are in the active programme and a

scheme for Sparkford By-pass was added in October 1982. But preparation of the improvements east of Exeter to Honiton and Marsh was suspended in 1980 because of shortage of resources. Revised schemes are being added to the active programme. They include by-passes of Fairmile, Fenny Bridges, Clyst Honiton and Monkton. Between Marsh and Broadway in Somerset the road can best be improved by a series of specific projects carried out within the regional programme.

34. On the A35 south coast road, several schemes have been completed or are in preparation. A by-pass of Charmouth in Dorset was added to the active programme in October 1982 and it is now proposed to add an improvement of the difficult section at Yellowham Hill and Troytown. Between Long Bredy Hut and New Barn the road can best be improved by a series of smaller schemes in the regional programme. The original schemes for by-passes to Tolpuddle/Puddletown and Chideock/Morcombelake would have been so expensive in relation to benefits that they could not at present be justified. In both cases, however, further examination in the light of the latest highway design standards should produce more practicable proposals.

35. As part of the strategy to take traffic on the A40 away from Cheltenham proposals have been published to trunk the A436 from Shipton Solers to Crickley Hill and work has continued on a scheme to by-pass Brockworth. Elsewhere on A417/A419, a scheme to dual the section between Blunsdon and Cricklade was added to the programme in 1982 and a by-pass of Birdlip is in preparation. Between Gloucester and Ross recent study has confirmed that the route via Newent can be upgraded at moderate cost to replace the present A40. Improvement schemes will be added to the programme.

36. The programme includes several schemes on the A36 Southampton to Bristol road between Salisbury and Bath planned to remove through traffic from communities such as Beckington, Warminster and Heytesbury. Wiltshire County Council propose to include a southern by-pass of Salisbury in their Structure Plan.

37. Work on the Severn Bridge is reported at paragraph 5.18.

The M25 London Orbital

38 The M25 is the top priority in the trunk road programme. It is also the key to development of the main road network in the Eastern and South East Regions and in London.

39 Over the past 19 months three sections totalling 18 miles have been completed, including the remaining lengths between the M11 and the Dartford Tunnel. This opens up to traffic from the north, via the A1, A604, M11 and M25, access to Tilbury and the Channel ports without going through London. It also enables such traffic which has to enter London to use the most appropriate radial, and improves access to Docklands from much of the country. Construction of the section west of the M11, with its tunnels through a narrow neck of Epping Forest and a sensitive residential area, is taking rather longer. When it opens near the turn of this year, a high standard route will also be available through to the M1 via the M10 and A6. Traffic from the Midlands, North-West and Central Scotland will be able to travel on continuous motorway or modern dual-carriageway roads to the outskirts of Dover.

40 During the same period, contracts were let for the whole of the 12-miles between Wisley and Reigate (adjoining the 6-mile Chertsey-Wisley stretch which is nearing completion) and from Heathrow Airport Spur to Maple Cross near Rickmansworth (12½ miles). Decisions were announced following inquiries into the outstanding orders for the two remaining sections, round Watford and between Swanley and Sevenoaks and tenders for the latter are under consideration. A grant has recently been offered for enlarging the Dartford Tunnel toll plaza, following the precedent set by the 100% grants for widening the approach roads in Essex (completed in 1982) and in Kent.

41 The M25 is now rapidly turning from dream to reality. In all 62 miles - over half - are now open, 38 under construction and 21½ to go to contract over the coming year. The motorway is now taking its place not only as part of the national motorway network, but also as an important link in the regional main road network as a distributor for London traffic and as a link between the major airports of the London Region. It is already providing relief from congestion and environmental disturbance in parts of Outer London and the towns and villages of the surrounding area. As it nears completion between now and 1986, these benefits - as well as those for traffic and industry - will become increasingly obvious.

Eastern England

42 Apart from the M25, the principal developments in the region since the end of 1981 have been on the roads to the east coast ports. The Ipswich Southern By-Pass was completed, linking the A12 from London via a temporary junction to the A45 to Felixstowe and including a major new bridge across the Orwell. The related A45 Levington Heath improvement has also been constructed. Construction also started on both the A12 Ipswich Eastern By-Pass and the Copdock-Washbrook By-Pass, which will link the A12 to the Southern By-Pass by a new route away from extensive property fronting on the existing road. It was also announced in April 1983 that the Orders authorising the Ipswich Western By-Pass would be made. This will complete by the end of 1985 the route round the town for A45 traffic from the Midlands and North making for Felixstowe, Harwich or other East Anglian destinations.

43 Completion of the A120 Colchester Eastern and Elmstead Market By-Pass has relieved both these towns of congestion and reduced delays for heavy traffic making for Harwich. Further north, major improvements are in hand on the A17 and A47 routes, linking Kings Lynn, Norwich and Great Yarmouth to the Midlands and North. Schemes completed include a 7 mile stretch on the A17 west of Kings Lynn, by-passing Clenchwarton, Walpole Cross Keys, and Terrington St Clement, and the A47 Blofield By-Pass. Construction has also started on the A47 Wisbech/West Walton By-Pass, and the northern part of the A12 Great Yarmouth Western By-Pass which includes a new Breydon Water Bridge.

The A6 Elstow By-Pass, just south of Bedford, was also completed at the end of 1982, and public inquiries into the Berkhamsted and Kings Langley bypasses on the A41 in Buckinghamshire have now been completed.

44. Looking forward to the next few years, the key routes M1, A1, A604 west of Cambridge, A45 to Felixstowe, M11 and A12 to Ipswich are complete or virtually so. Work already in the programme should largely complete the planned improvement of the roads linking the East Coast Ports to the rest of the country, but some further improvements have been identified. On the A12, the Chelmsford By-Pass, on which a public inquiry was held in 1983, would fill the last major gap in the improved route, but a scheme to provide a flyover at the dangerous junction at Capel St Mary has been added to the programme. On the Midlands-Haven ports route, the outstanding major improvement is the M1-A1 Link (described in the report on the East and West Midlands). Grade separation is now to be provided at the junction at Trimley, outside Felixstowe and further improvements are planned to the A45 east of St Neots. Further north, improvements are already planned all along the A11 from the A45 to Norwich; construction of the Attleborough By-Pass has already started. A new

scheme is proposed to improve the junction with the A604 and A505 at Four Wentway south-east of Cambridge. On the A10, the major scheme is the Ely/Littleport By-Pass, where building should start later in 1983. On the A47, as on the A17, design work has been carried forward on the large number of by-passes and other improvements already planned, including the Norwich Southern By-Pass. Further improvements to the A47 are being added to the programme including major improvements between East Dereham and North Tuddenham, a by-pass at Tilney High End, near Kings Lynn, and two grade separated junctions at Peterborough. At Rayleigh Weir on the A127 where a proposal for a junction improvement was withdrawn some years ago a much less intrusive scheme has been restored to the programme. Three more new by-passes in the region were added to the active programme in October 1982, at A6 Barton, A140 Scole (to be planned in conjunction with a Norfolk county council by-pass on the A143) and A428 Lavendon.

45. The main gap in planned improvements to the trunk roads in the region is at Bedford. The Department recognise that Bedford suffers from serious traffic problems. Many of these relate to traffic to and from the town centre. But one important element is east-west through traffic on the A428 trunk road, which carries a high proportion of heavy lorry traffic. A scheme for an A428 by-pass has been added to the programme, and the consultants appointed as design agents will be asked to enter into discussions with the local authorities concerned to identify the best route, bearing in mind the needs of local as well as long distance traffic; this will include the possibility of making use of the existing protected western relief road route and of disused railway land and examining whether relief to the A6 is also likely to be justified.

46. The future levels of traffic using Stanstead Airport will be determined by the outcome of the public inquiry into proposals for a major expansion of capacity. The trunk road network in Essex and Hertfordshire will be kept under review so as to take into account decisios on the use of Stanstead.

The South East

47 In addition to the M25, the past 19 months have seen continued progress on other road improvements in the region. By-passes have now been opened on A339 at Kingsclere and on A423 at Dorchester-on-Thames. An improvement to the Chestnut Street-Bobbing section of the A249 Sheerness road was completed by Kent County Council, but paid for with a 100% grant from the Department of Transport.

48 On the major routes in the area, work started in 1982 on the remaining sections of the main M27 north of Southampton and, more recently, on the extension of the M3 to Winchester; the last main contract for this section was let late in April 1983. The planning of the link between the end of the extended M3 at Bar End, Winchester and the M27 was advanced by the publication of the consultant's report on possible alternatives. This has been widely welcomed, and the large number of comments are being carefully considered before announcement of a preferred route.

49 Work also started in April 1983 on a further two 100% grant aided schemes: the M23/A264 Crawley/Copthorne link (West Sussex County Council) and the A420 Shrivenham By-Pass (Oxfordshire County Council). Subject to the outstanding statutory procedures work could start early in 1984 on the A34 Whitway Diversion, south of Newbury, and an improvement of the A303 between Andover and Thruxton.

50 The M20 Maidstone-Ashford section was deferred in 1980 because funds for this very expensive scheme could not be found until spending on the M25 declined, except by deferring other schemes which were even more urgent and which would relieve more people of the pressures of heavy traffic on congested areas. With excellent progress on the rest of the programme, resources can now be found to build the road by the time preparation work can be completed. It is, therefore, being restored to the active programme.

51 The long term needs of the other major trunk roads in the area have been reviewed. The A2/M2 route is now dual-carriageway from Eltham to Lydden, near Dover. The only additional improvement now planned is at Barham Crossroads between Canterbury and Dover. However, the route is under pressure at the London end, especially when repairs have to be undertaken. A scheme to provide hard-shoulders on the A2 from the GLC boundary to the M2 has been added to the programme, and a longer term study will be undertaken of the possible need for more capacity on M2 between junctions 1 and 3. With the completion of M20 and the new route already planned between Folkestone and Dover, this should provide for traffic between London, the M25 and the Channel ports beyond the end of the century.

52. On the A259 it seems likely that a route can now be found to provide an effective solution to traffic problems in Ry[illegible] and a scheme for a by-pass is being added to the active programme. The Department are putting in hand studies of options for improvement in the Hythe-New Romney corridor and for a link between A259 and A21 providing a western by-pass of Hastings. Further west, an A27 Pevensey By-Pass was added to the programme in May 1982. The A27 Brighton By-Pass inquiry has been completed and decisions will be made as soon as possible. The A27 Crossbush By-Pass, near Arundel, has now been added to the programme, as well as the Westhampnett Diversion, near Chichester, which was added in October 1982. Preparation of the A27 improvement between Chichester and Havant is continuing, following a decision in principle announced in February 1982.

53 To the south of London, the programme already includes the remaining urgent by-passes on the A21, and an investigation of further measures will be put in hand, while the comprehensive improvement of the southern part of the A23 is already planned. On the A3 a by-pass of Milford was added to the active programme in October 1982. A revised scheme is now being added at Hindhead which will seek to reconcile the conflicting needs of the traffic, the town itself and the sensitive countryside around it.

54 Schemes already planned will complete the improvement within the region of the M3/A33, M3/A303 and A34 routes; very careful consideration is being given to the choice of a preferred route for the A34 at Newbury following public consultation in the summer of 1982. Comprehensive improvement is not envisaged for the A339 or A423 routes, but small schemes in addition to those already planned will continue to be carried out where necessary. The A420 Swindon-Oxford road is being progressively improved by the County Council with the aid of 100% grants, and will be trunked on completion of the Shrivenham By-Pass. A by-pass for Kingston Bagpuize and Southmoor was added to the trunk road programme in October 1982. Much of the planned M40 extension (see also paragraph 21) lies in Oxfordshire and the public inquiry which ended in June also considered proposals for improving the A43 and A421 as a link between the motorway and the A34 North of Oxford. Improvements to the A40 to the north of Oxford will therefore be considered when the outcome of the M40/A43/A421 inquiry is known. West of Oxford, however, the A40 can best be improved by a series of small schemes in the regional programme.

London

55 Within the M25 ring, the main developments since the beginning of 1982 are the start of work on dualling of the A12 from Gallows Corner to the GLC boundary and the A40 Perivale grade separated junction. Both this and the similar scheme at Hillingdon West End Road which was already under construction are making good progress, and should open next year. The major disappointment is the continued delay to the A20 Sidcup By-Pass. When the GLC withdrew from its design agency for 3 London schemes, it was necessary to appoint consultants to complete the work. The need for the consultants to familiarise themselves with the scheme have inevitably taken time, but tenders for the preliminary works have now been invited, and those for the main works will follow soon.

56 Looking forward, the programme of improvements to the existing London trunk road network will increase rapidly as expenditure on the M25 tails off. The bulk of this expenditure will be on the improvement and extension of the A406 North Circular Road, which is being pushed forward urgently. Most schemes are for the widening of the existing road and improvement of its major junctions. Two of the largest London schemes, however, are the South Woodford to Barking Relief Road, on which we have received the report of the Inspector following the public inquiry which was completed in October 1982, and the East London River Crossing, for which the preferred route was announced in July 1982. Together these will extend the North Circular from the M11 to the A13 and across the Thames by a major new bridge to the A2. In the light of progress with the schemes now under preparation, the junction improvements at Bounds Green Road, Green Lanes and Wilmer Way, on which preparation was suspended in 1980, have now been reinstated in the active programme. Improvements at Golders Green will also be required eventually but as that scheme should follow the others it is not being pursued at present.

57 Turning to the existing radial trunk routes, schemes to provide grade separation at all four remaining junctions on the A40 are already in the programme; public consultation on the two nearest to Central London is in hand. On the M4, the detailed proposals for the section between the M25 and the London Airport Spur were publised in April 1983.

58 Further study of the trunk road section of the A23 has, however, suggested that the situation both for through traffic and local residents could be improved to some degree by the provision of an A23 Coulsdon Inner Relief Road making use of surplus railway land, and by an improvement to the A23/A22/A235 junction at Purley Cross. Schemes for both have been added to the programme.

59 On the A13, however, in addition to the existing planned improvements further proposals affecting the A117 junction in East Ham, and the adjacent section of the A13 has been added to the trunk road programme. The A12 will be improved at the inner London end and the A11 in part superseded by the proposed M11-Hackney Wick road, the proposals for which are currently the subject of a public inquiry. No additional proposals are now brought forward for the radial links through outer North London which have already been extensively improved, but the A1 Archway Road improvement, on which a public inquiry should open early next year will complete planned improvements of the trunk road section of A1 in London.

TABLES

1. Expenditure on trunk roads 1980-81 to 1982-83

2. Lengths of public highway

3. Schemes in the trunk road programme

   A - completed between 1 January 1982 and 30 June 1983

   B - under construction at 1 July 1983

   C - in preparation

   D - replaced in the national trunk road programme since 1 January 1983

   E - residual suspended list following 1983 review

4. Local authority schemes receiving 100 per cent grant from central government

TABLE 1

DETAILS OF EXPENDITURE ON TRUNK ROADS 1980-81 TO 1982-83

£thousand (cash)

	1980-81	1981-82	1982-83 (Provisional)
MOTORWAY AND TRUNK ROAD - CAPITAL			
NEW CONSTRUCTION AND IMPROVEMENT			
Schemes in National Programme	283,543	331,214	403,321
Safety and Improvement Schemes costing less than £1m.	20,836	24,229	23,816
100% Grant Schemes	14,084	20,453	14,493
Land Acquisition	41,844	32,812	36,499
Preparation and Supervision	48,634	47,816	62,279
Sub Total (NC&I)	408,941	456,524	540,408
RENEWAL			
Structural Renewal	64,300	108,200	144,000
Purchase of Winter Maintenance Vehicles	2,746	1,885	3,063
Box Girder Bridges	821	140	-
Sub Total (Renewal)	67,867	110,225	147,063
TOTAL MOTORWAY AND TRUNK ROAD (GROSS)	476,808	566,749	687,471
less Receipts	-6,037	-10,357	-11,665
TOTAL MOTORWAY AND TRUNK ROAD (NET)	470,771	556,392	675,806
Other Expenditure: LEA Grants to the Private Sector	541	665	1,090
TOTAL DTp - CAPITAL (NET)	471,312	557,057	676,896
MOTORWAY AND TRUNK ROAD - CURRENT			
ROUTINE MAINTENANCE			
Routine and Winter Maintenance, minor repairs	47,463	61,593	56,003
Lighting Maintenance	6,997	8,914	8,382
Other	567	700	597
TOTAL MOTORWAY AND TRUNK ROAD (GROSS)	55,027	71,207	64,982
less Receipts	-4,281	-4,008	-5,089
TOTAL MOTORWAY AND TRUNK ROAD (NET)	50,746	67,199	59,893
Other expenditure: includes Road Safety Grants and Compensation Payments	1,271	2,705	1,425
Other Vote borne	850	1,206	1,423
TOTAL DTp - CURRENT (NET)	52,867	71,110	62,741
GRAND TOTAL DEPARTMENT OF TRANSPORT (NET)	524,179	628,167	739,637

TABLE 2

LENGTHS OF PUBLIC HIGHWAY[1] MILES

	1.4.81	1.4.82
TRUNK ROADS[2][3]	6,255	6,241[4]
CLASSIFIED PRINCIPAL ROADS[5]	15,318	15,324
CLASSIFIED NON PRINCIPAL ROADS	49,335	49,424
UNCLASSIFIED	91,320	92,019
TOTAL (ALL SURFACED ROADS)	162,228	163,008
THIS TOTAL INCLUDES:		
TRUNK ROAD MOTORWAYS[3]	1,383	1,392
LOCAL AUTHORITY MOTORWAYS	48	50

Notes

(1) Excludes about 6000 miles of unsurfaced roads.

(2) Totals include trunk road motorways.

(3) Trunk Road Motorway lengths have been re-calculated to conform to a consistent definition of "main line distances only", ie excluding the lengths of any associated slip roads. The re-defined series will appear in Transport Statistics Great Britain 1972-1982.

(4) The change in trunk road length between 1981 and 1982 is a net figure which takes account of newly constructed roads and the trunking and de-trunking which took effect during the period - as well as the recalculation of motorway lengths.

(5) Totals include classified principal road motorways.

TABLE 3

SCHEMES IN THE TRUNK ROAD PROGRAMME

This table gives details of trunk road schemes in England costing more than £1 million. The schemes are listed in route number order. Where new routes have not been numbered, schemes are generally shown against the roads to which they are related.

PART A Schemes completed between 1 January 1982 and ~~30 June 1983~~ 31 July 1983 with costs shown at outturn prices.

PART B Schemes under construction at ~~1 July 1983~~ 1 August 1983, with costs shown at current prices.

PART C Schemes in preparation.

Costs are shown at November 1982 prices. Start dates are given in bands of financial years. These are not target dates but are based on experience of the time needed to design new roads and to complete public consultation and the statutory procedures. They also take account of when resources might be available.

More schemes are programmed in each block than resources currently allocated would allow to go ahead.

In each of these time bands provision is made both for a main programme and for a reserve list. The reserve list is made up of schemes which will be fully prepared so that they can be undertaken when resources are available. Any such scheme not started during one period would then compete with schemes on the reserve list for the next period.

Schemes are subject to continuing appraisal in the course of preparation and may be amended or deleted from the programme at any stage up to letting of contracts.

PART D Schemes replaced in the National Trunk Road Programme since 1 January 1982.

PART E Residual suspended list following 1983 review.

Schemes completed between 1 January 1982 and ~~30 June 1983~~ 31 July 1983

Notes: S single carriageway
D2 dual carriageway, two lane
D3 dual carriageway, three lane
D4 dual carriageway, four lane

Route Number	Scheme	Standard	Estimated Works Cost (£m) outturn prices	Approximate Length (Miles)	Date of completion
M25*	A13-A12 Stage 2, Greater London/Essex	D3	12.6	2.5	March 1982
M25	A13-A12 Stage 3, Essex	D3	39.3	5.4	April 1983
M25	M11-A12 Stage 1, Essex	D3	34.3	3.0	April 1983
M25	M11-A12 Stage 2, Essex	D3	26.6	5.1	April 1983
M25*	Wisley-Leatherhead (Advance Bridgeworks), Surrey	-	1.6	-	September 1982
M25*	Yeoveney - Airport Spur, Surrey	D4	20.5	2.0	August 1982
M25*	Airport Spur - M4 (Advance Earthworks), Surrey/Bucks	-	3.1	-	September 1982
M27*	Chilworth-Hedge End (Advance Bridgeworks), Hampshire	D3	1.6	0.3	September 1982
M54	Telford - M6 (Donnington Section), Shropshire	D2	9.5	4.3	December 1982
M63*	Stockport East/West Bypass Stage 2, Greater Manchester	D3	12.9	0.6	July 1982
M63*	Stockport East/West Bypass Stages 4/5, Greater Manchester	D3	16.8	1.9	July 1982
A6	Elstow Bypass, Bedfordshire	S	2.3	1.2	December 1982
A17	Heckington Bypass, Lincolnshire	S	2.9	2.8	December 1982
A17	West of Kings Lynn-County Boundary, Norfolk	S	6.2	6.8	December 1982
A19	Billingham Diversion, Cleveland	D2	19.0	4.0	February 1983 (Opened to traffic November 1982)

1

A: Schemes completed between 1 January 1982 and ~~30 June~~ 31 July 1983 (cont'd)

Route Number	Scheme	Standard	Estimated Works Cost (£m) Outturn prices	Approximate Length (Miles)	Date of completion
A30	Popham-Bullington, Hampshire	D2	5.4	4.4	June 1983
A31*	Bere Regis Bypass, Dorset	S	3.5	1.3	July 1982
A40	Gloucester Northern Bypass, Gloucestershire	D2/S	9.8	3.3	June 1983
A45*	Ipswich Bypass (Southern Section, East), Suffolk	D2	12.6	3.8	September 1982
A45	Ipswich Bypass, (Orwell Bridge), Suffolk	D2	32.4	0.8	December 1982
A45	Ipswich Bypass (Southern Section, West), Suffolk	D2	12.4	3.0	December 1982
A45*	Levington Heath Improvement, Suffolk	D2	2.3	1.9	September 1982
A47*	Uppingham Bypass, Leics	S2	1.4	1.5	June 1982
A47	Blofield Bypass, Norfolk	D2	4.0	1.0	February 1983
A61*	Chesterfield Inner Relief Road (Advance Bridgeworks) Derbyshire	D2	2.3	-	September 1982
A63*	South Docks Road, Hull (Advance Earthworks), Humberside	-	3.7	-	July 1982
A66*	Troutbeck Diversion, Cumbria	S	1.8	1.7	October 1982
A66	Bowes Bypass, Durham	D2/S	7.4	4.0	June 1983
A120*	Colchester Eastern Bypass, Essex	D2	22.7	8.2	June 1982
A180	Brigg-Ulceby, Humberside	D2	18.1	5.8	March 1983
A339*	Kingsclere Bypass, Hampshire	S	1.4	1.5	September 1982
A423	Dorchester-on-Thames Bypass, Oxfordshire	S	3.1	2.2	November 1982
A590*	Meathop-Sampool Bridge, Cumbria	D2/S	8.2	3.9	March 1982

* Completion originally announced in Roads, England 1982

Schemes completed between 1 January 1982 and ~~30 June~~ 31 July 1983 (cont'd)

Route Number	Scheme	Standard	Estimated Works Cost (£m) Outturn prices	Approximate Length (Miles)	Date of completion
A590	Greenodd Diversion, Cumbria	D2	5.0	0.7	May 1983
A629*	Skipton Bypass, North Yorkshire	S	16.4	6.2	October 1982
A49	Brimfield Bypass, Hereford & Worcester	S	1.4	1.0	March 1983
A1	Belford Bypass, Northumberland	S	3.3	3.5	July 1983.

* Completion originally announced in Roads, England 1982

Schemes under construction at ~~1 July 1983~~ 1 August 1983

Notes: S single carriageway
D2 dual carriageway, two lanes
D3 dual carriageway, three lanes
D4 dual carriageway, four lanes

Route Number	Scheme	Standard	Estimated Works Cost (£m) Current prices	Approximate Length (Miles)	Expected Completion Date
M1	M1 Widening, Hertfordshire	D4/D3	38.3	6.4	Autumn 1983
M3	Popham-Bar End, Stage 1, Hampshire	D2	12.7	6.8	Summer 1985
M3	Popham-Bar End, Stage 2, Hampshire	D3/D2	19.5 ~~15.9~~	4.3	Autumn 1985
M25	Wisley-Leatherhead, Surrey	D3	18.0	4.7	Autumn 1984
M25	Leatherhead Interchange, Surrey	D3	16.0 ~~15.8~~	2.7	Spring 1985
M25	Leatherhead-Reigate, Surrey	D3	16.6	4.8	Winter 1984/85
M25	Chertsey-Wisley (Main Works), Surrey	D3	28.2 ~~27.7~~	5.8	Winter 1983/84
M25	Swanley Links, Kent	S2	7.4 ~~7.3~~	2.1	Summer 1984
M25	A10-M11 Stage 1, Hertfordshire	D3	41.2 ~~39.7~~	1.8	Winter 1983/84
M25	A10-M11 Stage 2 Essex/Hertfordshire	D3	19.6 ~~15.4~~	2.2	Winter 1983/84
M25	A10-M11 Stage 3, Essex	D3	39.7 ~~38.2~~	4.1	Winter 1983/84
M25	M4 - Maple Cross (M4/M40), Buckinghamshire	D3	31.3 ~~35.0~~	4.2	Spring 1985
M25	M4 - Maple Cross (M40 Interchange), Buckinghamshire	D3	26.9 ~~23.3~~	1.6	Winter 1984/85
M25	M4 - Maple Cross (M40 - Maple Cross), Buckinghamshire/ Hertfordshire	D3	25.2 ~~24.1~~	4.7	Winter 1984/85
M25	Airport Spur to M4, Surrey/ Buckinghamshire	D4	52.3 ~~44.5~~	2.1	Spring 1986
M27	Stoneham - Hedge End, Hampshire	D3	21.1 ~~18.7~~	4.1	Summer 1984

B: Schemes under construction at ~~1 July 1983~~ 1 August 1983 (cont'd)

Route Number	Scheme	Standard	Estimated Works Cost (£m) Current prices	Approximate Length (Miles)	Expected Completion Date
M27	Chilworth - Stoneham, Hampshire	D3/D2	~~16.4~~ 16.6	2.4	Summer 1984
M42	~~Bromsgrove~~ Bromsgrove (Umberslade Section), West Midlands/ Warwickshire	D3	~~19.0~~ 24.7	6.4	Spring 1985
M42	Bromsgrove (Alvechurch Section), Hereford and Worcester	D3	~~9.6~~ 10.8	2.4	Spring 1985
M54	Telford - M6 (Featherstone Section), Staffordshire	D2	15.0	3.5	Winter 1983/84
M54	Telford - M6 (Shifnal Section), Shropshire	D2	14.3	5.4	Summer 1983
M54	Telford - M6 (Codsall Section), Staffordshire	D2	15.2	5.0	Autumn 1983
M65	Whitebirk - Hyndburn, Lancashire	D3/D2	~~19.4~~ 23.8	4.1	Autumn 1985
M65	Hyndburn - Huncoat Junction, Lancashire	D3	~~19.0~~ 22.2	3.0	~~Winter~~ Autumn 1983~~/84~~
M65	Huncoat Junction - Burnley, Lancashire	D3/D2	~~23.2~~ 27.7	2.5	~~Winter~~ Autumn 1983~~/84~~
~~A1~~	~~Belford Bypass, Northumberland~~	~~S~~	~~3.1~~ ~~2.3~~	~~3.5~~	~~Autumn 1983~~
A1	Berwick Bypass, Northumberland	S	9.5	5.3	Autumn 1983
A1	Catterick Northern and Southern Junction Improvements, North Yorkshire	D2	3.2	1.7	Summer 1983
A11	Attleborough Bypass, Norfolk	S/D2	~~6.7~~ 7.1	5.5	Summer 1985
A12	Copdock/Washbrook Bypass, Suffolk	D2	~~10.6~~ 11.4	3.0	Summer 1985
A12	Gallows Corner, Greater London	D2	4.8	2.0	Spring 1984
A12	Ispwich Bypass (Eastern Section), Suffolk	D2	~~3.7~~ 3.5	2.6	Summer 1984

1 August 1983

3: Schemes under construction at ~~1 July 1983~~ (cont'd)

Route Number	Scheme	Standard	Estimated Works Cost (£m) Current prices	Approximate Length (Miles)	Expected Completion Date
A30	Polstrong - St Erth, Cornwall	S	15.2 ~~14.6~~	7.1	Autumn 1984
A38	Marsh Mills - Manadon, Devon	D2	26.4 ~~23.7~~	2.5	Summer 1985
A38	Manadon - Tamar Bridge, Devon	D2	8.0 ~~10.4~~	2.8	Winter 1984/85
A38	Alrewas Grade Separated Junction, Staffordshire	S	3.7 ~~4.9~~	1.8	Winter 1983/84
A38	Derby Ring Road, Derbyshire	D2	14.4 ~~15.8~~	1.8	Autumn 1983
A40	Northleach Bypass, Gloucestershire	S	2.0 ~~3.8~~	4.2	Summer 1984
A40	Perivale Lane Grade Separated Junction, Greater London	D3	9.1 ~~8.9~~	0.8	Summer 1984
A40	Hillingdon, West End Road, Greater London	D3	11.5	1.0	Spring 1984
A41	Hinstock Bypass, Shropshire	S	1.5	1.5	Summer 1984
A41	Newport Bypass, Shropshire/ Staffordshire	S	6.1	5.0	Spring 1985
A47	Wisbech/West Walton Bypass, Cambridgeshire	S	5.7	4.5	Autumn 1984
A47	Great Yarmouth Western Bypass, (Northern Section) (Breydon Bridge) Norfolk	S	7.7 ~~7.0~~	0.2	Summer 1985
A51	Tarvin South West Bypass, Cheshire	S	1.7 ~~2.3~~	1.3	Winter 1984/85
A52	A614/A52 Junction Improvement, Nottinghamshire	D2	3.7 ~~4.5~~	0.7	Winter 1983/84
A56	Accrington Eastern Bypass (Northern Section), Lancashire	D2	4.8 ~~3.8~~	0.8	Autumn 1983
A57	Aston Relief Road, South Yorkshire	S	5.1 ~~3.8~~	3.2	Summer 1985
A63	South Docks Road, Hull, Humberside	D2	~~25.8~~ ~~19.3~~	5.3	Autumn 1985
A61	Chesterfield Inner Relief Road Derbyshire	D2	16.5	2.7	Winter 1985/86
A47	Great Yarmouth Western Bypass (Northern Section) (Road Works) Norfolk	D2/3	9.6	2.0	Summer 1985

1 August 1983

B: Schemes under construction at ~~1 July 1983~~ (cont'd)

Route Number	Scheme	Standard	Estimated Works Cost (£m) Current prices	Approximate Length (Miles)	Expected Completion Date
A69	Bardon Mill Bypass, Northumberland	S	1.9	0.7	Summer 1984
A69	Greenhead Diversion Northumberland	S	3.0	1.5	Summer 1985
A180	Ulceby - Grimsby, Humberside	D2	~~15.9~~ 21.3	7.6	Winter 1983/84
A361	North Devon Link (M5 - Tiverton), Devon	D2	11.7 ~~13.8~~	6.4	Winter 1983/84
A564	Blythe Bridge - Uttoxeter, Staffordshire	D2	15.9 ~~15.9~~	8.6	Winter 1984/85
A590	Levens Bridge Diversion, Cumbria	D2	4.1 ~~3.6~~	1.5	Winter 1983/84
A660	Otley Bypass, West Yorkshire	S	4.0	1.6	Summer 1985

SCHEMES IN PREPARATION

Route Number	Scheme	Proposed Standard	Estimated Works Cost (£million, November 1982 prices)	Approximate Length (Miles)
Main Programme ~~1983 and 1984~~ to March 1985				
M4	Widening between M25 Interchange and Heathrow Spur, Greater London	D4	6.0 ~~6.6~~	0.9
M5	Lydiate Ash - Dayhouse Bank, Hereford and Worcester	D3	1.1	0.9
M5	Widening and Reconstruction Warndon-Catshill Hereford and Worcester	D3	31.2 ~~26.7~~	10.6
M25	Swanley-Sevenoaks, Kent	D3	42.7 ~~41.2~~	8.6
M25	Micklefield Green-South Mimms, Contract 1, Hertfordshire	D3	36.4 ~~35.5~~	3.5
M25	Micklefield Green-South Mimms, Contract 2, Hertfordshire	D3	24.7 ~~20.9~~	1.9
M25	Micklefield Green-South Mimms, Contract 3, Hertfordshire	D3	32.7 ~~31.3~~	3.9
M25	Micklefield Green-South Mimms, Contract 4, Hertfordshire	D3	26.5 ~~25.1~~	3.7
M27	Swaythling Link, Hampshire	D2	2.3	0.7
M42	Lickey End, Hereford and Worcester	D3	19.3 ~~19.0~~	4.3
M42 A	Tamworth (Water Orton Section), Warwickshire	D3	32.3 ~~30.4~~	5.3
M42 A	Tamworth (Kingsbury Section), Warwickshire	D2	23.8 ~~22.3~~	6.0
M42 A	Tamworth (Polesworth South), Warwickshire/ Leicestershire	D3	19.5 ~~18.4~~	2.4
M42 A	Tamworth (Polesworth North), Warwickshire/ Leicestershire	D3	16.7 ~~15.7~~	5.2
M63	Stretford-Eccles Improvement Stage 1 (Barton High Level Bridge), Greater Manchester	D3	7.6	0.6
M63	Stretford-Eccles Improvement Stage 2, Greater Manchester	D3	7.5	1.0
~~M63 / Stretford-Eccles Improvement Stage 3, (Junctions 5-7), Greater Manchester~~			~~3.2~~	~~1.1~~
A1	Alnwick Bypass Stage 2, Northumberland	S	3.5	4.0

A Advance Works in progress

~~/ Addition of Scheme announced in Roads England 1982~~

C: SCHEMES IN PREPARATION

Main Programme ~~1983 and 1984~~ to March 1985 (continued)

Route Number		Scheme	Proposed Standard	Estimated Works Cost (£million, November 1982 prices)	Approximate Length (Miles)
~~A1~~	/	~~Barnsdale Bar Grade Separated Junction South Yorkshire~~		~~1.1~~	
A1(M)		Roestock-Stanborough, Hertfordshire	D3/D2	~~49.7~~ 58.6	2.8
A2	ø	London Boundary - M2 Improvement, Kent	D3	6.0	12.5
A12		Chelmsford Bypass, Essex	D2	33.5	9.2
A17		Swineshead Bypass, Lincolnshire	S	~~2.8~~ 2.5	2.5
A20	A	Sidcup Bypass, Greater London	D2	42.3	3.8
~~A21~~		~~Pembury Bypass, Kent~~	~~D2~~	~~9.2~~	~~2.9~~
A27		Langstone Flyover, Hampshire	D2	~~2.0~~ 2.9	0.5
A30		Long Rock Bypass, Cornwall	D2	~~2.3~~ 1.8	1.1
A30		Okehampton Bypass, Devon	D2	~~14.4~~ 15.5	5.5
A30		Exeter-Okehampton, Stage 3, Devon	D2	19.4	5.4
A34		Newbury - Litchfield, Stage 1, Hampshire	D2	~~6.4~~ 6.5	3.1
A39		Bideford Bypass, Devon	D2	~~12.9~~ 12.8	5.1
A40		Ross-on-Wye Relief Road, Hereford and Worcester	S	1.2	0.9
A45		Ipswich Bypass (Western Section), Suffolk	D2	~~20.3~~ 20.8	4.4
A45		St Neots Bypass, Cambridgeshire	S	~~6.5~~ 9.2	3.4
A46		Lincoln Relief Road, Lincolnshire	D2/S	17.0	7.4
~~A47*~~		~~Great Yarmouth Western Bypass (Northern Section) (Breydon Bridge), Norfolk~~	~~S~~	~~7.0~~	~~0.2~~
~~A47~~		~~Narborough Bypass, Norfolk~~ / Road Works	~~S~~	~~2.0~~	~~1.4~~
A49		Leominster Bypass, Hereford and Worcester	S	5.7	4.0
A52		Barthomley Link - M6, Cheshire	S/D2	7.7	4.5
A54		Kelsall Bypass, Cheshire	D2	6.2	2.2

A Advance Works in progress

~~* Contract to be let~~

ø Addition of Scheme announced in May 1983

~~/ Addition of Scheme announced in Roads England 1982~~

SCHEMES IN PREPARATION

Route Number	Scheme	Proposed Standard	Estimated Works Cost (£million, November 1982 prices)	Approximate Length (Miles)
Main Programme ~~1983 and 1984~~ to March 1985 (continued)				
A56	Accrington Eastern Bypass (Southern Section), Lancashire	D2	~~11.7~~ 14.7	3.2
A57	Worksop Southern Bypass, Nottinghamshire	S/D2	~~14.2~~ 14.1	5.1
~~A61~~	~~Chesterfield Inner Relief Road (Main Works), Derbyshire~~	~~D2~~	~~19.5~~	~~2.7~~
A66	Darlington Bypass, Durham	S	~~7.6~~ 7.2	4.3
~~A69*~~	~~Greenhead Diversion, Northumberland~~	~~S~~	~~3.1~~	~~1.5~~
A303	Andover-Thruxton, Hampshire	D2/S	~~7.6~~ 8.2	4.8
A339	Basingstoke Northern Bypass Stage A, Hampshire	D2	~~2.8~~ 2.0	0.7
A406	South Woodford-Barking Relief Road, Greater London	D2/D3	62.9	6.3
A428	Bromham Bypass, Bedfordshire	S	3.4	2.2
~~A435~~	~~Evesham Bypass, Hereford and Worcester~~	~~S~~	~~7.3~~	~~4.0~~
~~A6119~~ A677	~~Whitebirk - M6 improvement, Lancashire~~	~~-~~	~~-~~	~~-~~

~~* Contract let~~

C: SCHEMES IN PREPARATION

Route Number	Scheme	Proposed Standard	Estimated Works Cost (£million, November 1982 prices)	Approximate Length (Miles)
Reserve List ~~1983 and 1984~~ to March 1985. (When schemes are fully prepared, they will start as soon as funds are available).				
A6	Chapel-en-le-Frith Bypass, Derbyshire	D2	23.3 ~~23.0~~	4.6
~~A10~~	~~Melbourn Bypass, Cambridgeshire~~	~~S2~~	~~3.0~~	~~1.9~~
A10	Ely/Littleport Bypass, Cambridgeshire	S2	4.9 ~~4.9~~	7.5
A27	Fontwell Improvement, West Sussex	D2	3.6	1.3
A31	Ferndown Bypass, Dorset	S	7.0	3.4
~~A35~~	~~Honiton Link - A30, Devon~~	~~S~~	~~3.0~~	~~1.4~~
A39	Marshgate Diversion, Cornwall	S	2.1	3.9
A43	Broughton Diversion, Northamptonshire	S	2.3 ~~2.4~~	1.9
Srer ~~A43~~	~~Bulwick Bypass, Northamptonshire~~	S	1.8	1.7
~~A47~~	~~Eye Bypass, Cambridgeshire~~	~~S~~	~~1.9~~	~~2.0~~
~~A303~~	~~Thruxton-Amesbury, Hampshire~~	~~D2/S~~	~~7.6~~	~~4.8~~
~~A595~~	~~Thursby Bypass, Cumbria~~	~~S~~	~~1.2~~	~~0.9~~
~~A630~~	~~Brighiington Bypass, West Yorkshire~~	~~S~~	~~4.9~~	~~2.6~~

: SCHEMES IN PREPARATION

Route Number	Scheme	Proposed Standard	Estimated Works Cost (£million, November 1982 prices)	Approximate Length (Miles)
Main Programme ~~1985 and 1986~~ April 1985 to March 1987				
~~M1/A6183~~	~~Kirkhamgate-Dishforth (Lofthouse-Stourton) West Yorkshire~~ ← Split →	~~D4/D2~~	~~13.9~~	~~3.2~~
M3	Bar-End - Compton, Hampshire	D3	13.7	2.5
M3	Compton - Bassett Widening, Hampshire	D3	11.9	5.6
M5	Widening Catshill-Lydiate Ash, Hereford and Worcester	D3	11.0	2.9
M20 ϕ	Maidstone-Ashford, Kent	D3	60.0	14.0
M5/M42	Junction, Hereford and Worcester	D3	~~7.0~~ 15.4	1.2
M26	Otford Slip Roads, Kent		1.0	
M40	Oxford-Birmingham (Gaydon Section), Warwickshire	D3	29.0	8.1
M40	Oxford-Birmingham (Banbury Bypass), Warwickshire/Oxfordshire/Northamptonshire	D3	107.5	27.0
M40	Oxford-Birmingham (Otmoor ~~Bypass~~ Section), Oxfordshire	D2	41.7	11.2
M40	Oxford-Birmingham (Warwick Section), Warwickshire	D3	36.2	10.9
~~M63~~	~~Stretford-Eccles Improvement Stage 4 (Junctions 3-5), Greater Manchester~~	~~1~~	~~6.9~~ ~~6.8~~	~~1.1~~
M63 /	~~Stretford~~-Eccles Improvement Stage 3 (Junctions 5-7) Greater Manchester	D3	3.2	1.1
M63/66	Portwood-Denton, Greater Manchester	D3/D2	56.7	5.0
M66	Denton-Middleton, Greater Manchester	D3/D2	104.4	10.4
A1	Archway Road Improvement, Greater London	D2	16.9	1.1
A1 /	Barnsdale Bar Grade Separated Junction South Yorkshire		1.1	
A1	Kirkhamgate-Dishforth (Wetherby Bypass) West Yorkshire/North Yorkshire	D3/D2	9.7	1.4
A1	Kirkhamgate-Dishforth, (Dishforth Interchange), North Yorkshire	D2	4.5	1.0
A1	Kirkhamgate-Dishforth (A1 Improvements, Bramham-Wetherby), West Yorkshire	D3	9.2	3.4 ~~5.8~~
A1	Kirkhamgate-Dishforth (A1 Improvements-Stage I: Wetherby-Dishforth) North Yorkshire	-	1.9	-

C ~~Schemes~~ SCHEMES IN PREPARATION

Route Number	Scheme	Proposed Standard	Estimated Works Cost (£million, November 1982 prices)	Approximate Length (Miles)
Main Programme April 1985 to March 1987 (continued)				
A1	Clifton-Stannington Bridge, Northumberland	D2	~~3.9~~ 3.6	2.5
A2	Barham Crossroads Grade Separated Junction, Kent	S	1.5	0.5
A3	Compton/Shackleford Improvement, Surrey	D2	5.9	2.3
A5	Telford-Shrewsbury, Shropshire	D2	35.3	18.9
A6(M)	Stockport North/South Bypass, Greater Manchester	D2/D3	~~25.8~~	5.3
A10	Buntingford Bypass, Hertfordshire	S	3.9	3.0

/ Addition of Scheme announced in Roads England 1982

~~ϕ Addition of Scheme announced in May 1983~~

SCHEMES IN PREPARATION

Route Number	Scheme	Proposed Standard	Estimated Works Cost (£million, November 1982 prices)	Approximate Length (Miles)
	April 1985 to March 1987			
Main Programme ~~1985 and 1986~~ (continued)				
A11	Thetford Bypass, Norfolk	S	5.0	4.9
A11	Barton Mills Bypass, Suffolk	D2	3.6	2.1
A11	Wymondham-Cringleford, Norfolk	D2	6.4	5.2
~~A12~~	~~Great Yarmouth Western Bypass (Southern Section), Norfolk~~	~~D2~~	~~15.1~~	~~1.6~~
~~A13~~	~~Dovers Corner - GLC Boundary, Greater London~~	~~D2~~	~~17.5~~	~~0.9~~
A13	Thames Avenue Flyover, Greater London	S	5.0	0.3
A13	Wennington-Mar Dyke, Greater London/Essex	D2	17.0	2.8
~~A13~~	~~Dovers Corner Flyover, Greater London~~	~~S~~	~~3.0~~	~~0.3~~
A16	Boston-Algarkirk (bypassing Kirton), Lincolnshire	S	4.6 ~~4.8~~	7.3
A17	New Washway Road, Lincolnshire	S	3.0	3.0
A17	Long Sutton/Suttonbridge Bypass, Lincolnshire	S	9.3 ~~9.7~~	7.0
A17	Wigtoft - Sutterton Bypasses, Lincolnshire	S	2.5	2.5
A19	Riccall and Barlby Bypass, North Yorkshire	S	4.8	5.0
A21	Lamberhurst Bypass, Kent	S	1.8	0.8
~~A21~~	Pembury Bypass, Kent	D2	9.2	2.9
A27	Havant-Chichester Bypass, Hampshire/West Sussex	D2	21.8 ~~30.6~~	8.3
~~A27~~	Brighton Bypass, East/West Sussex	~~D2~~	~~41.2~~	~~8.3~~
A27 /	Pevensey Bypass, East Sussex	S	6.0	6.2
~~A27~~ /	Westhampnett Bypass, West Sussex	D2	2.9	1.2
A30	Summercourt Improvement, Cornwall	~~D2~~ S	2.3	1.5
A30	Mitchell Bypass, Cornwall	~~D2~~ S	2.1	1.4
A30	Blackwater Improvement, Cornwall	D2	3.5	2.2
A30	Zelah Improvement, Cornwall	S	3.0	2.5
A34	East Ilsley-Chilton Improvement, Berkshire	D2	2.9 ~~3.8~~	1.9
A35	Dorchester Bypass, Dorset	S	9.0	3.7
A35	Bridport Link Road, Dorset	S	3.1	1.6
A36	Warminster Bypass, Wiltshire	S	6.5	5.7

/ Addition of Scheme announced in Roads England 1982

C: SCHEMES IN PREPARATION

Route Number	Scheme	Proposed Standard	Estimated Works Cost (£million, November 1982 prices)	Approximate Length (Miles)
	Main Programme ~~1985 and 1986~~ April 1985 to March 1987 (continued)			
A38	Saltash Bypass, Cornwall	D2/S	10.4	2.3
A39	Barnstaple Bypass, Devon	S	~~14.8~~	9.3
A41	Bicester Southern Bypass, Oxfordshire	–	3.0	–
A41	Kings Langley Bypass, Hertfordshire	S3/D2	10.3	4.7
A41	Chester Improvement, Cheshire	D2	6.2	1.8
A41	Berkhamsted Bypass, Hertfordshire	D2/S3	10.2	7.1
~~A42~~	~~Measham - Ashby Bypass, Leicestershire~~	~~D2~~	~~21.4~~	~~6.7~~
A43	Kettering Northern Bypass, Northamptonshire	S	5.5	2.8
A43	Peartree Hill - Wendlebury Improvement, Oxfordshire	D2	20.7	6.2
A46	Bath (Upper Swainswick) - A420, Avon	S	3.7	2.5
A46	Coventry Eastern Bypass, Warwickshire	D2	13.7	4.7
A47	Billesdon Bypass, Leicester	S	2.7 ~~2.5~~	2.2
~~A47~~	Narborough Bypass, Norfolk	S	2.0	1.4
~~A47~~	~~Acle Bypass, Norfolk~~	~~D2~~	~~2.3~~	~~1.5~~
A48	Chepstow Bridge, Gloucestershire	S	1.9	1.0
A49/51	Tarporley Bypass, Cheshire	S	1.8	1.8
A52	Bottesford Bypass, Leicestershire	S	4.0 ~~3.7~~	3.2
A64	ø Copmanthorpe Grade Separated Junction, North Yorkshire	S	1.5	–
A65	Burley-in-Wharfedale Bypass, West Yorkshire		1.7	0.9
A66	ø Bowes Bypass-County Boundary Improvement, Durham	D2	5.5 ~~5.0~~	6.0
A69	ø Horsley-Corbridge Improvement, Northumberland	D2	2.4 ~~2.5~~	2.5
A69	/ Team Valley Grade Separated Junction, Tyne and Wear	D2	2.2 ~~2.0~~	0.5
A69	ø Eighton Lodge Junction Improvement, Tyne and Wear	D2	3.7 ~~4.0~~	0.8
A69	ø Improved Tyne Crossing, Scotswood, Tyne and Wear	D2/D3	5.5	–
A69/A6125	Newcastle Western Bypass, Tyne and Wear	D2/D3	40.0	6.0
A69	Brampton Bypass, Cumbria	S	3.9 ~~4.0~~	3.0
A303	South Petherton-Broadway, Somerset	D2/S	14.0	9.0

/ Addition of Scheme announced in Roads England 1982

ø Addition of Scheme announced in May 1983

SCHEMES IN PREPARATION

Route Number	Scheme	Proposed Standard	Estimated Works Cost (£million, November 1982 prices)	Approximate Length (Miles)
	April 1985 to March 1987			
Main Programme ~~1985 and 1986~~ (continued)				
A361	North Devon Link, Stage 2A, (Tiverton - Newtown), Devon	S	23.1	15.1
A361	North Devon Link, Stage 2B (Newtown-Barnstable), Devon	S	17.3	11.3
A406	Falloden Way-Finchley High Road, Greater London	D3	22.5	1.9
~~A406~~	~~Chingford Road-Hale End Road, Greater London~~	~~D3~~	~~39.2~~	~~1.3~~
A406	Popes Lane-Western Avenue, Greater London	D3/D2	20.5	2.2
A406	Great Cambridge Road (A10) Grade Separated Junction, Greater London	D3	23.0	0.8
A406	Hanger Lane-Harrow Road, Greater London	D3	43.1	1.7
A417	Birdlip Bypass, Gloucestershire	S	1.2	1.6
A417	Brockworth Bypass, Gloucestershire	D2	6.7	3.0
A419 /	Blunsdon - Cricklade Dualling, Wiltshire	D2	1.7 ~~2.0~~	2.5
A422	Stratford Northern Bypass, Warwickshire	D2/S	10.3 ~~10.5~~	8.0
A423	Maidenhead Thicket-Burchetts Green, Berkshire	D2	6.1 ~~6.5~~	2.6
~~A428~~ /	Lavendon Bypass, Buckinghamshire	S	2.0	1.2
A435	Alcester Bypasses, Warwickshire	S	8.7	5.3
~~A435~~	Evesham Bypass, Hereford and Worcester	S	7.9	4.0
A483	Chester Southerly Bypass-Welsh Border, Cheshire	D2	6.6	2.5
A483	Oswestry Bypass and A5 Improvements, Shropshire	S	13.1 ~~12.9~~	13.1
A516 /	Etwall Bypass, Derbyshire	S	1.9	1.2
A523	Macclesfield Inner Relief Road, Cheshire	S	10.2	3.3
~~A564~~	~~Stoke-Derby Link (Derby Bypass-Derby Spur), Derbyshire/Leicestershire~~	~~D2~~	~~54.0~~	~~18.6~~
A564	Stoke-Derby Link (Hatton/Hilton and Foston Bypass), Derbyshire	D2	7.6 ~~7.0~~	5.3
A565 /	Derby Road Improvement (Church Street, Howe Street), Merseyside		2.0	0.7
A604	M1-A1 Link (M1-Kettering) Northamptonshire	S/D2	45.2	19.1
A604	M1-A1 Link (Kettering Section), Northamptonshire	D2/S	14.7	5.6

/ Addition of Scheme announced in Roads England 1982

C: SCHEMES IN PREPARATION

Route Number	Scheme	Proposed Standard	Estimated Works Cost (£million, November 1982 prices)	Approximate Length (Miles)
	Main Programme ~~1985 and 1986~~ April 1985 to March 1987 (continued)			
A604	M1-A1 Link (Kettering-Brampton), Northamptonshire / Cambridgeshire	S	21.6	~~19.1~~ 21.1
A616	Stocksbridge- M1, South Yorkshire	S	16.8	7.4
A629	Kildwick-Beechcliffe, West Yorkshire	D2/S	~~22.7~~	4.6
~~A650~~	~~Bingley-Cottingley Bar, West Yorkshire~~	~~D2~~		
A650	Victoria Park-Crossflatts, West Yorkshire	D2	8.0 ~~10.9~~	~~2.0~~ 2.1
A650	Crossflatts-Bingley (Advance Bridgeworks), West Yorkshire	D2	2.0 ~~3.0~~	
~~A650~~	~~Crossflatts-Bingley (Main Works), West Yorkshire~~	~~D2~~	~~15.1~~	~~1.4~~
A696 /	Woolsington and Kenton Bank Foot Bypass, Tyne and Wear/Northumberland	D2	4.2	2.6
A6119/A677	Whitebirk-M6 Improvements, Lancashire		9.0	
A6183	Kirkhamgate-Dishforth (A63 Austhorpe-A1 Bramham, West Yorkshire,	D2	22.6 ~~22.6~~	7.3
~~A6183~~	~~Kirkhamgate-Dishforth, (Knowsthorpe-A63 Austhorpe, West Yorkshire~~	~~D3~~	~~13.8~~	~~3.3~~
A6183	Kirkhamgate-Dishforth, (Stourton-~~Knowsthorpe~~-Knowsthorpe) West Yorkshire	D3	9.1 ~~9.1~~	~~0.6~~ 0.6

/ Addition of Scheme announced in Roads England 1982

SCHEMES IN PREPARATION

Route Number	Scheme	Proposed Standard	Estimated Works Cost (£million, November 1982 prices)	Approximate Length (Miles)
	April ~~March~~ 1985 to March 1987			
Reserve List ~~1985 and 1986~~				
A5	Chirk Bypass, Shropshire	D2	3.7	0.7
A10	Melbourn Bypass, Cambridgeshire	S	3.0	1.9
~~A11~~	~~Red Lodge Bypass, Norfolk~~	~~D2~~	~~1.9~~	~~1.8~~
A11	Besthorp-Wymondham	D2	3.0 ~~2.9~~	2.9
A12	Martlesham Bypass, Suffolk	D2	5.3	1.9
A16	South of Haven Bridge Boston, Lincolnshire	S	4.7 ~~4.4~~	0.7
A34	Hanford Grade Separated Junction, Staffordshire	D2	3.0 ~~3.4~~	0.6
A35	Houton link - A30, Dejan	S	3.0	1.4
A36	Codford Bypass, Wiltshire	S	~~3.7~~ 1.2	2.0
A36	Heytesbury Bypass, Wiltshire	S	1.3 ~~1.4~~	1.3
A36	Steeple Langford Bypass, Wiltshire	S	~~1.5~~ 1.3	1.4
A36	Stapleford - South Newton Bypass, Wiltshire	S	4.7	4.2
A43	Brackley Bypass, Northamptonshire	D2/S	~~6.1~~ 5.9	4.1
~~A43~~	~~Towcester Bypass, Northamptonshire~~	~~S~~	~~1.8~~	~~1.7~~
Stet ~~A43~~	~~Blisworth Bypass, Northamptonshire~~	~~S~~	~~9.0~~	~~4.1~~
A43	Towcester Bypass, Northamptonshire	D2/S	~~4.0~~ 3.7	2.5
~~A45~~	~~ø Trimley Grade Separated Junction, Suffolk~~	~~-~~	~~1.5~~	~~-~~
A46	Newark Relief Road, Nottinghamshire	S	22.9	5.8
A47	Eye Bypass, Cambridgeshire	S	1.9	2.0
~~A47~~	~~Guyhirn Diversion, Cambridgeshire~~	~~S~~	~~3.1~~	~~0.7~~
A47	Thorney Bypass, Cambridgeshire	S	2.2	2.0
A47	Castor and Ailsworth Bypass, Cambridgeshire	S	3.1	3.3
~~A49~~	~~Ashton Bypass, Hereford and Worcester~~	~~S~~	~~0.9~~	~~1.2~~
~~A49~~	~~Onibury Diversion, Shropshire~~	~~S~~	~~1.3~~	~~0.6~~
A49	Prees Bypass/Prees Green Diversion, Shropshire	S	1.6	2.2
A52	Bingham Bypass, Nottinghamshire	S	2.9	2.0
A54	Tarvin Northern Bypass, Cheshire	D2/S	2.8	3.3
A64	Seamer/Crossgates Bypass, North Yorkshire	S	4.9	~~2.6~~ 3.0
A65	Settle and Giggleswick Bypass, North Yorkshire	S	5.6	3.7
A140	Dickleburgh Bypass, Norfolk	S	1.9	1.9
A303	Furze Hedge Improvement, Wiltshire	S	1.0	0.5

~~ø Addition of Scheme announced in May 1983~~

C: SCHEMES IN PREPARATION

April 1985 to March 1987

Route Number	Scheme	Proposed Standard	Estimated Works Cost (£million, November 1982 prices)	Approximate Length (Miles)
Reserve List ~~1985 and 1986~~ (continued)				
A303	Thruxton - Amesbury, Hampshire	D2/S	7.6	4.8
~~A303~~	~~Charnage-Mere, Wiltshire~~	~~D2~~	~~2.1~~	~~2.6~~
A423	Southam Bypass, Warwickshire	S	2.1	1.5
A595	Thursby bypass, Cumbria	S	1.2	0.9
A696	Belsay Bypass, Northumberland	S	0.8	1.0
A696	Ponteland Bypass, Northumberland	S	2.7	2.6
A696	Otterburn Bypass, Northumberland	S	0.9	2.2
A650	Drighlington Bypass, West Yorkshire	S	2.6	2.6

SCHEMES IN PREPARATION

Route Number	Scheme	Proposed Standard	Estimated Works Cost (£million, November 1982 prices)	Approximate Length (Miles)
	Main Programme April 1987 onwards			
M63	Stretford - Eccles Improvement Stage 4 (Junctions 3-5), Greater Manchester	D3	6.9	1.1.
A1	Kirkhamgate-Dishforth (A1 Improvements, Stage II Wetherby-Dishforth) North Yorkshire	D3	~~37.5~~ 16.0	
A1	/ Baldersby Grade Separated Junction, North Yorkshire		2.0	
A3	Liphook and Petersfield Bypasses, Hampshire	D2	~~19.7~~ 19.6	12.6
A3	ø Hindhead Improvements, Surrey	D2/S	6.0	3.5
A3	/ Milford Bypass, Surrey	D2	4.3	1.4
A6	/ Barton Bypass, Bedfordshire	S	1.9	1.3
A6	ø Kegworth Bypass, Leicestershire	S	3.0	1.5
A11	ø Four Wentways Junction Improvement, Cambridgeshire		1.5	0.5
A12	ø Capel St Mary Flyover, Suffolk		1.5	
A12	Eastway-Eastern Avenue, Greater London	D3/D2	84.2	3.7
A12	Great Yarmouth Western Bypass (Southern Section) Norfolk	D2	~~15.1~~ 5.9	1.6
A13/ A117 ø	Junction Improvement, Greater London		1.5	
A13	Dovers Corner - GLC Boundary, Greater London	D2	17.5	0.9
A16	/ Spalding-Sutterton Improvement, Lincolnshire		15.7	9.9
~~A17~~	~~Wigtoft-Sutterton Bypasses, Lincolnshire~~	~~S~~	~~2.5~~	~~2.5~~
A20	Folkestone-Dover, Kent	D2	33.0 ~~33.0 51.1~~	8.4
A21	Robertsbridge Bypass, East Sussex	S	2.3	1.2
A13	Dover Corner Flyover, Greater London	S	3.0	0.3

/ Addition of Scheme announced in Roads England 1982
ø Addition of Scheme announced in May 1983

C. SCHEMES IN PREPARATION

Route Number	Scheme	Proposed Standard	Estimated Works Cost (£million, November 1982 prices)	Approximate Length (Miles)
Main Programme April 1987 onwards				
A23 ø	Coulsdon Inner Relief Road, Greater London		3.5	0.5
A23	North of Bolney-Brighton, West Sussex	D2	~~19.7~~ 12.4	8.0
A23 ø	Purley Cross Improvement, Greater London		1.0	
~~A27~~	~~Brighton Bypass, East/West Sussex~~	~~D2~~	~~41.6~~	~~8.3~~
~~A27~~ /	~~Westhampnett Diversion, West Sussex~~	~~D2~~	~~2.9~~	~~1.2~~
A27	Crossbush Bypass, West Sussex	D2	~~4.5~~ 4.6	2.2
A30 ø	Honiton-Exeter Improvement, Devon	D2	18.0	11.3
A30/ A303 ø	~~Honiton~~-Marsh / Honiton Improvement, Devon	D2/S	15.0	8.5
~~A30~~	~~Zelah Improvement, Cornwall~~	~~S~~	~~3.0~~	~~2.5~~
A30	Indian Queens Improvement, Cornwall	S	6.0	3.7
A30	Plusha-Bolventor, Cornwall	S	8.7	4.0
A30	Okehampton-Launceston, ~~Cornwall~~ Devon.		~~14.4~~	12.2
A30	Launceston-Plusha, Cornwall		~~4.4~~ 11.5	5.9
A34	Newbury-Litchfield Stage 2, Berkshire	D2	17.9	6.8
A35 /	Charmouth Bypass, Dorset	S	~~3.9~~ 4.0	2.7
A35 ø	Yellowham Hill-Troy Town Improvement, Dorset	D2	~~1.5~~ 4.0	1.0
A39	Wadebridge Bypass, Cornwall	S	3.0	5.1
A40	Ealing, Western Circus, Greater London	D3	16.1	0.4
A40	Ealing, Gipsy Corner, Greater London	D2/D3	14.3	0.6
A40	Swakeley Road Grade Separated Junction, Greater London	D3	9.4	0.8
A40	Long Lane Grade Separated Junction, Greater London	D3	12.5	1.0
~~A41~~	~~Bicester Southern Bypass, Oxfordshire~~		~~3.0~~	
A41 /	Whitchurch Bypass, Shropshire	S	6.7 *	4.5 *

/ Addition of Scheme announced in Roads England 1982
ø Addition of Scheme announced in May 1983

SCHEMES IN PREPARATION

Route Number		Scheme	Proposed Standard	Estimated Works Cost (£million, November 1982 prices)	Approximate Length (Miles)
Main Programme April 1987 onwards (continued)					
A42		Castle Donington North, Leicestershire	D2	24.0	8.5
A42		Measham – Ashby Bypass, Leicestershire	D2	21.4	6.1
~~A43~~		~~Peartree Hill-Wendlebury Improvement, Oxfordshire~~	~~D2~~	~~20.7~~	~~6.2~~
A45	ø	St Neots Bypass-Croxton Crossroads Improvement, Cambridgeshire	S	1.5	1.0
A46	ø	Leicester Western Bypass, Leicestershire	D2	31.0	9.0
A47		Acle Bypass, Norfolk	D2	2.3	1.5
A47		Norwich Southern Bypass, Norfolk	S/D2	61.5	14.0
A47	/	Wardley Hill Improvement, Leicestershire	S	1.4	2.5
A47	ø	Tilney High End Bypass, Norfolk	S	2.5 ~~2.0~~	2.0
A47	ø	East Dereham-North Tuddenham Improvements, Norfolk	S	2.5	0.6
A49	ø	Weaverham Diversion, Cheshire	S	2.5	2.0
A51/ A52	ø	Nantwich Bypass, Cheshire	S	4.0	3.5
A52/ A6005	ø	Nottingham Outer Ring Road, Abbey Street Grade Separated Junction, Nottinghamshire	D2	3.9 ~~4.0~~	
A63	ø	Howden Western Bypass, Humberside	S	2.2	1.0
A65	ø	Addingham Bypass, West Yorkshire	S	4.4 ~~3.6~~	2.0 ~~1.7~~
A65	ø	Draughton Bypass, North Yorkshire	S	1.5	1.5
A65	ø	Gargrave Bypass, North Yorkshire	S	2.4	4.1
~~A65~~		~~Burley-in-Wharfedale Bypass, West Yorkshire~~	~~S~~	~~1.7~~	~~0.9~~
~~A69~~	~~ø~~	~~Improved Tyne Crossing, Scotswood, Tyne and Wear~~	~~D2/D3~~	~~6.0~~	
A127	ø	Rayleigh Weir Grade Separated Junction, Essex		5.0	0.7
A140	/	Scole Bypass, Norfolk	S	3.0	1.9
A259	ø	Rye Bypass, East Sussex	S	5.3 ~~5.0~~	1.3
A259		Winchelsea Bypass, East Sussex	S	3.0	

/ Addition of Scheme announced in Roads England 1982
ø Addition of Scheme announced in May 1983

C: SCHEMES IN PREPARATION

Route Number	Scheme	Proposed Standard	Estimated Works Cost (£million, November 1982 prices)	Approximate Length (Miles)
	April			
Main Programme/	1987 onwards (continued)			
A303	Ilchester-South Petherton, Somerset	D2	~~4.8~~ 6.8	4.3
A303 /	Sparkford Bypass, Somerset	D2	~~8.3~~ 7.0	2.9
A406	Chingford Road - Hale End Road, Greater London	D3	39.2	1.3
A406	Regents Park Road Junction, Greater London	D3	36.3	1.0
A406	East London River Crossing, Greater London	D2	94.0	5.7
A406	Sysons Road - Hail Lane, Greater London	D3	31.0	1.5
A406	East of Silver Street - A1010, Greater London	D3	26.1	0.7
A406 ø	Wilmer Way Grade Separated Junction, Greater London		30.0	0.5
A406 ø	Green Lanes Grade Separated Junction, Greater London		26.0	0.5
A406 ø	Bounds Green Road Grade Separated Junction, Greater London		12.0	0.5
A420 /	Kingston Bagpuize and Southmoor Bypass, Oxfordshire	S	2.0	2.5
A428	Bedford Bypass, Bedfordshire	S	30.0	6.8
~~A428 / Lavendon Bypass, Buckinghamshire~~		~~S~~	~~2.0~~	~~1.2~~
A435	North of Alcester-Gorcott Hill, Warwickshire	S	7.1	6.5
A435 /	Norton and Lenchwick Bypass, Warwickshire/ Hereford and Worcester	S	8.0	5.0
A438	West of Ashchurch - A435, Gloucestershire		Star ~~7.0~~	3.0
A453 ø	Nottingham, Clifton Lane Improvement, Nottinghamshire			
~~A516 / Etwall Bypass, Derbyshire~~		~~S~~	~~1.1~~	~~1.2~~
A564	Stoke-Derby link (Derby Bypass - Derby Spur) Derbyshire / Leicestershire	D2	54.0	18.6
A564	Stoke-Derby Link (Stoke Southern Bypass), Staffordshire	D2	~~34.9~~ 17.8	7.8
A564	Stoke-Derby Link (Doveridge Bypass), Derbyshire	D2	~~6.5~~ 6.7	3.7
A590 ø	Dalton-in-Furness Bypass, Cumbria	S	8.0	2.6
A596/A66 ø	Workington Eastern, Stainburn and Great Clifton Bypass, Cumbria	S	4.5	

/ Addition of Scheme announced in Roads England 1982
ø Addition of Scheme announced in May 1983

SCHEMES IN PREPARATION

Route Number	Scheme	Proposed Standard	Estimated Works Cost (£million, November 1982 prices)	Approximate Length (Miles)
Main Programme April 1987 onwards (continued)				
A638	ϕ Doncaster, ~~York Road Improvement~~, North Bridge Relief Road South Yorkshire	D2	~~2.0~~ 8.7	~~2.0~~ 2.0
~~A650~~	~~Bingley-Gottingley Bar, West Yorkshire~~	~~D2~~	~~12.9~~ 7.6	~~1.6~~
~~A650~~	~~Crossflatts-Bingley Main Works, West Yorkshire~~	~~D2~~	~~8.6~~	~~1.4~~
A650	Shipley Eastern Bypass, West Yorkshire	D2	22.0	5.7
A1079	Market Weighton Bypass, Humberside	S	2.0	2.7
A5117	Woodbank Junction Improvement, Cheshire	S/D2	3.5	0.8

ϕ Addition of Scheme accounced in May 1983

C. SCHEMES IN PREPARATION

Route Number	Scheme	Proposed Standard	Estimated Works Cost (£million, November 1982 prices)	Approximate Length (Miles)
Reserve List April 1987 onwards				
A4/A46	Batheaston/Swainswick Bypass, Avon	D2	~~14.5~~ 13.6	2.5
A6	Market Harborough Bypass, Leicestershire	S	~~5.0~~ 5.0	3.7
A6	Quorn and Mountsorrel Bypass, Leicestershire	S	~~8.0~~ 5.4	~~5.0~~ 3.7
A6	Burton Latimer-Rushden, Northants	S/D2	15.0	10.9
A11	Newmarket-Red Lodge, Norfolk	~~S~~	~~1.1~~	~~1.4~~
A11	Red Lodge Bypass, Norfolk	~~D2~~	~~1.9~~	~~1.8~~
A17	Leadenham Bypass, Lincolnshire	S	~~4.4~~ 4.2	2.5
A17	Fosdyke Bridge Improvement, Lincolnshire	S	2.0	0.1
A35	Axminster Bypass, Devon	S	6.0	2.7
~~A36~~	~~Stapleford-South Newton Bypass, Wiltshire~~	~~S~~	~~4.9~~	~~4.2~~
A36	Beckington Bypass, Somerset	S	1.1	1.0
A41	Aston Clinton Bypass, Buckinghamshire	S	10.2	6.0
~~A43~~	~~Blisworth Bypass, Northamptonshire~~	~~S~~	~~8.8~~	~~4.1~~
A43/A16	Stamford Relief Road, Lincolnshire/Cambridgeshire	S	2.5	1.4
A45 ϕ	Trumley Grade Separated Junction, Suffolk	—	1.5	—
A47	Walpole Highway and St Johns Highway Bypass, Norfolk	S	2.9	3.5
A47	Guyhirn Diversion, Cambridgeshire	S	3.1	0.7
~~A49~~	~~Onibury Diversion, Shropshire~~	~~S~~	~~1.3~~	~~0.6~~
~~A49~~	~~Prees Bypass/Prees Green Diversion, Shropshire~~	~~S~~	~~1.6~~	~~2.2~~
~~A49~~	~~Ashton Bypass, Hereford and Worcester~~	~~S~~	~~0.9~~	~~1.2~~
~~A54~~	~~Tarvin Northern Bypass, Cheshire~~	~~D2/S~~	~~2.8~~	~~3.8~~
A59	Burscough Bypass, Lancashire	~~D2~~ S	9.5	~~5.0~~ 3.0
A63	Selby Bypass, North Yorkshire	S	5.1	5.3
A69	Warwick Bridge Bypass, Cumbria	S	5.3	2.2
A249	Iwade Bypass, Kent	S	1.5	0.6
A303	Mere-Wincanton, Wiltshire/Somerset	D2/S	12.2	4.8
~~A406~~	~~Dysons Road-Hall Lane, Greater London~~	~~D3~~	~~31.0~~	~~1.5~~
~~A406~~	~~East of Silver Street-A1010, Greater London~~	~~D3~~	~~26.1~~	~~0.7~~

ϕ Addition of Scheme announced in May 1983.

A47 ϕ	Peterborough Longthorpe Grade Separated Junction, Cambridgeshire	—	1.3	—
A47 ϕ	Peterborough Werrington Grade Separated Junction, Cambridgeshire	—	1.3	—

SCHEMES IN PREPARATION

Route Number	Scheme	Proposed Standard	Estimated Works Cost (£million, November 1982 prices)	Approximate Length (Miles)
Reserve List April 1987 onwards (continued)				
A446	Essington-Bassetts Pole, Staffordshire	D2	70.4	13.6
A446	Bassetts Pole-Coleshill, Warwickshire	D2	18.4	5.0
A595	Egremont Bypass, Cumbria	S	2.8	1.9
A596	Wigton Bypass, Cumbria	S	4.5	1.4

D: SCHEMES REPLACED IN THE NATIONAL TRUNK ROAD PROGRAMME SINCE 1 JANUARY 1982 BY NEW PROPOSALS

Scheme		Replacement undertaken or proposed:
A35	Long Bredy Hut-New Barn, Dorset	Transferred to regional programme as will cost less than £1m
A38	Lichfield bypass grade separated junction, Staffordshire	Diversion of trunk route
A38	Stoketon Cross-Trerulefoot and Liskeard-Bodmin, Cornwall	Revised proposals including a bypass of Dobwalls will be put forward following a study of Bodmin-Saltash stretch of A38
A40	Witney-Northleach Oxfordshire/Gloucestershire	Replaced by series of improvements in the regional programme
A40	East of Witney-Cassington, Oxfordshire	Replaced by a series of improvements in the regional programme
A41	Aylesbury inner relief road, Buckinghamshire	Diversion of trunk route
A45	Leamington turn improvement Warwickshire	More modest improvements if required
A46	Hykeham-Lincoln improvement, Lincolnshire	Superseded as trunk route by building of Lincoln relief road
A46	Hykeham-Newark improvement, Lincolnshire/Nottinghamshire	Replaced by improvements in the regional programme
A47	Cuckoo Lodge-Easton Hornstocks Northamptonshire	Replaced by improvements in the regional programme
A59	Mellor Brook-Whalley, Lancashire	Replaced by other improvements including ones to relieve Copster Green and Mellor Brook
A64	Scagglethorpe diversion, N Yorkshire	Replaced by scheme in regional programme
A64	Scagglethorpe-Staxton, N Yorkshire	Replaced by schemes in regional programme
A66	Temple Sowerby-Whinfell House, and Kirkby Thore-Crackenthorpe Cumbria	Replaced by smaller improvements such as at River Eden Bridge
A66	Clifton bypass, Cumbria	Incorporated into larger scheme
A66	Stainburn Road, Cumbria	Incorporated into larger scheme
A303	Broadway-Marsh, Somerset	Replaced by a series of schemes in the regional programme
A303	Charnage - Mere, Wiltshire	More modest improvements if required

Scheme		Replacement undertaken or proposed:
A422	Alcester-Stratford, Warwickshire	Replaced by schemes in the regional programme
A435	Evesham-Dunnington, Warwickshire/ Hereford and Worcester	Replaced by Norton and Lenchwick Bypass
A435	Evesham-A438, Hereford & Worcester	Replaced by schemes in the regional programme
A446	Curdworth Bridges, Warwickshire	Replaced by minor improvements following authorisation of M42
A523	Macclesfield-Hazel Grove, Cheshire/ Greater Manchester	To be replaced by fresh proposals including a bypass of Poynton following study identifying the needs of this stretch of trunk route.
A590	Newby Bridge, Cumbria	Replaced by less intrusive scheme in regional programme
A596	Workington Bridge-Northside Cumbria	Overtaken by new proposal for major bypass
A606	Tollerton improvement, Nottinghamshire	Replaced by minor improvements, in the regional programme

E: RESIDUAL SUSPENDED LIST FOLLOWING 1983 REVIEW

Other schemes, on which preparation work remains temporarily suspended.

		Reason
A4	Saltford bypass, Avon	Requires further review
A5	Nesscliffe bypass, Shropshire	Requires further review
A6	Great Glen bypass, Leicestershire	Under further study
A16	Louth bypass, Lincolnshire	Under further study
A27	Patching improvement, West Sussex	Requires further review
A27	Tortington improvement, West Sussex	Requires further review
A27	Polegate improvement, East Sussex	Requires further review
A35	Winterbourne Abbas bypass, Dorset	Requires further review
A35	Wilmington bypass, Devon	Requires further review
A35	Chideock-Morecombelake bypass, Dorset	Under further study
A35	Tolpuddle-Puddletown bypass, Dorset	Under further study
A39	Camelford bypass, Cornwall	Under further study
A40	North of Oxford improvements, Oxfordshire	The form of these improvements depends on outcome of the public inquiries into the M40 and Wendlebury Link
A43	Silverstone bypass, Northamptonshire	Under further study
A59	Bickerstaffe-Bretherton remaining stages)	Subject to the outcome of a study of further needs of trunk road network in the Preston area.
A59	Bretherton-Hutton)	
A59	Preston southern bypass)	
	)	
A65	Coniston Cold improvement, North Yorkshire)	Under further study
A65	Rawlinshaw-Harden Bridge, North Yorkshire)	
A65	Hellifield improvement, North Yorkshire)	
A69	Haltwhistle bypass, Northumberland	Requires further review
A69	Haydon Bridge bypass, Northumberland	Requires further review
A259	Bexhill-Hastings bypass, East Sussex	Under further study
A259	New Romney, Dymchurch, St Marys Bay and Hythe bypasses, Kent	Under further study
A303	Winterbourne Stoke bypass, Wiltshire	Requires further review
A303	Chicklade bypass, Wiltshire	Requires further review

		Reason
A406	Golders Green flyover, Greater London	Depends on completion of adjacent schemes
A417	Stratton bypass, Gloucestershire	Requires further review
A418	Thame-Stevenage improvement, Buckinghamshire /Bedfordshire/Hertfordshire	Advance provision of bypasses may be made on the route; 100% grant already offered for Leighton Linslade Bypass
A419	Latton bypass, Wiltshire	Requires further study
A449	Kidderminster eastern bypass, Hereford and Worcester; Stourbridge bypass, Staffordshire; Wolverhampton bypass, Staffordshire	The form of improvement needed will be reconsidered.
A570	Scarisbrick and Pinfold bypass, Lancs	Subject to the outcome of a study of further needs of trunk road network in central Lancashire
A590	High Newton diversion, Cumbria	Requires further review
A628	Mottram-Tintwistle bypass, Greater Manchester/Derbyshire	Requires further review

Schemes which may no longer be needed in the light of other developments, but which will be retained in the programme until the results of current inquiries are known.

		Inquiry
M12	South Woodford-Brentwood, Greater London/Essex	Third London Airport
A34	Clopton Bridge improvement, Warwickshire	M40
A61	Sheffield-Crown Inn, South Yorkshire	Stockbridge - M1
A64	Leeds-Bramham Stages 1 and 2, West Yorkshire	A1 Kirkhamgate - Dishforth

[redacted]LE 4

Local Authority Schemes receiving 100 per cent Grant from Central Government

Route Number	Scheme	Standard	Estimated Total Cost (£m)	Approximate Length (Miles)	Progress
M531	Ellesmere Port Motorway				
(M53)	Extension, Cheshire: Stoak Interchange to A56 at Hoole	D2	13.2	3.0	Completed July 1982
M602	M602 Spur to Salford Docks, Greater Manchester	D2	20.6	2.6	~~Under Construction~~ Completed December 1982
A249	Improvement between Chestnut Street and Bobbing, Kent	S	2.9	1.3	Completed December 1982
M23/ A264	Crawley (Copthorne) Link, West Sussex	S	3.7	0.9	Under Construction
A15	Brigg and Redbourne Bypass/ Humberside	S	3.9	5.0	In preparation
A282	M25 London Outer Orbital Road: Dartford Tunnel Approach Road (North), Essex	D3	2.3	1.0	Completed November 1982
	Dartford Tunnel Approach Road (South), Kent	D3	10.2	1.5	In preparation
	Dartford Tunnel - Toll Plaza Kent	-	3.3	-	In preparation
A418	Leighton Linslade Bypass/ Bedfordshire	S	11.1	6.2	In preparation
A420	Shrivenham Bypass, Oxon	S	3.5	3.0	Under Construction

Notes: This table lists local authority schemes in England which attract 100 per cent grant from Central Government. It shows schemes completed between 1 January 1982 and 30 June 1983 at outturn prices, and schemes under construction at current prices, or in preparation at November 1982 prices.

S Single carriageway

D2 dual carriageway, two lane

D3 dual carriageway, three lane

- Transport : White Paper
Policy for Roads
'81 Pt 2

2 SEP 1980

FILE
CONFIDENTIAL

c HMT DOE CSO JR
NIO D/M CO
D/N T+I Owen
SO CDL Ingham
WO MAFF

SUBJECT

cc Master

10 DOWNING STREET

From the Private Secretary

12 July 1983

Dear Dinah,

ROADS WHITE PAPER

The Prime Minister held a meeting this morning to discuss the draft White Paper on the roads programme, circulated under cover of your Secretary of State's letter of 6 July to the Chancellor of the Exchequer. Your Secretary of State, the Secretary of State for the Environment, the Chief Secretary and Mr. Ferdinand Mount were present.

The Prime Minister said that there was considerable anxiety in the financial markets about the present level of Government expenditure. In these circumstances she was concerned about the publication of the proposed White Paper. She recognised that there were no new public expenditure implications in the draft, but noted that the White Paper was likely to create the impression that the level of spending achieved last year would continue until the end of the decade. It would, of course, also be necessary to make it clear in the White Paper that Thursday's expenditure announcement had been taken fully into account.

After discussion, it was agreed that the White Paper should be postponed until September, preferably the first week in September but after your Secretary of State's public expenditure bilateral with the Chief Secretary. The White Paper would, thus, be drafted to take account of the public expenditure decisions which would be taken in the bilateral meeting; and it would be more useful, from the point of view of the Government's overall publicity programme, for publication to take place then rather than during the crowded month of July.

I am sending copies of this letter to the Private Secretaries to members of E(A) and to Richard Hatfield (Cabinet Office).

Yours sincerely,

Michael Scholar

Miss Dinah Nichols,
Department of Transport.

dg

CC No.

Treasury Chambers, Parliament Street, SW1P 3AG

Rt Hon Tom King MP
Secretary of State
Department of Transport
2 Marsham Street
London SW1P 3EB

11 July 1983

Dear Secretary of State

ROADS WHITE PAPER

Nigel Lawson has asked me to reply on his behalf to your letter of 6 July.

I am afraid that I can not agree to your proceeding with the White Paper at this time. While I note your view that there are no new public expenditure implications I see that the paper contains pretty explicit commitments to at least continuing the level of spending achieved last year until the end of the decade. In the shorter term, I also understand that your Department has made substantial additional bids in the new Survey to maintain the present level of road maintenance activity. And your figures take no account of the effect of Thursday's announcement.

I think it would be better if we could take a considered look at the detail of the roads programme after rather than before we have taken decisions on what we can afford for roads. I suggest therefore that we revert to your predecessor's plan to publish a more extended statement in the Autumn.

I am copying this to the Prime Minister, other members of E(A) and Sir Robert Armstrong.

Yours sincerely

J.S. Rees

J.S. PETER REES

[Approved by the Chief Secretary]

Trans-A: Roads White Paper
Pt 2

11 JUL 1988

CC NO.

Treasury Chambers, Parliament Street, SW1P 3AG

Rt Hon Tom King MP
Secretary of State
Department of Transport
2 Marsham Street
London SW1P 3EB

11 July 1983

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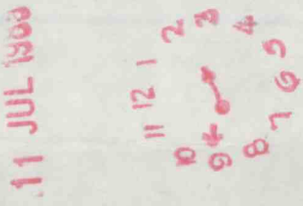
Yours sincerely

J. St. Giles

J. PETER REES

[Approved by the Chief Secretary]

Trans: A: Roads White Paper
Pt 2



cc N.O.

DEPARTMENT OF TRANSPORT
2 MARSHAM STREET LONDON SW1P 3EB

01-212 3434

Prime Minister (4)

MCS 7/7

The Rt Hon Nigel Lawson MP
Chancellor of the Exchequer
HM Treasury
Treasury Chambers
Parliament Street
LONDON SW1P 3AG

6 July 1983

Dear Nigel,

I assume that there are no changes by virtue of the public expenditure announcement. MT.

ROADS WHITE PAPER

in folder attached to file.

I have a statutory duty to make an annual report to Parliament on the roads programme. In recent years this has normally been done in the form of a White Paper rather than a Roads Report. The use of White Papers for this purpose has been welcomed by the Select Committee on Transport.

The publication of a White Paper had to be deferred because of the General Election but I am ready to publish one now. Apart from meeting the statutory requirement the White Paper provides the opportunity to set out the Government's general approach towards roads and traffic in the major conurbations which will have to be tackled when we abolish the GLC and Metropolitan Counties. It does not of course deal with the reallocation of responsibilities: that will be dealt with in the more general White Paper on Local Government reorganisation in Greater London and the Metropolitan Counties later in the year.

Transport: Roads W.P Pt 2

There are no new public expenditure implications. The figures in Part II are consistent with those in the latest Public Expenditure White Paper. The additions to the programme are those announced by my predecessor on 12 May (and on these there is, of course, no commitment on detailed timing).

I have an annual consultative meeting with the local authority associations later this month and it would be convenient to publish the White Paper by 19 or 21 July so that I am free to reveal its contents. To meet that timetable I need your agreement by next Monday morning (11 July).

I am copying this letter to the Prime Minister, other members of E(A) and to Sir Robert Armstrong.

TOM KING

Ford

10 DOWNING STREET

From the Private Secretary

15 April 1983

I attach a copy of a note which was handed to the Prime Minister by a representative of Mowlem's at a recent informal meeting.

This is for information only and there is no need for you to respond to this letter.

M. C. SCHOLAR

Richard Bird, Esq.,
Department of Transport.

Moulem

The case for reconsideration of the road transport requirements of the UK for the 1980s and 1990s.

1. Since the original motorway system was planned, some major changes have affected the road transport requirements of industry.

a) After joining the EEC, patterns of trade have changed and the EEC countries (particularly Germany) are now our major markets (as opposed to more distant countries in the Commonwealth which have declined in relative importance). This means that communications with East Coast and Channel ports have become more important than those with West Coast ports.

b) Shipping methods have changed dramatically in the last 20-30 years. Containerisation and roll on/roll off demand quick road access to ports. We have not as yet provided this between principal manufacturing areas and the East Coast and Channel ports.

c) Industrial products have changed - less heavy engineering and more light engineering and consumable products. These demand flexible, quick and cheap transport.

We are handicapped by our island geography. We should not add to that by the road system to the relevant ports. In effect, we need to redefine the truly essential road network both from that now in place and that postulated.

2. Has regional policy been well served by Regional Development Grants or have they only been a short-term stimulant to regional industry? Would regional policy have been better served by providing good communications sooner? This proposition is worth serious consideration and the question is still relevant.

3. Urban renewal. The M25 will do much for London but it is generally agreed that it was sorely needed at least a decade ago. If we are to renew some of the derelict areas and save some of the declining areas, we should now be looking at what next needs to be done for London's road system. We may need to be willing to take into central control certain vital strategic cross routes and radial routes. The same considerations apply to other major cities with urban renewal problems.

EPB/12.4.83.

2 pps

c/ JV Transport

Prime Mi

NBPM

MIS 18/10

CHIEF SECRETARY TO THE TREASURY

Treasury Chambers, Parliament Street, SW1P 3AG

Rt Hon David Howell MP
Secretary of State
Department of Transport
2 Marsham Street
London SW1

18 October 1982

Dear Secretary of State

ANNUAL ROADS REPORT: ARMITAGE

Your Private Secretary wrote to mine on 13 October seeking agreement to the publication of the Annual Roads Report for England on October 25.

We originally had some doubts about the timing of this, prior to final decisions on the Public Expenditure Survey, but in the light of the specific assurances given by your officials that the publication of the report will not prejudice Cabinet's decisions, and your view that it is urgently needed in the Armitage context on which you minuted the Prime Minister on 14 October, I will not object to publication on October 25. I understand that officials have agreed some amendments to the sections on private finance.

I endorse also your proposals to seek an early decision on Armitage. I am copying this to the Prime Minister and the Secretaries of State for Scotland, Wales, the Environment and Industry.

Yours sincerely

Ja. Brittan

for LEON BRITTAN

(Approved by the Chief Secretary & signed in his absence)

8 OCT 1982

Prime Minister 2

Transport

DEPARTMENT OF TRANSPORT
2 MARSHAM STREET LONDON SW1P 3EB

01-212 3434

CH 13/10

John Gieve Esq
Private Secretary to
The Rt Hon Leon Brittan QC, MP
Chief Secretary to the Treasury
HM Treasury
Parliament Street
SW1P 3AG

13 October 1982

Dear John

ANNUAL ROADS REPORT

Mr Howell has asked me to let you know that he does not intend to issue a White Paper on Roads in England this year. Instead, he hopes to publish (probably on 25th October) a short report, which will both fulfil his statutory obligations to Parliament, and report the outcome of this year's review of the trunk road programme.

The report itself is unlikely to attract much attention, but the additions to the programme will be widely welcomed. They will demonstrate the Government's continued determination to provide the infrastructure needed by industry and to get heavy lorries away from people. The cost is, however, modest - some £75-80m. all told. The package is well worthwhile in economic as well as social terms.

I should be grateful if you could let me know whether the Chief Secretary is content that the Report should be published as shown in the attached draft (which may still be amended slightly as final scheme details are checked). In order to meet the Secretary of State's preferred date for an announcement it would be helpful to have a reply by Monday, October 18th.

I am copying this letter to the Private Secretaries to the Secretaries of State for Scotland, Wales, the Environment, Industry and also to Michael Scholar at No 10.

Yours Sincerely

Toby Johns

TOBY JOHNS
Private Secretary

Draft: 12/10/82

ROADS:

ENGLAND 1982

FOREWORD

The White Paper "Policy for Roads: England 1981" (Cmnd. 8496) reported on developments in the Government's policies for the trunk road system in England and in the programmes for its extension, improvement and maintenance up to the end of 1981. The Secretary of State proposes to report more fully in 1983 on developments since that date and on the prospects in the medium and longer term.

In the meantime this Report records briefly developments in 1982 up to mid-October, and in particular the outcome of the latest review of the forward programme for motorway and trunk road construction.

The Report deals only with trunk roads for which the Secretary of State for Transport is directly responsible. Other roads in England are the responsibility of local highway authorities. While the Secretary of State provides financial support for them and is concerned with the safety, efficiency and impact of the whole road network, this report refers to local roads only where they affect the Secretary of State's own programme.

It discharges the Secretary of State's duty to report to Parliament under the provisions of Section 3(6) of the Road Act 1920 as amended by Section 4 of the Miscellaneous Financial Provisions Act 1955.

INTRODUCTION

1. Good progress has been made in the first nine months of 1982 towards the achievement of the Government's main priorities for trunk roads, as set out in "Policy for Roads: England 1980*". Within the over-riding demands of national economic recovery these are:-

First, roads which aid economic recovery and development;

Second, roads which bring environmental benefit;

Third, preserving the investment already made.

These aims are not mutally exclusive, and particular importance continues to be attached to investment which serves more than one of these objectives.

2. In the light of the progress recorded in more detail below, the forward programme has been reviewed and a substantial number of schemes have been revived or added to it. These are aimed particularly at removing through traffic from towns and villages. The additional schemes include bypasses for a further 20 communities on the inter-urban trunk roads. Over 40 towns and villages on trunk roads will be relieved of through traffic by schemes added to the active programme in 1981 and 82. These are in addition to the many bypasses already in the active programme, and to the 35 local authority bypasses provided for in 1982/3 and the similar number envisaged for 1983/4.

3. Reviews are in hand of a number of medium and longer term policies affecting trunk roads. These include consideration of proposals from the local authority associations for the future of the trunk road network, and the prospects for obtaining private finance to enable the improvement programme to be completed more quickly. A further review is being carried out of the remaining schemes on which preparation work was suspended in 1980 to allow the concentration of effort on urgent schemes. It was this change which made possible the good progress of the since then.

*Cmnd. 7908

4. In 1981-82 we did more new construction work than had been planned, making much faster progress than expected on a number of schemes. At the same time we were able to make available an additional £35m to help reduce the backlog of major repairs and strengthening of the motorways. Because of the sharp drop in civil engineering tender prices at the end of 1980 and the continued low prices since, this was achieved whilst still saving some 8% of the allocated cash. Progress in 1982-83 continues to be well ahead of programme. Continuing keen prices have made it possible to start every scheme as soon as it is ready, and a number of schemes have been completed well ahead of schedule.

5. The outturn for 1981-82 and the latest cash allocations for 1982-83 are shown below, in comparison with those shown in paragraph 18 of "Policy for Roads: England 1981" (Cmnd 8496).

	Outturn Cash £m			
	1981-82		1982-83	
	Est. in Cmnd. 8496	Outturn	As in Cmnd. 8496	Revised allocation
New construction and improvement	466	454	537	522
Maintenance	163	172	156	173
TOTAL	629	626	693	694

(1) Figures do not add up due to rounding.

(2) The increase in <u>total</u> planned expenditure in 1982-83 reflects detailed adjustments within the cash limit, which contains other items not included here, notably lighting.

6. Major structural renewal of motorways and trunk roads which have reached the end of their natural life is closer to new construction than routine maintenance. This is because of the scale and the nature of the engineering operations involved. It is also analogous to long-term capital replacement in other fields. It will therefore in future be treated as capital investment and included in the same expenditure block as new construction.

THE NEW CONSTRUCTION PROGRAMME

Progress

7. In the first nine months of 1982 progress continued at a high rate.

8. Up to mid-October [50] miles of new trunk roads were completed this year. The details are shown in Table 1. They include the major M63 Stockport East-West Bypass, the A120 Colchester Eastern and Elmstead Market Bypass on the road to Harwich, and the section of M25 serving the western entrance of London Airport (Heathrow). This has opened both well ahead of schedule and of completion of the new Terminal 4, to serve which a special spur has been provided. The contractors have completed the works ahead of time on several other schemes. Kingsclere on the A339 and Uppingham on the A47 are among the communities relieved of through traffic earlier than expected.

9. In the same period, work started on [ ] further schemes (listed in Table 2A) including two whose start was foreshadowed in "Policy for Roads: England 1981". These schemes will provide a further [ ] miles of new trunk roads, including [ ] miles of new motorway. Tenders have been received for a further [ ] schemes covering [ ] miles, including [ ] miles of motorway (Table 2B).

10. Particularly important for the M25 is the start of work on the crucial interchanges on both its South-West (Leatherhead) and Western (M4 and M40) sections. The adjacent sections will in general be rather quicker to construct, and contracts for them will be let progressively over the next few months. Successive sections of the north-east segment will be opened over the next year or so and the M25 should be complete from the A1 to the Dartford Tunnel and M20 by about the end of 1983. Both south-west and western sections should open in 1985. Subject to the completion of the remaining statutory procedures, the Swanley-Sevenoaks link will also be completed then. Decisions following the inquiry into the final (north-western) section from Micklefield Green to South Mimms [are expected shortly], and the whole M25 orbital route should be open to traffic in 1986.

11. The other schemes in Table 2 include the final section of the M27 north of Southampton, initial work on the extension of the M3 to

Winchester, two major schemes on the A38 in Plymouth, a new 7 mile stretch of the A30 just east of Penzance by-passing Hayle, Roseworthy and Connor Downs, and a number of other bypasses of communities suffering from heavy traffic.

1982 Review of the Forward Programme

12. In the light of the continued good progress made during the year so far, the Secretary of State has decided that there is scope to pick up more of the schemes now on the suspended list and to add some completely new ones to the programme. The schemes affected are set out in detail in Table 3. They include 10 bypass schemes from the suspended list in addition to the **A27 Pevensey** Bypass whose revival was announced in May 1982:-

- **A3** **Milford Bypass,** Surrey
- **A6** **Barton Bypass,** Bedfordshire
- **A16** **Spalding-Sutterton** Improvement, bypassing Spalding, **Pinchbeck, Surfleet, Gosberton** and **Sutterton** in Lincolnshire
- **A27** **Westhampnett Diversion,** West Sussex
- **A35** **Charmouth Bypass,** Dorset
- **A41** **Whitchurch Bypass,** which it is intended should be planned jointly with a Shropshire County Council bypass on A525
- **A303** **Sparkford Bypass,** Somerset
- **A435** **Norton, Lenchwick [and Harvington Cross] Bypass,** Warwickshire
- **A516** **Etwall Bypass,** Derbyshire
- **A696** **Woolsington and Kenton Bank Foot Bypass,** Tyne and Wear

Three other suspended schemes are also being revived: two major junction improvements on the **A1 at Barnsdale Bar,** South Yorkshire and **Baldersby,** North Yorkshire; and the improvement of the **A47** at **Wardley Hill** in Leicestershire where a long and tortuous hilly section needs constant repair.

13. The new schemes include 3 new by-passes:-

- **A140** **Scole Bypass,** which will be planned together with a new Norfolk County Council Bypass on the A143
- **A428** **Lavendon Bypass,** Buckinghamshire
- **A420** **Kingston Bagpuize** and **Southmoor Bypass.** This lies on the Swindon-Oxford principal road which, as previously announced, will be trunked on completion of the Shrivenham By-Pass, itself to be constructed shortly by Oxfordshire

14. Among the other new schemes are three which are particularly important for heavy industrial traffic. A scheme to widen the bottleneck on the M63 at Barton Bridge in Manchester was added to the programme last year. This will remove the main obstacle to the provision by the Greater Manchester County Council of a spur road to take heavy traffic, and that carrying dangerous chemicals from the Carrington petro-chemical complex, off residential roads. Provision is being made in the main programme 1984-85for **a new junction between the M63 and the Carrington Spur and related improvements between junctions 5 and 7 of the M63;** a scheme for the widening of the section between junctions 3 and 5 is being added to the reserve programme. Secondly a new grade separated junction will be provided **on theA69 at Team Valley,** Tyne and Wear, to improve traffic flow both on the A69 and to the Team Valley Industrial Estate and the nearby Enterprise Zone. Thirdly, the **A565 Derby Road in Liverpool** is to be dualled from Church Street to Howe Street. This road connects Seaforth Docks and Crosby to the city and the section in question forms the boundary of the Merseyside Development Corporation's Bootle development area. The last of the new schemes is one to provide a second carriageway on the **A419 between Blunsdon and Cricklade,** Wiltshire (see paragraph 32).

Longer Term Prospects

15. When the programme was reviewed in 1979-80, it was envisaged that many of those schemes on which preparation work was suspended would be picked up again in 3 to 5 years. The good progress made possible by the concentration of resources on the more urgent schemes has enabled us to pick up a substantial number over the past year. Over the next few months the Secretary of State will be reviewing the prospects for many of the remaining suspended schemes. These include the Maidstone-Ashford section of the M20, the proposed standard of which will be reviewed in the light of prospects for a Channel Link, the Leicester Western Bypass (for which the preferred route was announced recently) and a number of schemes for improvement of stretches of road between towns which may more appropriately be the subject of a series of small improvements. The comparatively few remaining bypass schemes will also be reviewed, including possible options for those on which work is suspended because it has so far proved impossible to identify any route acceptable to local people which could also meet the needs of traffic at a reasonable cost.

16. The present trunk road programme will be nearing completion by the end of the decade. Consideration is now being turned to the needs of the national network for through traffic in the longer term, whatever the organisational arrangements may then be (see paragraph 24). The Secretary of State has welcomed the work on the needs of the primary route network by the County Surveyors Society and the local authority associations. Their initial assessment suggested that additional work, not already planned, might be needed which would extend present programmes by the equivalent of some 18 months work. This suggests that present plans will go a very long way to completing an adequate network, at least outside the conurbations. The Government are, however, well aware of the special problems of the main roads in the largest cities, especially London. They are now considering the report on Transport in London by the House of Commons Transport Committee, whose proposals in respect of strategic roads will be taken into account in reviewing the longer term road programme.

MAINTENANCE

1982-83 Maintenance Programme

17. The additional £15m which the continued low tender prices have released from new construction funds (see paragraph 5), bring the total cash provision for maintenance in the current year to £173m. This compares in cash terms with the 1981-82 final outturn of £172m. It will enable the momentum of the maintenance programme as a whole to be continued during 1982-83 and in particular enable further emphasis to be given this year to motorway and trunk road structural repairs.

18. The programme for major repairs to motorways continues to make good progress. Expenditure planned at some £75 million in 1982-83 will result in the renewal of lengths equal to about 70 miles of dual 3-lane motorway. Some 50 major contracts are expected to be completed during 1982-83 of which over half have already been let, principally on the M1 and M6. A sum of £17 million has been allocated for major repairs to trunk roads in 1982-83. That programme is also well advanced and will result in the renewal of lengths equal to about 30 miles of dual 2-lane carriageway.

19. We also plan to spend just over £40 million on minor - but nonetheless important - repairs to motorways and trunk roads. This element of expenditure has, however, had to be restricted to make room for the major repair programmes. For the same reason, routine maintenance has also had to

be restricted, although essential work such as winter maintenance continues, with planned expenditure of nearly £40 million in 1982/83.

Progress with the 5-Year Programme for Major Motorway Maintenance Works

20. The 5-year rolling programme referred to in the 1981 White Paper has been initiated. This will lead to a more cost-effective allocation of resources. It will also identify in advance potential peaks and troughs of workload in future years and enable early action to be taken to balance the programme appropriately in the light of the cash resources likely to be available; and it will allow a reserve of schemes to be held to be introduced at short notice should circumstances permit. Experience in this the first year of operation of the programme should enable us to establish how firm a rolling 5-year programme can in practice be established and implemented.

Arrangements for Reducing Traffic Congestion During Motorway Repair Works

21. Major motorway works are carefully planned to minimise traffic disruption. The Department is constantly striving to improve its traffic management methods. This year, new measures have been introduced to assist; in particular larger and smoother crossovers in 'contra flow' situations to improve traffic flows; shorter contract periods; shorter lengths of motorway under repair at any one time; and longer gaps between actual work sites.

Routine Maintenance and the Inbucon Report

22. Inbucon Management Consultants Ltd have now reported* on their study of the way routine maintenance work is organised and controlled. They found that the existing agency arrangements generally worked well but needed to be sharpened to ensure better value for money. Three important recommendations were that:-

* Report on a study of General Maintenance and Winter Maintenance of Trunk Roads and Motorways Published by the Department of Transport June 1982. Price £16.75.

a. a code of best practice for the routine maintenance of motorways and trunk roads should be drafted;

b. there should be technical as well as financial audits of the way work is managed;

c. experiments should be mounted to ascertain the scope for increased private sector involvement.

The Secretary of State welcomed the report, invited the comments of the associations representing the local highway authorities who act as his agents, and hopes shortly to announce his conclusions and proposals for future action.

Taxation of Lorries

23. From October 1982 heavy lorries will pay road tax on the basis of their gross weight and, for the heavier vehicles, the number of axles. This change is important for two reasons. First, the Government believe that every type of lorry should pay, in motoring taxes (fuel tax and vehicle excise duty), its fair share of the cost of building and maintaining roads. Taken as a whole lorries already cover these costs, but the heaviest groups have fallen short. The change to a gross weight basis of taxation will distribute the tax burden more fairly between different types of lorry. Second, the new structure will provide an important incentive for operators to use lorries with more axles and so help to reduce road maintenance costs.

OTHER RECENT DEVELOPMENTS

Future Responsibility for the Trunk Road Network

24. Following the preliminary discussion by the Transport Committee [First Report Session 1980-81, HC27] of responsibility for the trunk road system in the longer term, the local authority associations put forward proposals for the very early transfer of all non-motorway trunk roads to local highway authorities. In response, the Secretary of State made it clear that the Government were not convinced that it would be right to make any major change in responsibility at least until the end of the decade. Nevertheless, he agreed that officials might examine what might be involved

in, and the implications of, a change of the sort proposed. A joint working party is expected to report to the Secretary of State and the Associations[later this year].

Private Finance

25. As reported in paragraph 24 of "Policy for Roads: England 1981" the Government are considering how private capital markets might be tapped to reinforce direct public funding and so increase the momentum of the road construction programme. They are now discussing with the civil engineering industry and the financial institutions a scheme under which the capital needed to build a new road would be raised from private sources and be remunerated by royalties on traffic using the new road over a period of years. Should these discussions produce a scheme acceptable to all parties, practical trials of the system might be undertaken by inviting tenders on both the conventional and "royalty" bases for a limited number of schemes in 1983.

Value for Money and Scheme Assessment

26. Further advice has been issued during 1982 on how to achieve value for money in road construction. A new standard and advice note explains how the choice may appropriately be made between options, such as for the route of a new road and whether it should be single or dual carriageway, and takes full account of road safety, environmental impact and benefits to users, as well as the costs of provision. A new computer program - QUADRO (Queues and Delays at Roadworks) - has been developed for assessing the cost of the disruption to traffic caused by roadworks. This enables comparisons to be made between the total cost of works, delays to travellers, accidents and vehicle operations of alternative maintenance options for existing roads and of the whole life costs of alternative options for road improvements. A manual on the assessment of environmental factors, such as traffic noise, visual impact, community severance, and the impact on ecology and the heritage is in the final stages of preparation. Together with the traffic and economic (COBA) assessment manuals published in 1981, this will make available a comprehensive guide to the appraisal of trunk road schemes.

Design and Supervision of Trunk Road Schemes

27. Following the closure of the Road Construction Unit Sub-Units, private sector consultants are now commissioned to design and supervise construction of most new trunk road schemes costing over £1m, although

county councils have been asked to prepare six such schemes where it clearly makes sense for them to undertake the work as the Department's agents.

28. Work on new road schemes has been offered to a further 16 firms of consultants in an effort to spread work over a wider field than the 15 firms to whom Sub-Unit work was transferred. This should provide a stronger home base for the overseas work of consultants generally.

Bridge Design

29. Work has continued on the new Code of Assessment for older bridges referred to in paragraph 71 of Policy for Roads: England 1981 (Cmnd 8496). The first part of the code will be completed soon and will enable assessments to be made of the strength of these bridges. The second part, which will enable any necessary weight restrictions to be computed, will follow. Work is also continuing on the preparation of a new loading standard for longer span bridges; interim information is already available for use by those designing new bridges.

The Severn Crossing

30. Last year an inter-departmental Working Party completed a review of the likely demand on existing facilities for crossing the Severn Estuary and any measures needed to meet this demand. The Working Party concluded that, with all lanes operational, the present bridge should continue to provide a satisfactory crossing for industrial and commercial traffic until the early years of the next century and to meet peak demand, which is mainly for leisure and holiday trips, without undue delay until the end of the present century.

31. In parallel consulting engineers (the Flint & Neill Partnership) were commissioned to undertake a major independent appraisal of the structure of the Severn Bridge and its ability to cope with present day traffic loadings. They reported, in June 1982, that parts of the bridge will need strengthening to enable it to carry the highest existing traffic loadings. The immediate problem has been dealt with by closing one lane of the bridge in each direction in the early hours on weekday mornings, when the concentration of heavy vehicles is at its highest. Faults requiring attention are being remedied as quickly as possible. The consultants are now assessing the cost and scope of the further strengthening work needed in the longer term.

32. The Secretary of State, in consultation with the Secretary of State for Wales, is also keeping under review the longer term need for crossings of the Severn estuary. Recognising, however, that temporary relief may be needed for a proportion of the traffic until the bridge has been strengthened, they are also examining urgently the alternative routes to South Wales. Much work is already in hand or planned. Very good progress has been made with construction of the Gloucester Northern Bypass, and with the planning of those for Northleach on the A40, Birdlip on the A417 and Brockworth (which will enable the A40 trunk route to be diverted south of Cheltenham). The possible need for further improvements to the A40 east of Gloucester and to the A419/A417 Swindon-Gloucester route is being reviewed. The addition of the A419 Blunsdon-Cricklade improvement to the programme (see paragraph 14) is an immediate consequence, but other schemes may be brought forward shortly. From Gloucester to Ross-on-Wye, where traffic for South Wales can join the existing dual-carriageway, the practicability and cost of improving the route either along the present A40 or via Newent is being urgently examined.

TABLE 1

SCHEMES COMPLETED BETWEEN 1 JANUARY 1982 AND 30 SEPTEMBER 1982

Notes:

(TO BE UPDATED TO MID-OCTOBER)

S single carriageway
D2 dual carriageway, two lanes
D3 dual carriageway, three lanes
D4 dual carriageway, four lanes

Route Number	Scheme	Standard	Estimated Works Cost (£m Current prices)	Approximate Length (Miles)	Date of Completion
M25	Yeoveney-Airport Spur, Surrey	D4	21.2	2.0	August 1982
M25[1]	A13-A12 Stage 2, Greater London/Essex	D3	10.7	2.5	March 1982
M25	Wisley-Leatherhead (Advance Bridgeworks), Surrey	-	1.5	-	September 1982
M27	Chilworth-Hedge End (Advance Bridgeworks), Hampshire	D3	1.7	0.3	September 1982
M63	Stockport East/West By-Pass Stage 2, Greater Manchester	D3	10.6	0.6	July 1982
M63	Stockport East/West By-Pass Stages 4/5, Greater Manchester	D3	15.5	1.9	July 1982
A31	Bere Regis By-Pass, Dorset	S	3.5	1.3	July 1982
A45[2]	Ipswich By-Pass (Southern section East), Suffolk	D2	13.4	3.8	September 1982
A45	Levington Heath Improvement, Suffolk	D2	2.6	1.9	September 1982
A47	Uppingham By-Pass, Leicestershire	D2	1.4	1.5	June 1982
A120	Colchester Eastern By-Pass, Essex	D2	22.2	8.2	June 1982
A339	Kingsclere By-Pass Hampshire	S	1.4	1.5	September 1982
A590	Meathop-Sampool Bridge, Cumbria	D2/S	8.2	3.9	March 1982

[1] Not yet open; awaiting completion of adjoining contract lengths

[2] Not yet open; awaiting completion of Orwell Bridge and adjoining southern section (West)

TABLE 2

A: SCHEMES STARTED BETWEEN 1 JANUARY 1982 AND 30 SEPTEMBER 1982

(TO BE UPDATED TO MID-OCTOBER)

Route Number	Scheme	Standard	Estimated Works Cost (£m Current prices)	Approximate Length (Miles)	Expected Date of Completion
M25	Leatherhead Interchange, Surrey	D3	15.1	2.7	Spring 1985
M25	Swanley Links, Kent	S2	6.6	2.1	Autumn 1984
M25	Airport Spur-M4 (Advance Earthworks) Surrey/Buckinghamshire	-	3.4	-	Autumn 1982
M25	M40 Interchange, Buckinghamshire	D3	27.2	1.5	Winter 1984/8
M27	Stoneham-Hedge End, Hampshire	D3	19.2	4.1	Summer 1984
A12	Gallows Corner, Greater London	D2	4.8	2.0	Winter 1983/8
A12	Copdock/Washbrook By-Pass, Suffolk	D2	11.2	3.0	Summer 1985
A12	Ipswich By-Pass (Eastern section), Suffolk	D2	3.6	2.6	Summer 1984
A38	Marsh Mills-Manadon, Devon	D2	21.9	2.5	Summer 1985
A38	Manadon-Tamar Bridge, Devon	D2	8.0	2.8	Winter 1984/8
A45	Levington Heath Improvement, Suffolk	D2	2.6	1.9	Autumn 1982
A49[1]	Brimfield By-Pass, Hereford and Worcester	S	1.1	1.0	Autumn 1982
A52	A614/A52 Junction Improvement, Nottinghamshire	D2	4.5	0.7	Spring 1984
A361[2]	North Devon Link (M5-Tiverton), Devon	D2	11.7	6.4	Spring 1984
A590	Levens Bridge Diversion, Cumbria	D2	4.1	1.5	Spring 1984
B:	SCHEMES ON WHICH TENDERS HAVE BEEN RECEIVED AND ON WHICH WORK WILL START SHORTL				
M25	Wisley-Leatherhead, Surrrey	D3	15.5	4.7	Autumn 1984
A30	Polstrong-St Erth, Cornwall	S	[14.3]	7.1	[ ]
A47	Wisbech/West Walton By-Pass, Cambridgeshire	S	[5.6]	6.0	[Autumn 1984]
A69	Bardon Mill By-Pass, Northumberland	S	1.5	1.2	Autumn 1984

1 Notification of the receipt of tenders was given in Cmnd. 8496

2 Notification of the award of contract was given in Cmnd. 8496

TABLE 3

ADDITIONS TO THE ACTIVE PROGRAMME SINCE CMND 8496

Additions to the 1984 and 1985 Programme

M63	Stretford-Eccles Improvement Stage 3 (Junctions 5-7), Greater Manchester
M63	Stretford-Eccles Improvement Stage 4 (Junctions 3-5), Greater Manchester
A1	Barnsdale Bar Grade Separated Junction, South Yorkshire
A69	Team Valley Grade Separated Junction, Tyne and Wear
A419	Blunsdon-Cricklade Dualling, Wiltshire
A565	Derby Road Improvement (Church Street-Howe Street), Merseyside

Additions to the 1986 onwards Programme

A1	Baldersby Grade Separated Junction, North Yorkshire
A3	Milford By-Pass, Surrey
A6	Barton By-Pass, Bedfordshire
A16	Spalding-Sutterton Improvement, Lincolnshire
A27	Pevensey By-Pass, East Sussex[1]
A27	Westhampnett Diversion, West Sussex
A35	Charmouth By-Pass, Dorset
A41	Whitchurch By-Pass, Shropshire
A47	Wardley Hill Improvement, Leicestershire
A140	Scole By-Pass, Norfolk
A303	Sparkford By-Pass, Somerset[2]
A420	Kingston Bagpuize and Southmoor By-Pass, Oxfordshire
A428	Lavendon By-Pass, Buckinghamshire
A435	Norton, Lenchwick and Harvington Cross By-Pass, Warwickshire[3]
A516	Etwall By-Pass, Derbyshire
A696	Woolsington and Kenton Bank Foot By-Pass, Tyne and Wear/Northumberland[4]

1 - part of Polegate-Pevensay By-Pass scheme

2 - revised scheme, previously Compton Pauncefoot-Ilchester

3 - revised schemes, previously Evesham-Dunnington

4 - revised scheme, previously Kenton-Ponteland Improvement

Transport Policy on Roads,
Pt 2

10 DOWNING STREET

From the Private Secretary

8 February 1982

ROADS WHITE PAPER

Thank you for your letter of 2 February, enclosing the revised draft of the White Paper now sheduled for publication on 17 February.

The Prime Minister is content with the draft and the revised timing, subject to any comments from colleagues.

I am sending a copy of this letter to David Wright (Cabinet Office).

M. A. PATTISON

Mrs. Alice Baker,
Department of Transport.

14/AD

2

DEPARTMENT OF TRANSPORT
2 MARSHAM STREET LONDON SW1P 3EB

cc Press

Prime Minister

MRP 4/2.

Mike Pattison Esq
Private Secretary to the
Prime Minister
10 Downing Street
LONDON SW1

2 February 1982

Dear Mike

ROADS WHITE PAPER

You will recall that shortly before Christmas the Prime Minister and other colleagues on 'E' Committee agreed that my Secretary of State should publish in January the White Paper which he circulated in draft with his minute of 16 December.

This White Paper will as you know form an important part of the campaign to gain acceptance for the Government's proposals on lorries. In order to increase its impact in that context, my Secretary of State is arranging to publish it rather later: we now have 17 February in mind. He has also redrafted the Introduction, without changing the substance, to set out more clearly the totality of our present programme of bypasses and the emphasis we attach to them for the future. You may like to see the enclosed copy of the redrafted section.

I am sending copies to the Private Secretaries to the other members of 'E' Committee, the Secretaries of State for Scotland and Wales and Sir Robert Armstrong.

Yours sincerely

Alice Baker

MRS E ALICE BAKER
Private Secretary

INTRODUCTION

1. "Policy for Roads : England 1980" set out the Government's main priorities for trunk roads. Within the over-riding demands of national economic recovery these are:

First, roads which aid economic recovery and development.

Second, roads which bring environmental benefit.

Third, preserving the investment already made.

These aims are not mutually exclusive. Particular importance has been attached to investment which serves more than one of these objectives.

2. The 1980 White Paper also emphasised the importance of obtaining full value for money from limited resources in achieving these objectives. It set out a number of policies aimed at greater efficiency and the best use of our assets. In spite of the need to constrain public expenditure we have made steady progress in implementing them.

Progress

3. Good progress has been made in carrying out the new construction programme set out following the review of priorities in 1979-80. We were determined to establish realistic programmes; events have shown that we did.

4. The 1980 White Paper listed a total of 56 schemes in the main and reserve programmes to start in the two years 1980 and 1981. It explained, however, that rather more had been programmed than were expected to start during the period, as some might meet unexpected delays. In fact, by the end of 1981, work had started or contracts been let on 47 of these schemes, and tender procedure was in hand on 2 more. Moreover, work had also started by then on 4 schemes from the 1982 and 1983 programme which were ready earlier than expected.

5. Progress is clearly visible on the ground. The top priority M25 London orbital route is now well on the way. Between 1st February 1980 and the end of 1981 4 major sections have been opened and construction has started on 29 miles. In total 44 miles are open and 32 miles under construction out of a total of 120 miles.

6. The period was, however, notable also for the opening of a total of 61 miles of motorway, and a total of 92 miles of other new trunk roads. Altogether, these roads have relieved some 40 towns and villages of heavy through traffic. Construction also started on 62 miles of motorway and 91 miles of other trunk road schemes.

7. We have also made substantial progress on three other policies which were set out in the 1980 White Paper.

8. A long-term programme of major motorway maintenance and renewal has been put in hand. This is designed to deal not only with current problems as they develop but also with a backlog which developed during the late 1970s.

9. We have taken major steps to reorganise the work of preparation and supervision of road construction. The Road Construction Unit sub-units have been dismantled and much of their work transferred to the private sector, some to local authorities. The successful completion of this complex operation made possible the integration of the Road Construction Units and the joint regional offices of the Departments of the Environment and Transport, on which a start was made in October 1981.

10. The disposal of the motorway service areas is nearing completion. The Government is getting out of what should be competitive commercial enterprises. And, in so doing, we are obtaining over £48m for the Exchequer - a welcome bonus in a time of economic stringency.

The Future

11. The White Paper "Lorries, People and the Environment", published in December 1981, recognised that by far the most effective way of reducing the environmental problems caused by heavy lorries is to keep them away from where people live. A vigorous programme of new bypasses is a crucial part of the Government's package of measures for achieving a more civilised development of freight transport.

12. The trunk road schemes under construction at the end of 1981 include about 20 which are intended specifically to bypass individual towns or villages while at least as many again will be by-passed by major new routes. A large number of other communities are being relieved by schemes to improve local authority roads which the Government

supports through Transport Supplementary Grant. To encourage the provision of such local bypasses we are giving them priority in the allocation of funds to local authorities, and will continue to do so. Altogether schemes now under construction will, when completed, take heavy through traffic out of a total of between 90 and 100 communities. At least another 120 towns and villages will benefit from schemes to be started on trunk and local roads in the next two or three years.

13. The Government has now reviewed the trunk road programme in the light of the need to maintain the momentum of an increasing bypass programme. During the course of 1981 we have already brought 12 new schemes into the active programme, including 7 new bypasses. The White Paper "Lorries, People and the Environment" also announced that we had decided to promote 6 more bypasses from the reserve list to the main programme. Against the background of the good progress made in the last two years, we have now decided that it would be appropriate to resume work on a number of other schemes in the suspended list, including the important bypasses of Stockport and Hazel Grove, Newark, Batheaston and Swainswick, Axminster and Burscough. We have also identified 2 more new bypasses in Cumbria which will be added to the programme along with 2 new improvements at major bottlenecks.

14. These additions bring the number of such free-standing trunk road bypasses now in preparation to over 120. By the middle of the decade over half of these schemes will have been built or will be under construction and by then nearly half the new schemes started will be bypasses. In terms of the value of schemes started the proportion of the programme devoted to specific bypasses is expected to rise from about 20% to nearly one third.

15. As the motorway network and other main strategic routes near completion towards the end of the decade there will be increasing room to devote even more of the available resources to those bypasses which will still be needed when the present programme is completed. These include schemes which must remain for the time being on the suspended list. We will keep the situation closely under review and will continue to restart work on such schemes as soon as it appears likely that resources will be available to build them. With a view to increasing the resources available we are actively exploring possible ways of raising additional funds (within the constraints of public expenditure).

16. The rest of this White Paper describes in more detail developments over the year and the prospects for the immediate future and sets out the detailed results of the review of the programme.

3 FEB 1982

SM

Transport
cc AD

2 MARSHAM STREET
LONDON SW1P 3EB

My ref: H/PSO/10232/82

Your ref:

20 January 1982

Dear David

Thank you for your reply of 12 January to my letter of 4 January about the draft Roads White Paper.

I do of course accept, on the basis of the reasons you have given, that on this occasion the White Paper should make no reference to the problems of the assisted areas. I do hope, however, that this point will continue to be borne in mind for future years.

I am copying this to the Prime Minister and to the members of E Committee.

Yours ever

MICHAEL HESELTINE

The Rt Hon David Howell MP

21 JAN 1982

Transport cc Mr Duguid

MCS to see
MAP 12/1.

DEPARTMENT OF TRANSPORT
2 MARSHAM STREET LONDON SW1P 3EB

(2)

Prime Minister

MCS 12/1

The Rt Hon Michael Heseltine MP
Secretary of State for the Environment
Department of the Environment
2 Marsham Street
LONDON SW1

12 January 1982

Dear Michael

Thank you for your letter of 4 January about the draft Roads White Paper.

I have thought carefully about your suggestion that there might, in present employment circumstances, be some general reference for presentational reasons to the problems of the assisted areas. In principle I am sympathetic to the idea: last year's White Paper made clear that this is one of the key elements of identifying schemes in our first priority category of roads which aid economic recovery and development.

There are, however, two practical objections to making too much of this on this occasion. The first, as you rightly point out, is that investment now tends to be concentrated more on the South East and on roads providing access to the ports than on schemes providing specific aid to the assisted areas so that if we did pick up this point for special mention it would be difficult to cite many examples of its application. But the more important point is simply presentational. This White Paper will be an important part of the campaign to gain acceptance for our proposals on lorries. Much of its emphasis is, therefore, on the environmental advantages of by-passes and their increasing prominence in the programme in future.

I rather fear that any elaboration of the economic advantages of new roads on the lines you suggest might divert attention away from the environmental case and I would, therefore, much prefer not to do so, leaving the reference back to the last White Paper to keep the point on the record.

I am copying this to the Prime Minister and to the members of E Committee.

Yours ever

David

DAVID HOWELL

12 JAN 1982

cc AD WR 41
Transport

SECRETARY OF STATE FOR THE ENVIRONMENT

2 MARSHAM STREET
LONDON SW1P 3EB

My ref: H/PSO/100307/81

Your ref:

4 January 1982

Dear David

I have been looking at the draft White Paper on Trunk Roads which you sent to the Prime Minister on 16 December.

Recognising the new draft is essentially an up-date of the current White Paper, I have only one suggestion on the text. I think there might, in present employment circumstances, be some general reference for presentational reasons to the problems of the assisted areas, even if road investment priorities are, for good reason, dictated in the main by other considerations and investment in the South East is long overdue.

There is much in the draft I welcome, including the sensitivity to heavy lorries and the continued emphasis on the environmental value of by-passes. I also welcome the indications of increased flexibility on standards - such as the potential for new single carriageway construction which could be much less obtrusive in countryside areas than dual carriageways.

I am copying this to the Prime Minister and to the members of E Committee.

Yours ever

MICHAEL HESELTINE

Rt Hon David Howell MP

- 6 JAN 1982



DEPARTMENT OF TRADE 1 VICTORIA STREET LONDON SW1H 0ET Telephone 01-215 7877

Transport

WN 23/12

From the Secretary of State

Mrs Alice Baker
Private Secretary to the
Secretary of State for Transport
Department of Transport
2 Marsham Street
London, SW1P 3EB

23rd December 1981

Dear Alice,

Mr Howell sent my Secretary of State a copy of his minute of 16 December to the Prime Minister attaching your White Paper on policy for roads.

We spoke yesterday, and I should be grateful for two minor drafting changes to the White Paper before it is published.

In the second line of paragraph 36, "London Airport" should be amended to read "Heathrow Airport", in line with paragraph 77, and I suggest amending paragraph 80 to read:-

> "Lastly, a public inquiry opened in September 1981 into proposals for the development of Stansted Airport and for connecting it to the adjacent M11. As stated in the White Paper of 1980, the intention would be also to provide a rail service to link the expanded airport with London."

I am sending copies of this letter to the Private Secretaries of the Prime Minister, members of E Committee, the Secretaries of State for Scotland and Wales and to Sir Robert Armstrong.

Yours Sincerely,

Jonathan Rees

J N REES
Private Secretary

Prime minister 2

23/12

CHIEF SECRETARY TO THE TREASURY

PRIME MINISTER

WHITE PAPER: POLICY FOR ROADS: ENGLAND 1981

David Howell sent me a copy of his minute of 16 December covering a draft White Paper on Roads.

2. In general I am content that the White Paper should be issued. My officials have passed a number of amendments to his.

3. As David says, we have been able recently to make better progress with the motorways and trunk roads programme because of falls in construction prices. The corollary of this, which we must ensure that the industry and all concerned clearly understand, is that the extent to which the programme can continue at its present level depends on contractors' ability to contain costs, especially wage increases. There really is no prospect of any expansion in public funding for road building. I should like to see paragraph 25 expanded to make this clear, as David did in his recent reply to the Select Committee on Transport.

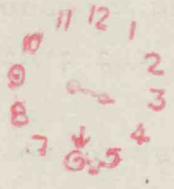
4. I also welcome the priority confirmed in the White Paper for schemes which have an ascertainable economic return. Perhaps future White Papers could make the economic benefits from individual schemes more explicit. This would assist in meeting objections from those who do not see the value of some projects.

5. I am sending copies of this minute to the other members of 'E' Committee, to the Secretaries of State for Scotland and Wales, and to Sir Robert Armstrong.

L.B.

LEON BRITTAN
23 December 1981

23 DEC 1981



Transport JS

10 DOWNING STREET

From the Private Secretary

21 December 1981

The Prime Minister has seen your Secretary of State's minute of 16 December about the annual report on the trunk road programme in England.

Subject to the views of colleagues, the Prime Minister is content for your Secretary of State to publish the White Paper covering developments in 1981 in January, and she has no comments on the draft.

I am sending copies of this letter to John Kerr (HM Treasury), David Edmonds (DOE), John Halliday (Home Office), Muir Russell (Scottish Office), John Craig (Welsh Office) and David Wright (Cabinet Office).

W. F. S. RICKETT

Anthony Mayer, Esq.,
Department of Transport.

1 Mr Pattison 2 Prime Minister

This will be a useful contribution to the Juggernauts debate. Bernard Ingham has no comments on the draft. Content* that the White Paper should be published in January, well before the next debate on heavy lorries?

WM 17/12

Yes mf

PRIME MINISTER

*subject to the views of colleagues (who may have substantial comments) MCS 18/12

I have a statutory obligation to publish an annual report on progress with the trunk road programme in England. In recent years this has taken the form of a White Paper. The last, published in June 1980, comprised a comprehensive statement of the Government's policies.

I attach the draft of a White Paper covering developments in 1981. This does not attempt to go over the ground of the previous White Paper and for the most part simply updates and reports developments since then. It does however contain one announcement of considerable importance: the resumption of preparation work on a number of much needed bypasses which was suspended 18 months ago because the programme we inherited from the previous administration was too large for the resources likely to be available in the immediate future. We have made very good progress with the road programme this year. With more competitive tender prices and faster construction times, we are building more roads more cheaply. This has given us room to start fitting in additional schemes to the queue for future building. We will therefore be able to maintain the momentum of the programme, especially for bypasses and build on the announcements of additions to the programme made both earlier in the year and in the White Paper "Lorries, People and the Environment". None of the schemes in question will be ready for construction until 1985 at the earliest and the resumption of work does not involve any additional resources.

Last week's debate in the House emphasised again the importance of bypasses in gaining acceptance of the proposals for increased lorry weights, not least among our own supporters.

Our aim would be to publish the White Paper, drawing attention particularly to the bypass proposals in the attendant publicity, well before the next and substantive debate on those proposals.

I should be glad to know by 22 December whether my colleagues have any comments or see any difficulty in publication in January of the White Paper as it stands (subject only to minor amendments as the text is cross-checked).

I am sending copies of this to the other members of 'E' Committee, to the Secretaries of State for Scotland and Wales and to Sir Robert Armstrong.

DJ4.

DAVID HOWELL

16 December 1981

Fifth draft

15th December 1981

D R A F T W H I T E P A P E R

POLICY FOR ROADS : ENGLAND 1981

This White Paper brings up-to-date the comprehensive statement of the Government's policies for the trunk road system in England set out in "Policy for Roads : England 1980". It does not attempt to go comprehensively over the ground set out in that document, but concentrates on changes and developments over the past year.

This White Paper is one of a series, replacing the former annual reports "Roads in England". It deals only with trunk roads, for which the Secretary of State for Transport is directly responsible. Other roads in England are the responsibility of local highway authorities. While the Secretary of State provides financial support for them and is concerned with the safety, efficiency and impact of the whole road network, this report refers to local roads only where they affect the Secretary of State's own programme.

INTRODUCTION

General Policy and Priorities

1. "Policy for Roads : England 1980" set out the Government's main priorities for trunk roads. Within the over-riding demands of national economic recovery these are -

First, roads which aid economic recovery and development.

Second, roads which bring environmental benefit.

Third, preserving the investment already made.

These aims are not mutually exclusive. Particular importance has been attached to investment which serves more than one of these objectives.

2. The 1980 White Paper also emphasised the importance of obtaining full value for money from limited resources in achieving these objectives. It set out a number of policies aimed at greater efficiency and the best use of our assets.

3. Events over the past 18 months have confirmed the soundness of these policies. There are obviously those who would prefer us to go faster or slower or to give greater priority to particular schemes, but the priorities and programme as a whole received general support, and were endorsed in the conclusion of two major independent reports published late in 1980.

4. The House of Commons Transport Committee* endorsed "the main objectives and priorities set out in the White Paper", and regarded "the planned level of expenditure as satisfactory in the light of present economic circumstances". They recommended, however, "that capital investment in new roads should receive a high priority in the Government's allocation of resources when modest increases in public expenditure again become feasible", and that "the reserve list [of schemes under preparation] should be of such a size as to allow the Department of Transport to respond effectively and rapidly to the availability of greater public funds.

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* House of Commons, First Report from the Transport Committee, Session 1980-81 "The Roads Programme".

5. The Report of the Inquiry into Lorries, People and the Environment* by Sir Arthur Armitage endorsed the general priorities, specifically welcomed "the priority which the Government in its own road programme attached to ... schemes intended to remove through traffic from settlements" and recommended that it should continue. But it also recommended that both the absolute decline in road building, and the decline in its share of total public expenditure, should be reversed.

6. Nothing has happened, therefore, to call in question the main lines of the policies set out last year. And, in spite of the need to constrain public expenditure, we have made steady progress in implementing them and will continue to do so.

Progress

7. Good progress has been made in carrying out the new construction programme set out following the review of priorities in 1979-80. We were determined to establish realistic programmes; events have shown that we did.

8. The 1980 White Paper listed a total of 56 schemes in the main and reserve programmes to start in the two years 1980 and 1981. It explained, however, that rather more had been programmed than were expected to start during the period, as some might meet unexpected delays. In fact, by the end of November 1981, work had started or contracts been let on 46 of these schemes, and tender procedure was in hand on 3 more. Moreover, work had also started by then on 4 schemes from the 1982 and 1983 programme which were ready earlier than expected.

9. Progress is clearly visible on the ground. Most importantly, the top priority M25 London Orbital route is now well on the way. Between 1st February 1980 and the end of November 1981 4 major sections have been opened and construction has started on 29 miles. In total 42 miles are open and 32 miles under construction out of a total of 120 miles.

10. The period was, however, notable also for the opening of a total of 53 miles of motorway, and a total of 86 miles of other new roads. Altogether, these roads will relieve some 40 towns and villages of heavy through-traffic.

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* Report of the Inquiry into Lorries, People and the Environment. Published December 1980.

11. Construction also started on 32 miles of motorway and 85 miles of other trunk road schemes. These trunk road and motorway schemes will, when completed, take heavy through-traffic out of some 40 communities.

12. We have also made substantial progress on three other policies which were set out in the 1980 White Paper.

13. A long-term programme of major motorway maintenance and renewal has been put in hand. This is designed to deal not only with current problems as they develop but also with a backlog which developed during the late 1970s.

14. We have taken major steps to reorganise the work of preparation and supervision of road construction. The Road Construction Unit Sub-Units have been dismantled and much of their work transferred to the private sector, some to local authorities. The successful completion of this complex operation made possible the integration of the Road Construction Units and the joint regional offices of the Departments of the Environment and Transport, on which a start was made in October 1981.

15. Lastly, the disposal of the motorway service areas is nearing completion. The Government is getting out of what should be competitive commercial enterprises. And, in so doing, we are obtaining over £48m for the Exchequer - a welcome bonus in a time of economic stringency.

The Future

16. Against this background of progress, we have reviewed the future road programme. In part this is a simple matter of rolling it forward. But we are anxious to make even better progress if possible and have decided that it would be right to seek any possible ways of increasing the resources available for construction (within the constraints of public expenditure). If this can be done, it will help the construction industry, and ensure that the transport infrastructure our commerce and industry needs will be ready as the economy improves. At least as important, it will take traffic out of towns and villages suffering severely from the congestion, noise, accidents and environmental damage caused by through-traffic. The urgency of this was further emphasised by the Armitage report. Various ways of raising additional funds are being explored. If they are successful, it will be vital to be in a position to take advantage of them. For that, an adequate main programme and reserve of schemes is needed at an advanced stage of preparation. During the course of 1981 we had already brought 7 schemes into the active programme, including 2 major bypasses. In the White Paper "Lorries, People and the Environment"+ we announced that we had decided to add 6 bypass schemes now in the reserve lists to

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the main programme, to restart work on a bypass now in the suspended list and to add another 4 new bypasses to the programme.

17. Having completed the review we have decided that in the light of the good progress made it would now be appropriate to resume work on a number of other schemes in the suspended list. We have also identified 2 more new bypasses and 2 new improvements at major bottlenecks which will be added to the programme.

18. The rest of this White Paper sets out in more detail developments over the year, the prospects for the immediate future and the results of our roll-forward and review of the programme.

PUBLIC SPENDING AND THE ROAD PROGRAMME

Resources

19. In spite of the difficult economic situation, the total resources available for the development and maintenance of the trunk road programme have been kept broadly stable as envisaged in the 1980 White Paper. In so doing, the change from constant price to cash planning which has come into force by stages over the past 2 years has, however, involved some difficulties both in programming and presentation.

20. The table below shows the outturn for 1979-80 and 1980-81, estimated outturn for 1981-82 and the funds allocated for the following 3 years in terms of cash adjusted on the basis of the planning assumptions about inflation rates announced in September, 1981.

	Outturn Cash (£m)					
	1979-80 (Actual)	1980-81 (Actual)	1981-82 (Estimated)	1982-83	1983-84	1984-85
New construction and Improvement	335	395	466	539	-	-
Maintenance	105	115	160	153	-	-
TOTAL	440	510	626	692	719	763

21. In 1979-80 the cash available was overspent by some £4 million, or just under 1%.

(1) Note: the full cash limit for trunk roads includes other items (see table 2).

22. In 1980-81, the original allocations were adjusted to relate the balance of funds more closely to the relative needs of new construction and major motorway maintenance and renewal, to allow for the higher cost of the final stages of the Humber Bridge, and because of good progress with a number of important schemes undertaken by local authorities with 100% grants on roads to be trunked (eg the M531 in Cheshire, the M602 in Manchester and a diversion of the A52 near Nottingham). In the event, very rapid and erratic increases in tender prices during much of the year put pressure on the funds available. The invitation of tenders for a number of schemes was delayed in the autumn, and in the event the cash limit was marginally underspent (£5 million, or under 1%).

23. So far in 1981-82, however, the position has been reversed. The general level of tender prices fell substantially in the latter part of 1980-81, and those lower levels have been sustained throughout the year. While, as part of the Government's economic measures, the total resources available were cut by 2%, revaluation of the programme to take account of actual price increases in 1979-80 and 1980-81 and of expected inflation during 1981-82 more than provided for the programme at the price levels current through 1981. Some additional funds were made available for maintenance, though the scope for transfer was limited.

24. The changed trend of prices between 1980 and 1981 has made it difficult to estimate realistically the constant price outturn. It is clear that the volume achieved in 1980-81 was below that intended, but the actual shortfall on new construction was almost certainly less than is implied by the £320 million outturn shown in Cmnd. 8175. In 1981-82, on the contrary, the output is likely to be at least at the intended level, even though spending in outturn prices is likely to be below the cash limit.

25. Contracts to - a value of some £300 million have been let during 1981 at very keen prices. This means that the planned programme for the next two years - including the additional schemes announced in July - can be carried out with less cash. This has enabled a small reduction to be made in cash provision for 1982-83 with no impact on the momentum of new construction and maintenance.

26. Nevertheless, the Government is concerned to maintain and, where possible, increase the momentum of the programme. As a reinforcement to direct public funding in the medium-term we are considering whether there are any ways in which genuine private sector risk money might be applied to the construction of new roads, in the light of the general criteria for private sector finance developed by the NEDC.

The European Community

27. As part of the agreement reached in May 1980 to reduce the United Kingdom's net contribution to the Community's budget, the Community has been supporting capital investment in infrastructure in this country. Special Programmes were submitted to the Commission covering transport, energy and industrial infrastructure in the assisted areas, and these included all the trunk road schemes in these areas likely to start in the period covered by the agreement - 1980-1983. The Government has also put forward a programme comprising schemes outside the Assisted Areas but on routes linking them to the continental ports.

28. The Government's expenditure plans published last March took account of the likely receipts from the Community, which enabled the trunk road programme (and all other public expenditure programmes) to be maintained at a higher level than would otherwise have been possible.

29. Discussions have continued in Brussels on the proposed European Transport Infrastructure Fund, and the United Kingdom has played a full part.

THE NEW CONSTRUCTION PROGRAMME

Achievements

30. Within the resources available, even better progress has been made than had been expected.

31. Between February 1980 and the end of November 1981, 139 miles of new trunk roads were opened, including 53 miles of motorway. The details are shown in Annex 5A. Notably, the completion of two sections of the M20 and the M26 provided, withexisting sections of the M20 and M25, major improvements in communications to and from the Channel ports. The communities by-passed by all these new roads include Appleby, Beverley, Canterbury, Guildford, Grays and Thurrock, part of Lewes and Wimborne, Sevenoaks and Wrotham - in addition to parts of outer London close to new sections of the M25.

32. The local authority schemes wholly financed by the Department which opened during the period included the Thame Bypass and Gamston-Lings Bar Road which bypasses West Bridgeford, the northern section of the Ellesmere Port Motorway Extension in Cheshire and the Hull South Orbital Road.

33. The Humber Bridge, which is the largest suspension bridge in the world and a magnificent technical achievement, was opened by HM the Queen on 17 July 1981. The bridge was built by a consortium of British contractors for the Humber Bridge Board which consists of members of local authorities on both sides of the Humber. The Department loaned the Board 75% of the capital cost.

34. In the same period, construction started on 62 miles of motorway and 85 miles of other new trunk roads. (Details are set out in Table 5B.) At 30 November contracts for a further 7 miles of trunk road had been let, though construction had not started. Among the major routes, the most important development was the progress made on the M25, which is described in detail in paragraphs 75-77 below. Among the other schemes of note on which work started were the whole of the long-delayed M54 (17½ miles) which will link Telford New Town to the West Midlands and the motorway network. It will also greatly improve communications to Shrewsbury and to much of North and Central Wales. In the North-West, work has started on 5½ miles of the trunk road section of the M65 Calder Valley route between Hyndburn and Burnley, where it joins a recently opened section of county motorway to Brierfield. In the South, a start was made on the "missing link" of the M27 north of Southampton. Contracts have been let both for the western section and for some advance bridge works; the last contract should be let in the spring of 1982.

35. The roads on which work has now started will, when completed, take heavy through-traffic out of some 40 communities, including Accrington, Bere Regis, Berwick, Bowes, Brentwood, Burnley, Byfleet, Derby, Dorchester on Thames, Enfield, Epping, Gloucester, Ipswich, Waltham Cross and Weybridge.

36. A number of major decisions have also been taken. Among these decisions are those authorising the M25 between the new spur to London Airport and the M4, authorising the M25 Leatherhead sections on which, subject to the outcome of proceedings now before the Appeal Court, it is hoped to invite tenders in the next [2] months; fixing the line of the M25 Swanley-Sevenoaks link; endorsing in principle the North Devon Link, on which tenders have been invited for the first section from M5 to Tiverton; and authorising the bulk of the M3 extension to Winchester, though it was decided to undertake a new study of ways of providing adequately for traffic over the sensitive section where the existing Winchester Bypass lies between St Catherine's Hill and the Itchen Water Meadows.

37. On a smaller scale, good progress was made by the Department's regional offices, in association with their agent local authorities, in making small improvements in black spots and bottlenecks. These can make a spectacular contribution not only to traffic flow but also to accident reduction, to which we continue to attach great importance.

38. In summary, of the 56 main programme and reserve schemes programmed to start in 1980 and 1981, but of which not all were expected to start in that period, 46 had started by the end of November 1981, while tender procedures were in hand on 3 more. Of the remainder, tenders were ready to be invited on 3 as soon as current legal proceedings were concluded, and advance works were in progress on 3 in all. In addition, work had started on 4 schemes brought forward from the 1982 and 1983 programme, including the A180 Ulceby-Grimsby scheme, the last section of the M18/M180/A180 route from the M1 to South Humberside.

Prospects

39. The forward programme has now been reviewed in the light of the likely available resources, the good progress made in 1980 and 1981, and the keen prices obtained for the schemes let recently which will take a major part of the resources available over the next two years.

40. In the review we have had very much in mind the need to do whatever is possible to relieve towns and villages of heavy lorry traffic. We have also tried to strike a sensible balance between preparing sufficient schemes to ensure that all the resources likely to be available for construction over the next few years can be used, and the risk of raising false hopes and of devoting money to preparing schemes which will not in the event be able to go ahead. We have concluded that there is scope to make some increase in the number of schemes in preparation, particularly for the later years of the programme. In addition to those already announced we now intend to resume work on 7 more schemes which were temporarily suspended in last year's review, and to add 2 more new bypasses: of Egremont and Wigton in Cumbria. We have also moved a number of schemes from the reserve lists to the main programme.

41. Table 5C at the end of this White Paper shows the new forward programme, divided into those schemes expected to be ready to start up to the end of 1983, in 1984 and 1985, and from 1986 onwards. As before, the programme is divided into main and reserve schemes for each time period. Some schemes appear in later time-bands than they did in last year's White Paper. It was made clear then that there were more schemes included in each time-band than it would actually be possible to start because unforeseen slippage would delay some - by definition some schemes will take longer than average to prepare and it is often not obvious at the outset which these are. The same policy is being followed this time. But in the eighteen months since the last White Paper it has become clearer how schemes are progressing, and the present lists show the latest position.

42. The new programme for 1982 and 1983 includes the few schemes programmed for but not started in 1980 and 1981, the bulk of the schemes from the original list for this period, and certain new or revived schemes. These are the A6 Chapel-en-le-Frith and Whalley Bridge Bypass, and the widening of the Barton Bridge on the M63 between Stretford and Eccles (which will make possible a scheme to divert heavy traffic and that carrying dangerous goods away from residential areas).

43. We have also decided that it would be right to give higher priority to a number of other bypasses which could be ready to start in the next two years. We have, therefore, promoted to the main programme bypasses for Newport (Shropshire), Wisbech and West Walton, and Narborough.

44. The programmes for 1984 and 1985, and for 1986 onwards, include a number of new schemes already announced: stage 2 of the A339 Basingstoke Northern Bypass and new bypasses for Quorn and Mountsorrel in Leicestershire, for Beckington on the A36 in Somerset, south of Bicester to link the A41 to the proposed A40, for Iwade on the A249 to Sheerness and for Winchelsea, which was originally planned as part of a much larger scheme; together with the 2 new bypasses of Egremont and Wigton. In addition to those already announced on the A27 east of Portsmouth and on the A13 to help traffic near Rainham it also includes new flyovers at the only two at-grade junctions on the A40 between the M40 and Central London for which schemes are not already planned. And finally it includes the 7 suspended schemes on which we have decided that work will be resumed: the bypasses of Stockport and Hazel Grove, Newark, Batheaston and Swainswick, Burton Latimer and Rushden, Axminster and Burscough in Lancashire (which was also originally part of a larger scheme); and an important flyover at Hanford, Staffordshire. In addition the main programme for this period will also now include a number of proposed bypasses promoted from the reserve list: those for Bridport, Brockworth (completing a route avoiding Cheltenham) and Kelsall, as well as the replacement of a deteriorating section of the A46 between Bath (Upper Swainswick) and the A420.

45. The review has also included a further look at a number of schemes in the suspended list. Most such schemes are needed and will be revived as soon as prospects permit. But in a number of cases major schemes for improving or replacing long lengths of less heavily trafficked trunk roads now seem unlikely to be required. Moreover the mere existence of such a scheme in the programme has inhibited improvements on a more modest scale. In such cases, the major scheme is being withdrawn from the programme and replaced by some combination of small bypasses and improvements to junctions and sub-standard sections, many of which can be undertaken quickly as part of the regional programme of small schemes. This review is still in progress; decisions so far taken are shown in Table 5D.

46. The 1980 White Paper explained that the emphasis of the trunk road maintenance programme would be on major repairs to our older motorways. While in real terms resources for maintenance have been broadly stable over the last few years, the share devoted to strengthening motorways has increased. In cash terms, major works on motorways accounted for £37 million out of a total of £115 million for trunk road maintenance in 1980/81 and up to £62 million out of nearly £160 million in 1981/82. In all, in the current financial year 40 major contracts will have been completed involving the repair of 68 miles of carriageway and hard shoulder, largely on the M1 and M6.

47. We are now drawing up, with the help of our agent local authorities, a rolling five-year programme of major motorway works to be introduced from 1982-83. This will enable us to use both the available funds and design resources more efficiently. It will also enable us to phase major repairs well in advance so that with careful publicity we can limit the disruption and bottlenecks which they inevitably cause.

48. The success of the motorways in attracting traffic from other routes means that that many other trunk roads carry relatively lighter flows. But we are determined to ensure that adequate structural and routine maintenance is carried out and in 1981-82 over £60 million was allocated for these purposes.

Recurrent Maintenance

49. The Government continues to search for improvements in the efficiency with which maintenance operations are managed. While 70% of the maintenance budget is attributable to structural repairs, there remains a substantial volume of work, now costing some £40 million a year, on recurrent maintenance. This includes such items as the maintenance of lighting, signs, signals, road markings, verges, safety barriers and footways. A firm of management consultants, Inbucon Ltd., was commissioned in August 1981 to study the way this work is organised by the Department of Transport and its 60 agent local authorities. They will be looking at disparities in unit costs and exploring the prospects of introducing assessment systems and standards. Their report is expected in early 1982.

Winter Maintenance

50. During 1981 a separate report was completed by a scrutiny team supervised by Sir Derek Rayner on the cost and efficiency of snow ploughing and gritting. The report makes a number of recommendations some of which have already been accepted

and have led to the issue of a Statement of Service and Code of Practice for Winter Maintenance. Some of the other recommendations have been remitted to Inbucon as part of their broader study.

REALISING OUR ASSETS

Motorway Service Areas

51. Our intention to realise the major part of the Government's assets in motorway service areas, as set out in the 1980 White Paper, has now been largely achieved. New 50-year leases at a peppercorn rent have been sold to the operators of over three-quarters of the 38 motorway service areas in England, and agreement in principle for the sale of such leases has been reached with the operators of most of the unsold areas. When all the sales have been completed the Exchequer will have benefitted by more than £48 million.

52. The sale of new leases is part of our wider policy of reducing Government involvement in what are essentially competitive commercial enterprises. The Government's role in future will be little more than that of any commercial lessor. The operators continue to be required to provide free parking and lavatories, to make food, hot drinks and fuel available at all times, and to permit members of the AA and RAC to call for free emergency assistance on service area premises. But beyond that they are free to decide what services should be provided for motorway users and they now have a greater incentive to invest in new facilities and to attract customers by offering good value for money.

53. A number of motorway service area operators have already installed new signs on the motorway displaying their names and the price they charge for petrol. We hope that more such signs will follow. The Department also hopes to replace the advance signs (which show how far it is to the next two service areas) with ones showing operators' names, to encourage healthy competition.

Other property

54. The drive to release and dispose of land and property no longer needed for road schemes has continued. Sales in the 18 months from April 1980 realised £7.8 million. Over 1,000 dwellings - including those released by the decisions to withdraw the extension of the M23 north of Hooley and the improvement of the A27 between Worthing and Lancing - are in the process of being sold. In accordance with the policies of this Administration the Department's tenants are being given the first opportunity to buy their houses and, where appropriate, properties acquired compulsorily or under threat of compulsion are being offered back to previous owners.

ORGANISATION

Road Construction Units

55. The 1980 White Paper said that the organisation for building new roads needed radical change and explained the proposal to phase out the Road Construction Unit (RCU) sub-units by transferring the greater part of their work to consulting engineers and some to local authorities acting as the Department's agents. These changes have now been substantially completed.

56. About three-quarters of the work is going to 15 firms of private consulting engineers selected from among 98 firms who expressed interest. These firms were selected taking account not only of their ability to carry out the work, but also of their willingness to take on staff now engaged on it, and the terms they could offer them. These arrangements were greatly helped by a Clearing House set up to look after the staff's interests, with the help of advisers from the unions, the local authority associations and the Association of Consulting Engineers. In the event, the selected firms will be employing almost all the 900 sub-unit staff who were working on the schemes that are being transferred.

57. By the end of the year, when the process is completed, private firms will have taken over responsibility for the preparatory work on new trunk roads and motorways whose total cost is estimated at over £2,000 million. In addition, nearly one-quarter of the work of the RCU sub-units is being transferred to local authorities on an agency basis, where their local nature makes them more suitable for county councils than for consultants.

58. The successful completion of this exercise is a tribute to the co-operation shown by all concerned, particularly the staff and the local authorities, even where they were unhappy at the general lines of the reorganisation.

RCU Headquarters and Regional Offices

59. The Government has also taken decisions about the future organisation of the RCU headquarters following the closing of the sub-units. Many of the staff in the headquarters, which undertake the general direction and control of trunk road schemes, were originally seconded from local government for this particular work but the Government intends to bring about a wholly civil service organisation over several years. Some of the local authority staff have now been recruited into the Civil Service as the result of a special competition but a significant number still remain and they have been invited to stay on, if they wish, until they choose to leave or their posts are no longer required.

60. Following the decision to phase out the sub-units, the study team who were reviewing the regional offices of the Departments of the Environment and Transport in consultation with Sir Derek Rayner were asked to consider specifically how the RCU headquarters might be merged with the regional offices. In the light of their recommendations, the Regional Directors assumed responsibility for all RCU work in their regions from October 1981. The former Directors of the RCUs assumed new titles of Directors (Transport) with responsibility under the Regional Directors for all regional transport work. Until it is possible to co-locate all regional transport activities, which will not generally be achieved until 1983 at the earliest, the former RCU headquarters will simply by physically separate parts of the regional offices.

Headquarters

61. The 1980 White Paper described certain changes in the organisation of headquarters directorates designed to ensure that the programme goes ahead as quickly, as efficiently and as economically as possible, in particular the appointment of a road programme manager. This reorganisation has been improved in the light of experience by bringing together responsibility for scheme progress and the streamlining of procedures with responsibility for general highway policy, priorities and resource allocation so providing a stronger focal point for responsibility for the road programme.

VALUE FOR MONEY AND ASSESSMENT OF NEED

62. With resources limited, and likely to remain so, it is essential that we get the best value for our money. We have made a number of improvements to our methods of deciding, for instance, whether a new road is needed, where it should go, should it be single or dual-carriageway, and so on. Most of these were foreshadowed in the 1980 White Paper.

63. Developments in this field in recent years have been greatly assisted by the advice of the Standing Advisory Committee on Trunk Road Assessment (SACTRA). When the terms of office of the Committee expired in 1980, many of the members (including the Chairman, Sir George Leitch) who had served on both the Committee and its predecessor - (ACTRA) - felt the time had come for changes in the membership of the Committee. The Secretary of State also shared their view that a smaller, more specialised Committee would be more appropriate in future. Professor T.E.H. Williams, CBE, was appointed Chairman of the reconstituted Committee, together with one other former member and four new ones. The revised membership is shown at Table 7.

National Traffic Growth and Energy Pricing

64. The revised national traffic forecasts referred to in the 1980 White Paper were published in July 1980. Traffic growth from the base year of 1978 has lain consistently within the range indicated; it grew by 3% a year on average between 1978 and 1980. Moreover, the underlying assumptions about the movement in the real price of petrol have been proved broadly correct so far. These forecasts which are essentially long-term in nature, are kept under continuous review, but there is no need to issue new forecasts at present.

Traffic Counts

65. The importance of efficient collection and analysis of traffic count data was pointed out in last year's White Paper, and work is continuing. Approval for the automation of much of the national traffic census data collection was announced in June 1981. Two regular traffic counting operations were ended during 1980, and by the Spring of 1982 the previous haphazard system of national traffic counts will have been replaced by the new fully co-ordinated system of traffic censuses.

Forecasts for Individual Roads

66. We have completed the review of methods of traffic forecasting in the light of the outcome of the Regional Highway Traffic Model project and the advice of SACTRA*. The results have been incorporated, for the first time, in a comprehensive Traffic Appraisal Manualϕ. This emphasised relevance, economy and judgement, both in the selection of methods of traffic forecsting and appraisal appropriate to individual schemes and in the application of the results. Use of the advice in the manual is expected to lead to substantial reductions in both traffic surveys for individual schemes and the complexity of traffic modelling for all but the largest ones. The publication of the manual has been widely welcomed.

Economic Assessment

67. The Department's standard method of assessing the economic costs and benefits of road proposals, known as COBA, has also been revised. While this was primarily to take account of revised assumptions on economic growth and energy costs and

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* Forecasting Traffic on Trunk Roads: A Report on the Regional Highway Traffic Model Project (the Standing Advisory Committee on Trunk Road Assessment, Chairman Sir George Leitch), presented Dec 1979.

ϕ Traffic Appraisal Manual, Department of Transport, May 1981.

developments in traffic forecasting, the opportunity was also taken to make a number of other improvements. These include more realistic methods of evaluating the benefits to traffic on existing roads, especially in urban areas, when much of the through traffic diverts to a new bypass route. The manual* incorporating the latest version of COBA also includes new advice on the application of the economic appraisal as part of the total appraisal process and in the light of uncertainty.

Framework for Assessment

68. Following the adoption in principle of SACTRA's recommendations for the use of a comprehensive framework for appraisal, covering economic, environmental and social factors, a formal departmental standard and advice note were issued; this approach is now standard practice in both the presentation of issues and of decisions taken.

Assessment of Environmental Effects of Lorries

69. The Armitage report recommended that the Department and the Department of the Environment should adopt and commend to local authorities a specific common technique for assessing the environmental effect of lorries. Such a technique could prove helpful if it were adapted to a wide variety of problems. Research by the Transport and Road Research Laboratory, coupled with the framework approach, provide the necessary basis for developing an appropriate technique. Preliminary proposals have been tentatively discussed with SACTRA, and the local authorities have been invited to consider them.

Lead in Petrol

70. The Government welcomed Professor Lawther's Report on "Lead and Health"** when it was published last year, and has now announced its conclusions on it. The Report's recommendation that the air quality standard for lead should be two micrograms per cubic metre has been adopted. This standard cannot however be met in some areas of heavy traffic because of the amount of lead emitted in vehicle exhaust fumes. The Government has therefore decided that the limit for lead in petrol should be reduced from 0.40 grams per litre to 0.15 grams per litre, and that the new limit should be compulsory by the end of 1985. This will enable the air quality standard to be met in residential areas alongside almost all trunk roads.

* COBA 9 manual, Department of Transport, May 1981.

** Report of the DHSS Working Party under Professor Lawther on lead in the environment: "Lead and Health". Published 1980.

Public Involvement

71. The Government's policies for encouraging public involvement in road planning by widespread consultation and the use of public inquiries were described in full in the 1980 White Paper. The modified procedures introduced following the 1978 Review are now working well and flexibly and the Government see no need for further review at this stage.

Highway Link Design

72. Experience of roads built to the standards developed since the war suggested that a revised approach to design might enable even safer roads to be built at less cost, especially in hilly areas. The new approach involves designing roads to accommodate traffic safely at the speeds at which it is likely in practice to travel, given the characteristics of the particular road, rather than for speeds defined only in terms of the class of road. These roads will, in future, be designed so that lengths on which it is safe to overtake will be more clearly distinguished; between them, sharper curves will be allowed. This will lead to new roads which fit the existing landscape more closely and so are likely to be less intrusive. The same principles are to be applied to the design of dual carriageway roads, but the cost savings are likely to be less marked. The new standard was formally published in August 1981. It had, however, been applied during its development to a number of schemes on which costs were substantially reduced.

Bridge Design

73. The growth in numbers of heavily loaded goods vehicles has resulted in increased loading on our bridges. The intensity of loading has begun to exceed that against which some of our older bridges were assessed in the Bridge guard exercise of the late 1960s. A Working Party is being set up in conjunction with other highway bridge owners to prepare a new 'Code of Assessment' which will be used to assess the adequacy of these bridges to carry the increased loading.

THE REGIONS

74. This section first sets out the major developments since the last White Paper which are of national importance and affect more than one region. It then covers each region in turn reporting on developments during the period.

+ Department of Transport Standard TD 9/81

Major Developments

75. The most striking development has been in the progress of the M25 orbital road for London. By late 1981 [45] miles of the 121 mile total route were open to traffic and [30] miles were under construction. Starting from the A1 there is a continuous section open or under construction round the north and east of London via the Dartford Tunnel to the M20 at Swanley. This includes 2 sections opened during 1981, between the A111 and the A10 at Enfield, and between the Dartford Tunnel approaches and the new A13 to Tilbury at Mar Dyke. The line, connecting roads and side roadsorders for the next section in Sevenoaks were made in accordance with the conclusions of the Inspector; and subject to the outcome of a High Court challenge, and the remaining statutory procedures, it is hoped to start construction in 1983.

76. The Sevenoaks Interchange (connecting the previously opened length from Reigate to the A21 and the new M26) was opened in July 1980. Subject to the completion of the remaining statutory procedures and the outcome of certain challenges before the Courts, it is hoped to let the contracts for the Leatherhead interchange in the spring of 1982 and for the rest of the 12½ mile section between Reigate and Wisley on the A3 by about the end of that year.

77. To the west of London, the road is open or under construction from Wisley via the new Runnymede Bridge to the new western entrance to Heathrow Airport. The main statutory orders have been made for the next section, to the M4, and the decision of the Secretaries of State on the rest of the western section to Maple Cross is expected early in 1982. A public inquiry has just been completed on the last section from Micklefield Green to South Mimms (by-passing Watford to the north). Apart from this last section, the whole route should be under construction by early 1983 and open to 1985; the Watford length will, however, be a year or so later.

78. The main statutory orders for the remaining sections of the M40 Oxford-Birmingham route were published in November 1981. This is intended to take through traffic away from a number of towns and villages; to provide a high standard route from the Midlands and the North to Oxford and London, and via the A34, the bulk of which has been or is now being improved, to Southampton and the south coast ports; and to relieve overloaded sections of the M1 north of junction 8. The widening of the dual two lane section of the M1 between junctions 5 and 8 will, however, provide earlier relief for the worst bottleneck on that route.

79. On the route between the Midlands and the East Anglia Ports, work was completed on the improvement of the A604 between Bar Hill and Godmanchester; construction started on the Ipswich Southern Bypass; and preparatory work continued on both the Ipswich Western Bypass and the M1-A1 Link.

80. Lastly, a public inquiry opened in September 1981 into the proposed Stansted Airport and into proposals for connecting it to the adjacent M11.

The North

81. The major developments in the north have been the opening of major bypasses on the A66, at Stockton-Thornaby and at Appleby, and on the A1 at Felton (including a new bridge over the Coquet). Certain preliminary works on the A19 Billingham Diversion were completed, and the whole 4 mile scheme should be open in the autumn of 1982.

82. During the period, construction has started on a number of new bypass schemes. On the A1 are bypasses for Berwick and Belford and on the A66 for Bowes.

83. Looking to the future, it is expected that work on the improvement of the difficult section of the A1 north of Alnwick and on the A69 bypasses for Bardon Mill and Greenhead will start within the next two years. Among the schemes planned for later in the programme are the A66 Darlington Bypass, and the A69 Newcastle Western Bypass, for which the preferred route was announced in July 1981. This included an extension from the Ponteland Road to the A1 north of Gosforth which was added to the programme in October 1981. [On the other hand, it has proved impossible at present to find routes for the proposed A69 bypasses at Haltwhistle and Haydon Bridge which are acceptable to local opinion without being wholly uneconomic; work on these schemes has, therefore, been temporarily suspended.] Nevertheless, it is clear that real progress has been and is being made on completing the improvements of both the north-south (A1 and A19) and east-west (A69 and A66) routes in the region, and removing heavy traffic from its towns and villages.

The North West

84. Four major new motorway schemes have opened in the region - the six mile length of the M56 from Hapsford via Stoak to Powey Lane in Cheshire, the M67 Denton Relief Road in Greater Manchester, the 8 mile length of the M58 linking the Royal Seaforth Docks with the M6, and the first part of the M531 Ellesmere Port motorway extension, which is being built by Cheshire County Council with 100% grant aid from central funds and construction of the rest of which started in June 1980.

85. The 1980 Roads White Paper emphasised the importance we attach to improving communications within the Calder Valley and from its towns to Manchester and the rest of the motorway system. Construction has now started on the main length of the

trunk road M65 from Hyndburn to Burnley, where it will connect with Lancashire County Council's recently opened motorway to Brierfield and its proposed extension to Colne. The link from the M65 to the A65 and the A679 north-east of Accrington is also under construction. Construction of both the last section of the M65 (from Whitebirk to Hyndburn) and of the main length of the Accrington Eastern Bypass, completing - with the Haslingden Bypass which has just opened - the link from the M65 to the M66 north of Manchester should start towards the end of 1982.

86. The other major motorway project under construction is the Stockport East/West Bypass (due to open in the spring of 1982). Preparation work on the remaining sections of the Manchester Outer Ring Road has continued. As mentioned in paragraph 44 above, work will now be resumed on the adjacent A6(M) bypass to Stockport and Hazel Grove.

87. We have added to the programme a scheme for widening the Barton Bridge and related sections of the M63. This will not only remove one of the worst bottlenecks on trunk roads in the region, it will also make possible the spur road proposed by the Greater Manchester County Council to take heavy traffic and that carrying dangerous chemicals from the Carrington petro-chemical complex off residential roads. Preparation work will now also begin on a bypass for Burscough and Rulford on the A59, which has been identified as the most urgent part of a comprehensive scheme for the improvement of that road between Bickerstaffe and Bretherton, the rest of which will have to remain on the suspended list. And the Kelsall Bypass has been promoted to the main programme; it is now hoped to start it in 1984.

88. In Cumbria* the last stage of the A590 diversion to Ulverston has been opened. During the period work has started on the A66 Troutbeck diversion and on the A590 schemes at Greenodd and Meathop to Sampool Bridge. It is expected that work will begin on the A69 Brampton Bypass within the next two years.

Yorkshire and Humberside

89. In 1980, we emphasised the importance to the region of good links to the Humberside ports. Good progress has now been made towards completing these links. The opening of the Humber Bridge has already been mentioned. This, and its approaches, connects south of the river with the M18/M180/A180 linking the Humber

* Responsibility for schemes in Cumbria passed in August 1981 from the Northern to the North-West Regional Office of the Departments of the Environment and Transport.

ports to the A1 and M1; the last sections of this from Brigg to Immingham and Grimsby are now under construction - part of it having been specially advanced from the 1982 programme. On the north side, preliminary work has started on the A63 Hull South Docks Road, and the main works should start in autumn 1982. Together with the Hull South Orbital route, which was financed with 100% Central Government grants, and opened in December 1980, this will complete the north bank link from Hull and its docks to the M62.

90. Elsewhere in the region the major developments have been opening of a bypass for the historic town of Beverley, the construction of bypasses for Skipton (the northern one opened ahead of schedule in November 1981, the western one is due to open in 1982), completion of the public inquiry into the revised proposals for the A629 in Airedale, and the publication of revised proposals for the link between the M1 at Kirkhamgate and the A1 near Wetherby. Work continues to improve the junctions on the A1; that at Darrington was completed in May 1980; and work on those north and south of Catterick, originally programmed for 1982, has already started.

91. Preparation work continues on the other schemes in the programme, including the Otley Bypass and Aston Relief Road, which it is hoped to start in the next two years, and the A616 Stocksbridge-M1 scheme by-passing Sheffield to the north which will now be added to the main programme.

The West Midlands

92. The main recent development in the region has been the start of construction on the whole of the M54 link between Telford New Town and the M6. This will greatly improve communications between Telford and both the West Midlands and the rest of the country via the motorway network. It will also relieve the historic A5 and the A464 through Shifnal of flows of heavy traffic for which they are quite unsuited. It will also help traffic to and from Shrewsbury and mid and north Wales via the A5.

93. Other major developments are the publication of the main statutory orders for the M40 extension (see paragraph 78 above) and the [decision to drop the northern spur of the M42 near Bromsgrove; construction of the rest of the M42 south of Birmingham is hoped to start in autumn 1982 and be completed by spring 1985]. The public inquiry into the line of the A42 and subsidiary orders for the M42 north of M6 was completed, and the Inspector's report [is awaited]. The Blythe Bridge to Uttoxeter section of the Stoke-Derby Link is making progress.

94. A number of bypass schemes are now also making progress. Tenders have been invited for that for Brimfield on the A49, while on the A41 that for Newport has been promoted to the main programme and together with the nearby bypass of The Hinstock should start within the next two years.

East Midlands

95. The major developments on the ground in the East Midlands have been the opening of the A52 Gamston-Lings Bar scheme, constructed by Nottinghamshire County Council with 100% Grant aid from Central funds, which provides an urgently needed link to the south of Nottingham for east-west through traffic; and the start of construction on the A38 Derby Ring Road,and on the Uppingham bypass, which was ready earlier than expected, and brought forward from the programme for 1982-83. Preliminary work has also started on the Chesterfield Inner Relief Road, which will take traffic away from the conservation area in the town centre; unexpected problems with bridge design have delayed the main works, which are now expected to start late in 1982.

96. Looking to the future, the major project in the region is the M1-A1 Link section of the route from the Midlands to the East Anglian Ports (see para 79 above). This route retains very high priority and, following confirmation of the preferred route in 1979 work has continued to develop a scheme which will meet traffic needs, relieve towns and villages of heavy traffic but have the least damaging effect on the countryside. We hope to publish the detailed plans [early in 1982].

97. As mentioned above paragraph 93, the inquiry into the route of the A42 section of the Nottingham-Birmingham route was completed, and the Inspector's report is expected shortly. Orders for the Derby Southern Ring Road have also just been published.

98. The region is gaining substantially from the review of the programme. It was announced in July that work was being resumed on the A6 Chapel-en-le-Frith and Whalley Bridge Bypass which had been in the suspended list; it is now in the 1982-83 programme. The Government has also found it possible to restart preparation work on the A46 Newark Relief Road, which is in the 1984-85 programme, and on the bypasses for Burton Latimer and Rushden on the A6 and for Blisworth on the A43 and to add to the programme a new bypass for Quorn and Mountsorrel on the A6.

The South West

99. The Wimborne Bypass is the only major scheme opened during the period. Work has started, however, on the Bere Regis and Gloucester Northern Bypasses and tenders have been invited for the first 6½ miles of the North Devon Link from the M5 to

north of Tiverton; construction should start in the first weeks of 1982. Detailed design is in progress on the rest of the route to Barnstaple, the Barnstaple Bypass and the Bideford Bypass, for which revised statutory orders have been published incorporating a bridge of reduced scale across the environmentally sensitive Torridge estuary.

100. Two other main priorities were set out in 1980. Work is going well on the major schemes to improve the A38 through the built up area of Plymouth; tenders for both should be invited in the early months of 1982. Progress with the improvement of the A30 at Okehampton has unfortunately been delayed by the illness of the Inspector, but his Report of the Public Inquiry is expected early in 1982.

101. A number of bypasses also feature in the forward programme. As mentioned in paragraph 44 preparation work will now be resumed on the A4/A46 Batheaston/Swainswick Bypass and the A35 Axminster Bypass. Greater priority is being given to a modified scheme at Bridport, and to the A417 Brockworth Bypass which will form part of a re-routed A40, taking through-traffic out of Cheltenham. A bypass for Beckington on the A36 has been added to the programme; this is one of a number of small schemes which have replaced a proposal for a new route from Warminster to Bath which could not be justified in the foreseeable future. A section of the A46 between Bath (Swainswick) and the A420 which has been damaged by a series of earth slips now needs replacing, and it has been added to the main programme.

Eastern Region

102. The excellent progress made with the M25 in the region has already been described. On the major routes to the ports, much has also been done. The new A13 from the M25 to Tilbury by-passing Grays and Thurrock opened in December 1981. On the A604/A45 route the completion of the new dualled section of the A604 from Bar Hill to Godmanchester completes a modern road link from the A1 to the outskirts of Ipswich and also enables traffic from the north to get easily to East London via the M11; construction has started on the Southern Bypass of Ipswich whose completion should coincide with that of the Orwell Bridge; revised proposals for the Ipswich Western Bypass, which will complete the link round Ipswich to Felixstowe, have been published. Between London and the Haven Ports, the A120 Colchester Eastern Bypass will open in 1982, when the A604 will be made a trunk road to Harwich. Tenders have been invited for major improvements and dualling near Gallows Corner in Essex. The only remaining gap in the modernised route is at Chelmsford, where revised proposals for a bypass were published in August 1981.

103. Elsewhere, both the bypass at Swaffham and the A5 Milton Keynes Diversion are now open, and work has started on a 7 mile section of the A17 between King's Lynn and the County Boundary, by-passing Clenchwarton and Terrington St Clements and on bypasses for Blofield and Elstow. Others should start in the next two years, including those for Attleborough, for Wisbech and West Walton and for Narborough, both of which have been transferred to the main programme. As indicted in the 1980 White Paper, special efforts have been made to advance the Great Yarmouth Western Bypass, and it is now hoped to start the northern section by the summer of 1983.

104. Following the decision from the Secretary of State for the Environment to turn down proposals for a major expansion of the Castor Township near Peterborough, the schemes in the programme on the A47 west of Peterborough, Soke Parkway and Castor Parkway, are no longer needed. A scheme for a more limited bypass at Castor and Ailesworth has replaced them.

The South East

105. Apart from the M25, there has been substantial progress on the major radials and on the routes along the south coast and between Oxford and Southampton. South-east of London the opening of the Canterbury Bypass completed the high standard M2/A2 route to Dover. The M26 between Dunton Green and Wrotham, and two sections of the M20 between West Kingsdown and Addington and between Ashford and Folkestone have also been completed. Except for the rural section between Maidstone and Ashford, there is now continuous motorway from Folkestone to the Dartford Tunnel, from where the M25 is now open or under construction right round to the A1; and to Reigate in Surrey. The final section of the route of the M20 at Hollingbourne has been fixed following a public inquiry; further work will have to wait until resources are available. A preferred route for the A20 Folkestone-Dover improvement was announced following public consultation.

106. On radials to the south and west of London, major developments include the decision, following the Winchester public inquiry of 1976-77, to proceed with the extension of the M3 from Popham to Bar End and to carry out a fresh study of the environmentally sensitive section where the overloaded Winchester Bypass runs between St Catherine's Hill and the Itchen Water Meadows. The arrangements for the study were announced in September 1981. On the A3 the opening of the four mile Burpham to Ladymead Diversion, providing further relief to Guildford, completed the provision of continuous dual-carriageway from Roehampton to the A31 junction west of Guildford; a further section southwards to Shackleford was the subject of public consultation.

107. On the A34 north of Winchester 12 miles of new and improved road were completed, including the Sutton Scotney Bypass. Proposals have been published for improvement to the A34 near Whitway, north of the Litchfield Bypass, and the public consultation on the next section in the Newbury area, which will complete the improvement northwards to the M4, is planned for 1982. Closely related to this is the improvement to the A30 between Popham and Bullington which started in 1981.

108. On the south coast route, work has started on the missing link in the M27 north of Southampton; contracts have been let both for the western section and for advance bridge works at the A335 and railway crossing; the last contract on the M27 itself should be let in the spring of 1982. In addition it was decided to re-publish proposals for the previously planned link between the Stoneham interchange and Swaythling; subject to the completion of statutory procedures, construction could start in 1983. Further east, the Portsbridge to Broadmarsh section opened in 1980; so did the Bexhill Bypass and a new tunnel through the chalk hills at Lewes, which has relieved South Street of through traffic. Elsewhere on this route, the Secretaries of State hope to announce shortly their decisions following the inquiry into the Havant-Chichester section by-passing Emsworth, and an inquiry into the proposed Brighton Bypass is being arranged for January 1982. Lastly on the south coast road, a grade-separated junction to carry heavy traffic north of Langstone and a bypass of Winchelsea have been added to the programme; the latter is the most urgent section of a much longer scheme on the A259, for which resources are unlikely to be available in the next few years.

109. Elsewhere in the region, bypasses are under construction at Dorchester on Thames and Kingsclere, while stage 2 of the Basingstoke Northern Bypass and a southern bypass of Bicester have been added to the programme.

London

110. As the 1980 White Paper made clear, our main priorities on the limited network of trunk roads within the M25 orbital route are the improvement and extension of the North Circular Road (A406) and of the main radials; schemes to improve communications with Docklands are particularly important.

111. On the North Circular, the enlarged junction with the A40 at Hanger Lane has been completed and preferred schemes have been selected at the western end from the A404 to the A4000 in Hounslow and at the junction with the A10. Public comment has also been invited on a scheme at the A112 at Waltham Forest. On the two North Circular Road Docklands schemes, detailed proposals have been published for the

extension from South Woodford to the A13 at Barking and public comment has been sought on the East London River Crossing from Barking to Falconwood. These two schemes together will link Docklands with the national main road network and the Channel ports.

112. There have been substantial developments on the main radials serving Docklands and East London. The Department has published its preferred route for the third major scheme in the Docklands package, the link from the M11 to the Blackwall Tunnel approaches; this has been designed with great care to enable the heavy traffic which causes so much disruption in the area at present to be carried with the least practicable effect on the environment. They include a tunnel to enable George Green (part of Epping Forest) to be reinstated, other modifications to reduce impact on Forest land, and a short tunnel at Leytonstone station. Tenders have been invited for dualling the A12 between Gallows Corner and the M25. On the A13, the flyover at the A117 junction at Newham was opened in 1981, two new flyover proposals have been added to the programme at Thames Avenue and Dovers Corner, and after careful consideration the selection of the route to be worked up in detail in the Rainham area was confirmed, and statutory orders should now be published in 1982.

113. On the A20, the final statutory procedures to authorise the Sidcup Bypass have just been completed and tenders should be invited in the summer of 1982. Following a public inquiry, the order authorising the M23 extension from Hooley to Mitcham was revoked, but an improvement to the main bottleneck on the trunk road at Purley Cross has begun.

114. We intend to remove all the remaining at-grade junctions which delay traffic on the A40 between Central London and the M40 and cause traffic problems in adjacent residential areas. Following the Greenford and A312 junctions, which opened late in 1979, work is now in progress on those at the West End Lane (Hillingdon) and Perivale Lane junctions, and the bridge across the Grand Union Canal is being widened and strengthened. Schemes to improve junctions at Swakeleys Road and Long Lane have now been added to the programme and join those at Western Circus and Gipsy Corner in Ealing in the reserve list. When these are completed, traffic should be able to flow freely from Marylebone Road to Oxford and, with construction of the M40 extension, to the Midlands and the North.

TABLE 1

EXPENDITURE ON TRUNK ROADS[1] IN ENGLAND 1975-76 TO 1983-84

£million at outturn prices

	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82 Estimated	1982-83 Estimated	1983-84 Estimated
New construction and improvement	378	365	281	278	335	395	466	539	
Maintenance	49	57	61	83	105	115	160	153	
TOTAL	427	422	342	360	440	510	626	692	719

Notes:

[1] Including Trunk Road Motorways

This table sets out the programme for the period to 1983-84 and gives comparable figures for previous years.

TABLE 2

DETAILS OF EXPENDITURE ON TRUNK ROADS 1978-79 TO 1980-81

£ thousand at outturn prices

	1978-79	1979-80	1980-81
New Construction and Improvement			
Schemes in national programme	193,500	236,321	283,543
Small schemes[1]	17,697	19,485	18,519
Land acquisition	26,338	30,635	39,944
Preparation and supervision	37,183	46,572	51,853
Other	3,010	1,963	821
Sub Total	277,728	334,976	394,680
Maintenance			
Motorway, normal	17,431	20,839	26,495
Motorway, major	15,494	30,904	37,323
Other trunk roads, normal	38,695	40,698	40,920
Other trunk roads, major	8,786	8,462	6,662
Other	2,215	3,753	3,676
Sub Total	82,621	104,656	115,076
TOTAL	360,349	439,632	509,756

Notes:

1. Schemes costing less than £1,000,000 (£500,000 for years prior to 1980/81.

This table sets out the outturn expenditure for the years 1978-79 to 1980-81 on roads in England. The figures consisted of central government payments. A detailed account of this expenditure, which is provided for in the Roads etc. Vote for England, is published annually in the Supply Appropriation Accounts.

The figure for preparation and supervision includes the cost of the Road Construction Units and consultants. 'Normal' maintenance is broadly equivalent to the routine and winter maintenance discussed in paragraphs 49-50.

2. For direct Comparison with Programme 6.1 shown in Government Expenditure Plans, the following items have to be included.

	£000s outturn prices		
	1978-79	1979-80	1980-81
Add, other roads expenditure including lighting and safety	10,354	10,141	14,241
Deduct, receipts from rents, tolls, sale of surplus land etc	11,246	14,874	17,197
Net charge of Public Expenditure figures (case)	-892	-4,733	-2,956

TABLE 3

OUTSTANDING COMMITMENTS[1] ON TRUNK ROAD EXPENDITURE

£ thousand

	31 January 1980	31 January 1981
New construction and improvement	420,000	475,000
Maintenance	15,000	21,000
TOTAL	435,000	496,000

Notes:-

[1] Commitments represent expenditure which the Minister has undertaken to incur on schemes in progress or authorised to start. As payments are made on a scheme the outstanding commitment diminishes, while each new scheme authorised adds to the total of outstanding commitments. Prices are based on those current at the works commitment stage or contract letting stage for each scheme, but adjustments have been made where necessary to take account of known increases in costs.

TABLE 4

LENGTHS OF PUBLIC HIGHWAY

	MILES	
	1 APRIL 1979	1 APRIL 1980
Trunk Roads[2]	6117	66210[3]
Classified principal roads [4]	15267	15259
Classified non-principal roads	48863	49016
Unclassified roads	89806	90260
TOTAL (ALL SURFACED ROADS)	160,113	160,745
This total includes:		
Trunk road motorways	1297	1335
Local road motorways	61	61

NOTES:

1. Excludes about 6,000 miles of unsurfaced roads.

2. Totals include trunk road motorways.

3. The change in trunk road mileage between 1979 and 1980 is a net figure which takes account of newly constructed roads and the trunking and detrunking which took effect during the period.

4. Totals include classified principal road motorways.

Figures for Great Britain as a whole are published for a longer run of years in 'Transport Statistics'.

TABLE 5

SCHEMES IN THE TRUNK ROAD PROGRAMME

This table gives details of trunk road schemes in England costing more than £1 million. The schemes are listed in route number order. Where new routes have not been numbered, schemes are generally shown against the roads to which they are related.

Part A Schemes completed between 1 February 1980 and 30 november 1981, with costs shown at outturn prices.

Part B Schemes under construction at 1 December 1981, with costs shown at current prices.

Part C Schemes in preparation.

Costs are shown at November 1979 prices. Start dates are given in bands of years. These are not target dates but are based on experience of the time needed to design new roads and to complete public consultation and the statutory procedures. They also take account of when resources might be available.

As explained in paragraph 41 more schemes are programmed in each block that resources currently allocated would allow to go ahead.

In each of these time bands provision is made both for a main programme and for a reserve list. The reserve list is made up of schemes which will be fully prepared so that they can be undertaken should resources be available. Any such scheme not started during one period would then compete with schemes on the reserve list for the next period.

On other schemes preparation work will be temporarily suspended at a suitable point and resumed when there is a prospect of funds being available for them soon after preparation work could be completed.

Schemes are subject to continuing appraisal in the course of preparation and may be amended or deleted from the programme at any stage up to letting of contracts.

Part D Schemes withdrawn from the programme since 1 February 1980.

A[redacted] SCHEMES COMPLETED BETWEEN 1 FEBRUARY 1980 AND 30 NOVEMBER 1981

NOTES:

S	single carriageway
D2	dual carriageway, two lanes
D3	dual carriageway, three lanes
D4	dual carriageway, four lanes
*	standard not yet decided or scheme not yet defined. Cost estimates to nearest £ million

Route Number	Scheme	Standard	Estimated Works Cost (£million, Current prices)	Approximate Length (Miles)	Date of Completion
M5 †	Widening Lydiate Ash-Quinton, Hereford and Worcester/West Midlands	D3	5.7	5.5	April 1980
M20	Sellindge-Folkestone, Kent	D3/D2	24.3	6.8	October 1981
M20	West Kingsdown-Wrotham, Kent	D3	22.1	5.0	February 1981
M25	A111-A10, Greater London	D3	23.0	5.3	July 1981
M25 †	Runnymede Bridge, Berkshire/Surrey	D4	3.0	0.2	March 1980
M25	Sevenoaks Interchange, Kent	D3/D2	10.7	1.9	July 1980
M25	Thorpe-Chertsey, Surrey	D3	13.5	2.4	October 1980
M25	A10-M11 (Bullsmoor Bridge), Greater London/Hertfordshire	D3	1.7	-	July 1980
M25	Egham-Yeoveney, Berkshire/Surrey	D3	10.5	0.9	November 1981
M25	Chertsey-Wisley (Advance Bridgeworks), Surrey	-	1.8	-	August 1980
M25	Chertsey-Wisley (New Haw Viaduct), Surrey	-	4.9	0.2	October 1981
M25	Chertsey-Wisley (Wisley Interchange), Surrey	-	2.5	-	August 1981
M25	A13-A12 (Poplars Bridge), Essex	D3	4.8	-	June 1980
M25	A13-A12 Stage 1, Essex	D3	14.6	1.4	September 1981
M26	Dunton Green-Wrotham, Kent	D2	21.4	7.5	November 1980
M56	Hapsford-Stoak, Cheshire	D3	7.0	2.7	November 1980
M56	Stoak Interchange, Cheshire	D3/D2	7.1	1.5	March 1981
M56	Stoak-Powey Lane, Cheshire	D2	6.1	2.2	December 1980
M58	Aintree-Skelmersdale, Merseyside/ Lancashire	D3/D2	29.1	8.1	September 1980
M67	Denton Relief Road Stage 1, Greater Manchester	D3	17.0	1.3	September 1981
A1	Felton Bypass Stage 2A, Northumberland	S	1.9	0.9	November 1981
A1	Felton Bypass Stage 2B, Northumberland	S	2.2	1.8	August 1981
A1	Grade Separated Junction at Darrington, West Yorkshire	D2	2.1	1.0	May 1980
A2	Canterbury Bypass, Kent	D2	16.3	4.6	October 1981
A3	Burpham-Ladymead Diversion, Surrey	D3/D2	19.4	3.9	July 1981
A5	Milton Keynes Diversion, Buckinghamshire/Northamptonshire	D2	23.7	9.6	October 1980
A6	Silsoe Bypass, Bedfordshire	S	1.8	1.9	February 1981
A10	Southery-South Runcton, Norfolk	S	5.3	10.0	June 1980
A13	Newham A13/A117 Junction, Greater London	S	1.6	0.3	June 1981
A19	Billingham Diversion (Advance Earthworks and Railway Bridge), Cleveland	-	2.5	1.0	October 1980
A27	Portsbridge-Broadmarsh Improvement, Hampshire	D3	2.8	2.0	November 1980
A27	Lewes South Street Improvement, East Sussex	S	2.7	0.9	December 1980

A: SCHEMES COMPLETED BETWEEN 1 FEBRUARY 1980 AND 30 NOVEMBER 1981-continued

Route Number	Scheme	Standard	Estimated Works Cost (£million, Current prices)	Approximate Length (Miles)	Date of Completion
A30	Billet Bridge-Avondale Road, Surrey	D2	1.7	1.0	March 1981
A31	Wimborne Bypass, Dorset	S	6.9	3.6	September 1981
A34	Whitchurch-Litchfield Improvement, Hampshire	D2	3.4	6.0	November 1980
A34	Kingsworthy-Bullington (Sutton Scotney Bypass), Hampshire	D2	10.6	5.8	October 1981
A47	Swaffham Bypass, Norfolk	D2/S	4.9	4.8	June 1981
A52 †	Borrowash Bypass Extension, Derbyshire	D2	4.4	0.5	May 1980
A56	Haslingden Bypass, Lancashire	D2	15.5	2.7	November 1981
A66	Stockton-Thornaby, Cleveland	D2	17.8	4.0	June 1981
A66	Appleby Bypass, Cumbria	D2	9.9	4.0	April 1981
A259	Bexhill Old Town Bypass, East Sussex	D2	2.3	0.9	June 1980
A406	Hanger Lane-Western Avenue Junction, Greater London	S	5.4	0.4	April 1981
A590	Ulverston Diversion Stage 3, Cumbria	D2	1.0	0.6	August 1981
A604	Bar Hill-Godmanchester, Cambridgeshire	D2	13.2	8.1	May 1981
A1079	Beverley Bypass, Humberside	S	12.8	5.6	May 1980

† Completion of scheme announced in Cmnd 7908

B SCHEMES UNDER CONSTRUCTION AT 1 DECEMBER 1981

Route Number	Scheme	Standard	Estimated Works Cost (£million Current prices)	Approximate Length (Miles)	Expected Completion Date
M1	M1 Widening, Hertfordshire	D4/D3	32.7	6.4	Autumn 1983
M20	Ashford-Sellindge, Kent	D3	21.9	7.8	Winter 1981/82
M25	Wisley-Leatherhead (Advance Bridgeworks), Surrey	-	1.5	-	Summer 1982
M25	Chertsey-Wisley (Main Works), Surrey	D3	24.4	5.8	Summer 1983
M25	Yeoveney-Airport Spur, Surrey	D4	20.0	2.0	Winter 1982/83
M25	A10-M11 Stage 1, Hertfordshire	D3	38.7	1.8	Autumn 1983
M25	A10-M11 Stage 2, Essex/Hertfordshire	D3	16.2	2.2	Autumn 1983
M25	A10-M11 Stage 3, Essex	D3	37.2	4.1	Winter 1983/84
M25	A13-A12 Stage 2, Greater London/Essex	D3	11.8	2.5	Spring 1982
M25	A13-A12 Stage 3, Greater London/Essex	D3	36.6	5.4	Spring 1983
M25	M11-A12 Stage 1, Essex	D3	24.9	3.0	Spring 1983
M25	M11-A12 Stage 2, Essex	D3	23.1	5.1	Spring/Summer 1983
M27	Chilworth-Hedge End (Advance Bridgeworks), Hampshire	S	1.7	0.3	Spring 1982
M27	Chilworth-Stoneham, Hampshire	D3	12.5	2.4	Summer 1984
M54	Telford-M6 (Featherstone Section), Staffordshire	D2	19.5	3.5	Autumn 1983
M54	Telford-M6 (Donnington Section), Shropshire	D2	9.4	4.3	Summer 1983
M54	Telford-M6 (Shifnal Section), Shropshire	D2	13.8	4.6	Summer 1983
M54	Telford-M6 (Codsall Section), Staffordshire	D2	15.6	5.0	Autumn 1983
M63	Stockport East/West Bypass Stage 2, Greater Manchester	D3	10.3	0.6	Spring 1982
M63	Stockport East/West Bypass Stages 4/5, Greater Manchester	D3	14.1	1.9	Spring 1982
M65	Hyndburn-Huncoat Junction, Lancashire	D3	21.1	3.0	Summer 1984
M65	Huncoat Junction-Burnley, Lancashire	D3/D2	25.9	2.5	Spring 1984
A1	Catterick Northern and Southern Junction Improvements, North Yorkshire	D2	3.1	1.7	Summer 1983
A1	Berwick Bypass, Northumberland	S	8.7	5.3	Summer 1983
A1	Belford Bypass, Northumberland	S	2.3	3.5	Autumn 1983
A6	Elstow Bypass, Bedfordshire	S	2.9	1.2	Spring 1983
A13 *	Mar Dyke-East of Grays, Essex	D3/D2	27.3	6.1	Winter 1981/82
A17	West of Kings Lynn-County Boundary, Norfolk	S	5.8	6.8	Spring 1983
A17	Heckington Bypass, Lincolnshire	D2/S	7.8	5.2	Summer 1983
A19	Billingham Diversion (Main Works), Cleveland	D2	17.2	4.0	Autumn 1982
A30	Popham-Bullington, Hampshire	D2	4.9	4.4	Autumn 1983
A31	Bere Regis Bypass, Dorset	S	3.5	1.3	Summer 1982
A38	Derby Ring Road, Derbyshire	D2	12.8	1.8	Autumn 1983
A40	Perivale Lane Grade Separated Junction, Greater London	D3	8.7	0.8	Summer 1984
A40	Hillingdon West End Road, Greater London	D3	11.0	1.0	Winter 1983/84
A40	Gloucester Northern Bypass, Gloucestershire	D2/S	7.8	3.3	Summer 1983
A45	Ipswich Bypass (Southern Section West), Suffolk	D2	10.9	3.0	Autumn 1982
A45	Ipswich Bypass (Southern Section East), Suffolk	D2	12.8	3.8	Autumn 1982
A45	Ipswich Bypass (Orwell Bridge), Suffolk	D2	28.5	0.8	Autumn 1982

B: SCHEMES UNDER CONSTRUCTION AT 1 DECEMBER 1981-continued

Route Number	Scheme	Standard	Estimated Works Cost (£million Current prices)	Approximate Length (Miles)	Expected Completion Date
A47	Uppingham Bypass, Leicestershire	D2	1.3	1.5	Autumn 1983
A47	Blofield Bypass, Norfolk	D2	3.7	1.0	Spring 1983
A49 ‡	Brimfield Bypass, Hereford and Worcester	S	1.5	1.0	Winter 1983/84
A56	Accrington Eastern Bypass (Northern Section), Lancashire	D2	4.6	0.9	Summer 1983
A61	Chesterfield Inner Relief Road (Advance Bridgeworks), Derbyshire	-	2.2	2.7	Summer 1982
A63	South Docks Road, Hull (Advance Earthworks), Humberside	-	3.4	-	Spring 1983
A66	Troutbeck Diversion, Cumbria	S	2.1	1.7	Summer 1983
A66	Bowes Bypass, Durham	D2/S	6.8	4.0	Spring 1983
A120	Colchester Eastern Bypass, Essex	D2	21.3	8.2	Summer 1982
A180	Brigg-Ulceby, Humberside	D2	17.8	5.5	Summer 1983
A180	Ulceby-Grimsby, Humberside	D2	17.0	8.2	Autumn 1983
A339	Kingsclere Bypass, Hampshire	S	1.4	1.2	Winter 1982/83
A423	Dorchester-on-Thames Bypass, Oxfordshire	S	2.6	2.2	Winter 1982/83
A361 ‡	North Devon Link (M5-Tiverton), Devon	D2	16.6	6.4	Winter 1983/84
A590	Greenodd Diversion, Cumbria	D2	4.8	0.7	Summer 1983
A590	Meathop-Sampool Bridge, Cumbria	D2/S	8.1	3.9	Winter 1981/82
A629	Skipton Bypasses, North Yorkshire	S	14.4	6.2	Northern Section - Winter 1981/82 Western Section - Autumn 1982

‡ Contract let

* Scheme now Completed

C: SCHEMES IN PREPARATION

Route Number	Scheme	Proposed Standard	Estimated Works Cost (£million, November 1979 prices)	Approximate Length (Miles)
Main Programme 1982 and 1983				
M3	Popham-Bar End Stage 1, Hampshire	D2	11.5	6.8
M3	Popham-Bar End Stage 2, Hampshire	D2/D3	15.6	4.3
M25	Wisley-Leatherhead, Surrey	D3	18.6	4.2
M25	Leatherhead-Reigate, Surrey	D3	16.8	4.5
M25	Leatherhead Interchange, Surrey	D3	16.4	3.3
M25	Swanley-Sevenoaks, Kent	D3	34.6	8.5
M25	Swanley Links, Kent	*	5.5	*
M25	Airport Spur-M4 (Advance Earthworks), Surrey/Buckinghamshire	-	3.5	-
M25	Airport Spur-M4, Surrey/Buckinghamshire	D4	46.8	2.1
M25	M4/M40, Buckinghamshire	D3	29.8	4.2
M25	M40 Interchange, Buckinghamshire	D3	23.3	1.5
M25	M40-Maple Cross, Buckinghamshire/Hertfordshire	D3	19.0	4.7
M25	Micklefield Green-A405, Hertfordshire	D3	60.2	5.6
M25	A405-A1, Hertfordshire	D3	35.2	7.4
M27	Stoneham-Hedge End, Hampshire	D3	22.5	4.1
M27	Swaythling Link, Hampshire	D2	2.1	0.6
M42	Bromsgrove (Umberslade Section), West Midlands/Warwickshire	D3	23.1	6.4
M42	Bromsgrove (Alvechurch Section), Hereford and Worcester	D3	18.3	4.6
M42	Bromsgrove (Catshill Section), Hereford and Worcester	D2/D3	11.9	4.0
M42	Tamworth (Water Orton Section), Warwickshire	D3	31.6	5.3
M42	Tamworth (Kingsbury Section), Warwickshire	D2	21.5	6.0
M42	Tamworth (Polesworth Section), Warwickshire/ Leicestershire	D2	24.0	7.2
M63	Stretford-Eccles Improvement Stage 1 (Barton High Level Bridge), Greater Manchester	D3 D3	1.0 1.0	1.2 1.2
M63	Stretford-Eccles Improvement Stage 2, Greater Manchester	D3	4.0	1.0
M65	Whitebirk-Hyndburn, Lancashire	D3	18.9	2.2
A1	Alnwick Bypass Stage 2, Northumberland	S	3.3	4.0
A1(M)	Roestock-Stanborough, Hertfordshire	D3/D2	47.6	2.8
A11	Attleborough Bypass, Norfolk	S/D2	5.6	5.5
A12	Gallows Corner, Greater London	D2	4.4	2.0
A12	Copdock-Washbrook Bypass, Suffolk	D2	7.8	3.0
A12	Great Yarmouth Western Bypass (Northern Section), Norfolk	S/D2	10.4	2.0
A17	New Washway Road, Lincolnshire	S/D2	3.8	3.0
A20	Sidcup Bypass, Greater London	D2	22.5	3.8
A30	Long Rock Bypass, Cornwall	D2	1.5	1.1
A30	Okehampton Bypass, Devon	D2	14.9	5.4
A30	Exeter-Okehampton Stage 3, Devon	D2	18.7	5.4
A30	Polstrong-St Erth, Cornwall	S	10.1	7.1
A34	Whitway Diversion, Hampshire	D2	3.7	3.1
A35	Dorchester Bypass, Dorset	S	5.9	3.7
A38	Marsh Mills to Manadon, Devon	D2	26.0	2.5
A38	Alrewas Grade Separated Junction, Staffordshire	S	3.4	1.8
A38	Manadon-Tamar Bridge, Devon	D2	9.5	2.8
A40	Northleach Bypss, Gloucestershire	S	2.6	4.2
A41	Hinstock Bypass, Shropshire	S	1.0	1.5

C: SCHEMES IN PREPARATION

Route Number	Scheme	Proposed Standard	Estimated Works Cost (£million, November 1979 prices)	Approximate Length (Miles)
Main Programme 1982 and 1983 (continued)				
A41	Newport Bypass, Shropshire/Staffordshire	S	3.9	5.0
A45	Levington Heath Improvement, Suffolk	D2	1.9	1.9
A45	Ipswich Bypass (Eastern Section), Suffolk	D2	3.7	2.6
A45	Ipswich Bypass (Western Section), Suffolk	D2	15.3	4.4
A47	Wisbech/West Walton Bypass, Cambridgeshire	S	5.2	6.0
A52	A614/A52 Junction Improvement, Nottinghamshire	D2	2.9	0.7
A56	Accrington Eastern Bypass (Southern Section), Lancashire	D2	11.2	3.2
A57	Worksop Southern Bypass, Nottinghamshire	S	9.6	4.9
A61	Chesterfield Inner Relief Road (Main Works), Derbyshire	D2	11.5	2.7
A63	South Docks Road, Hull, Humberside	D2	19.3	5.3
A69	Greenhead Diversion, Northumberland	D2	1.3	1.5
A69	Brampton Bypass, Cumbria	S	3.8	3.5
A69	Bardon Mill Bypass, Northumberland	S	1.0	0.7
A303	Andover-Thruxton, Hampshire	D2	7.5	4.8
A564	Stoke-Derby Link (Blythe Bridge-Uttoxeter), Staffordshire	D2	17.1	8.6
A590	Levens Bridge Diversion, Cumbria	D2	3.3	1.5
A660	Otley Bypass, West Yorkshire	S	4.6	1.5

C: SCHEMES IN PREPARATION

Route Number	Scheme	Proposed Standard	Estimated Works Cost (£million, November 1979 prices)	Approximate Length (Miles)
Reserve List 1982 and 1983				
A6	Chapel-en-le-Frith Bypass, Derbyshire	D2	20.4	4.6
A10	Ely/Littleport Bypass, Cambridgeshire	S	4.8	7.5
A27	Fontwell Improvement, West Sussex	D2	3.6	1.9
A27	Langstone Flyover, Hampshire	D2	2.0	1.0
A31	Ferndown Bypass, Dorset	S	4.1	3.4
A35	Honiton Link-A30, Devon	S	2.1	1.4
A39	Marshgate Diversion, Cornwall	S	1.5	3.9
A43	Broughton Diversion, Northamptonshire	S	1.9	1.9
A51	Tarvin South West Bypass, Cheshire	S	1.6	1.3
A57	Aston Relief Road, South Yorkshire	S	4.6	3.2
A303	Fure Hedge Improvement, Wiltshire	D2	2.1	1.5
A339	Basingstoke Northern Bypass Stage 2A, Hampshire	D2	2.9	1.3
A428	Bromham Bypass, Bedfordshire	S	2.9	2.2

C: SCHEMES IN PREPARATION

Route Number	Scheme	Proposed Standard	Estimated Works Cost (£million, November 1979 prices)	Approximate Length (Miles)
Main Programme 1984 and 1985				
M4	Widening between M25 Interchange and Heathrow Spur, Greater London	D4	4.2	1.0
M5	Widening and Reconstruction Warndon-Catshill, Hereford and Worcester	D3	30.0	10.6
M5	Widening Catshill-Lydiate Ash, Hereford and Worcester	D3	4.4	3.3
M5/M42	Catshill Northern Link, Hereford and Worcester	*	6.6	1.4
M26	Otford Slip Roads, Kent	*	0.9	*
M63/66	Portwood-Denton, Greater Manchester	D3/D2	46.1	5.0
-	Hackney-M11 Link Road, Greater London	D3/D2	59.6	3.7
A1	Archway Road Improvement, Greater London	D2	11.4	1.1
A1	Kirkhamgate-Dishforth (South Wetherby - Walshford), West Yorkshire	D3/D2	11.5	5.6
A1	Kirkhamgate-Dishforth (Dishforth Junction), North Yorkshire	D2	3.7	1.2
A2	Barham Crossroads Grade Separated Junction, Kent	D2	1.8	0.5
A3	Compton/Shackleford Improvement, Surrey	D2	4.4	2.3
A10	Buntingford Bypass, Hertfordshire	S	3.8	3.0
A11	Thetford Bypass, Norfolk	S	5.9	4.9
A11	Barton Mills Bypass, Suffolk	D2	3.2	2.1
A11	Wymondham-Cringleford, Norfolk	D2	7.0	5.1
A12	Chelmsford Bypass, Essex	D2	32.0	9.2
A13	Thames Avenue Flyover, Greater London	S	1.7	0.3
A13	Dovers Corner Flyover, Greater London	S	1.5	0.3
A13	Dovers Corner - Launders Lane, Greater London	D2	26.2	1.6
A13	Wennington-Mar Dyke, Essex	D2	9.8	2.8
A16	Boston-Algarkirk (bypassing Kirton), Lincolnshire	S	4.4	7.3
A17	Swineshead Bypass, Lincolnshire	S	2.6	3.5
A17	Wigtoft/Sutterton Bypasses, Lincolnshire	S	2.3	4.7
A17	Long Sutton/Sutton Bridge Bypasses, Lincolnshire	S	9.3	7.0
A19	Ricall and Barlby Bypass, North Yorkshire	S	3.6	4.0
A21	Pembury Bypass, Kent	D2	10.2	2.8
A21	Robertsbridge Bypass, East Sussex	S	2.1	1.2
A23	North of Bolney-Brighton, West Sussex	D2	12.0	8.0
A27	Havant-Chichester Bypass, Hampshire/West Sussex	D2	20.9	8.3
A30	Summercourt Improvement, Cornwall	D2	2.2	1.5
A30	Blackwater Improvement, Cornwall	D2	4.0	2.2
A33	Bar End-Compton, Hampshire	*	*	2.5
A33	Widening Compton-Bassett, Hampshire	*	*	5.6
A38	Saltash-Stoketon Cross, Cornwall	D2/S	16.4	2.6
A39	Bideford Bypass, Devon	S	14.5	5.1
A40	Ross-on-Wye Relief Road, Hereford and Worcester	S	0.9	0.9
A41	Chester Improvement, Cheshire	D2	6.0	1.1
A43	Kettering Northern Bypass, Northamptonshire	S	3.9	2.8
A45	St Neots Bypass, Cambridgeshire	S	7.7	3.5

C: SCHEMES IN PREPARATION

Route Number	Scheme	Proposed Standard	Estimated Works Cost (£million, November 1979 prices)	Approximate Length (Miles)
Main Programme 1984 and 1985 (continued)				
A54	Kelsall Bypass, Cheshire	D2	4.5	2.2
A46 †	Lincoln Relief Road, Lincolnshire	S/D2	16.4	7.4
A46	Bath (Upper Swainswick) - A420 Avon	S	2.7	2.5
A47 †	Narborough Bypass, Norfolk	S	1.9	1.4
A48	Chepstow Bridge, Gloucestershire	S	2.1	1.0
A49	Leominster Bypass, Hereford and Worcester	S	4.1	3.7
A51	Tarporley Bypass, Cheshire	S	1.7	1.7
A52	Barthomley Link-M6, Cheshire	S/D2	5.8	4.5
A66	Darlington Bypass, Durham	S	7.4	4.3
A69/ A6125	Newcastle Western Bypass, Tyne and Wear	D2	25.3	6.0
A303	Ilchester-South Petherton, Somerset	D2	4.7	4.3
A303	South Petherton-Broadway, Somerset	D2/S	15.9	9.0
A406	Falloden Way-Finchley High Road, Greater London	D3	17.4	1.9
A406	South Woodford-Barking Relief Road, Greater London	D2/D3	60.0	6.3
A406	Popes Lane-Western Avenue, Greater London	D3/D2	16.2	2.3
A406	Great Cambridge Road (A10) Grade Separated Junction, Greater London	D3	25.0	0.8
A406	Hanger Lane-Harrow Road, Greater London	D3	40.5	1.7
A417	Brockworth Bypass, Gloucestershire	D2	5.5	2.0
A423	Maidenhead Thicket-Burchett Green, Berkshire	D2	5.8	2.6
A435	Evesham Bypass, Hereford and Worcester	S	6.0	4.0
A483	Chester Southerly Bypass-Welsh Border, Cheshire	D2	6.1	2.5
A523	Macclesfield Inner Relief Road, Cheshire	S	9.8	3.8
A604	M1-A1 Link (M1-Kettering Section), Northamptonshire	S/D2	35.8	19.1
A604	M1-A1 Link (Kettering Section), Northamptonshire	D2/S	16.6	4.5
A604	M1-A1 Link (Kettering-Brampton), Northamptonshire	S	15.7	20.0
A629	Airedale Stage 1, West Yorkshire	D2/S	19.1	4.9
A650	Airedale Stage 3A (Advance Bridgeworks), West Yorkshire	S	3.3	0.3
A650	Airedale Stage 4, West Yorkshire	D2	7.3	2.2
A650	Shipley Eastern Bypass, West Yorkshire	D2	14.5	1.2
A677/ A6119	Whitebirk-M6 Improvement, Lancashire	*	14.5	*
A5117	Woodbank Junction Improvement, Cheshire	S/D2	3.3	0.8
A6183	Kirkhamgate-Dishforth (A64-A1 South of Wetherby), West Yorkshire	D3	8.6	5.8
A6183	Kirkhamgate-Dishforth (A63/A64), West Yorkshire	D2	18.0	2.9
A6183	Kirkhamgate-Dishforth (M1-A63), West Yorkshire	D2	31.3	5.7
A616 †	Stocksbridge- M1 Stage 1, South Yorkshire	S	8.5	4.2
A616 †	Stocksbridge- M1 Stage 2, South Yorkshire	S	5.8	3.2

† Schemes which may start in 1983 if preparation can be completed by then and funds are available.

C: SCHEMES IN PREPARATION

Route Number	Scheme	Proposed Standard	Estimated Works Cost (£million, November 1979 prices)	Approximate Length (Miles)
Reserve List 1984 and 1985				
A1	Clifton-Stannington Bridge, Northumberland	D2	3.7	2.5
A5	Chirk Bypass, Shropshire	D2	3.5	0.7
A10	Melbourn Bypass, Cambridgeshire	S	2.9	1.9
A11	Newmarket-Wymondham Improvement, Cambridgeshire/Norfolk	S/D2	13.0	12.1
A34	Hanford Grade Separated Junction, Staffordshire	D2	2.5	0.6
A36	Heytesbury Bypass, Wiltshire	*	1.5	2.2
A36	Stapleford-South Newton Bypass, Wiltshire	*	2.2	3.0
A36	Steeple Langford Bypass, Wiltshire	D2	0.9	1.4
A41	Kings Langley Bypass, Hertfordshire	S/D2	7.5	4.5
A41	Berkhamstead Bypass, Hertfordshire	D2/S	11.7	7.1
A43	Brackley Bypass, Northamptonshire	S	4.4	3.1
A43	Bulwick Diversion, Northamptonshire	S	1.8	1.7
A46	Newark Relief Road, Nottinghamshire	S	17.0	5.8
A47	Billesdon Bypass, Leicestershire	S	2.5	2.2
A47	Guyhirn Diversion, Cambridgeshire	S	3.1	0.7
A47	Eye Bypass, Cambridgeshire	S	1.9	2.0
A47	Thorney Bypass, Cambridgeshire	S	2.1	2.0
A49	Onibury Diversion, Shropshire	S	1.5	0.6
A49	Prees Bypass/Prees Green Diversion, Shropshire	S	1.5	2.2
A64	Seamer/Crossgates Bypass, North Yorkshire	S	4.7	3.0
A65	Settle and Giggleswick Bypass, North Yorkshire	S	4.2	3.9
A69	Warwick Bridge Bypass, Cumbria	S	4.0	2.2
A303	Thruxton-Amesbury, Hampshire	D2	7.2	4.8
A417	Birdlip Bypass, Gloucestershire	S	0.8	1.6
A423	Southam Bypass, Warwickshire	S	1.1	1.5
A595	Thursby Bypass, Cumbria	S	1.0	0.9
A606	Tollerton Improvement, Nottinghamshire	D2	2.0	1.2
A650	Drighlington Bypass, West Yorkshire	S	2.5	2.0
A696	Belsay Bypass, Northumberland	S	0.7	1.0
A696	Ponteland Bypass, Northumberland	S	2.6	2.1
A696	Otterburn Bypass, Northumberland	S	0.8	2.2

C: SCHEMES IN PREPARATION

Route Number	Scheme	Proposed Standard	Estimated Works Cost (£million, November 1979 prices)	Approximate Length (Miles)
Main Programme 1986 onwards				
M40	Oxford-Birmingham (Gaydon Section), Warwickshire	D3	25.2	8.1
M40	Oxford-Birmingham (Banbury Bypass), Warwickshire/Oxfordshire/Northamptonshire	D3	103.4	27.0
M40	Oxford-Birmingham (Otmoor Section), Oxfordshire	D2	37.7	11.2
M40	Oxford-Birminghm (Warwick Section), Warwickshire	D3	32.6	10.8
M66	Denton-Middleton, Greater Manchester	D3/D2	73.6	10.4
A1	Kirkhamgate-Dishforth (Walshford-South of Dishforth Junction), North Yorkshire	D3	21.2	13.1
A3	Liphook and Petersfield Bypasses, Hampshire	D2/S	21.1	12.6
A5	Telford-Shrewsbury, Shropshire	D2	39.2	18.9
A6(M)	Stockport North/South Bypass, Greater Manchester	D2/D3	24.9	5.3
A12	Great Yarmouth Western Bypass (Southern Section), Norfolk	D2	5.0	1.6
A20	Folkestone-Dover, Kent	D2	33.1	8.6
A21	Lamberhurst Bypass, Kent	S	1.4	0.8
A27	Brighton Bypass, East/West Sussex	D2	36.9	8.3
A30	Mitchell Improvement, Cornwall	D2	2.1	1.4
A30	Zelah Improvement, Cornwall	S	1.3	1.0
A30	Indian Queens Improvement, Cornwall	S	5.6	2.5
A30	Plusha-Bolventor, Cornwall	S	8.1	4.0
A30	Okehampton-Launceston, Cornwall	D2/S	24.1	12.4
A30	Launceston-Plusha, Cornwall	D2/S	10.7	5.9
A34	East Ilsley-Chilton Improvement, Berkshire	D2	2.4	1.9
A34	Tothill-Donnington, Berkshire	*	17.2	6.8
A35	Bridport Link Road, Dorset	S	3.0	1.6
A36	Warminster Bypass, Wiltshire	S	9.7	5.7
A39	Wadebridge Bypass, Devon	S	9.1	5.0
A41	Bicester Southern Bypass, Oxfordshire	S	*	*
A42	Castle Donington Section, Leicestershire	D2	33.0	14.9
A43	Peartree Hill-Wendlebury Improvement, Oxfordshire	D2	13.3	6.3
A46	Coventry Eastern Bypass, Warwickshire	D2	13.6	4.6
A47	Acle Bypass, Norfolk	D2	2.6	1.5
A47	Norwich Southern Bypass, Norfolk	S/D2	30.2	14.3
A52	Bottesford Bypass, Leicestershire	S	3.4	3.2
A65	Bury-in-Wharfedale Bypass, West Yorkshire	S	1.7	0.9
A361	North Devon Link (Tiverton-Barnstaple Section), Devon	S	43.3	27.3
A406	Regents Park Road Junction, Greater London	D3	43.9	1.0
A406	Chingford Road-Hale End Road, Greater London	D3	31.2	1.3
A406	East London River Crossing, Greater London	D2	79.1	5.7
A422	Stratford Northern Bypass, Warwickshire (formerly Alcester-Warwick)	D2/S	9.5	8.0
A435	North of Alcester-Gorcott Hill, Warwickshire	S	6.8	6.5
A435	Alcester Bypasses, Warwickshire	S	7.3	5.3

C: SCHEMES IN PREPARATION

Route Number	Scheme	Proposed Standard	Estimated Works Cost (£million, November 1979 prices)	Approximate Length (Miles)
Main Programme 1986 onwards (continued)				
A438	West of Ashchurch-A435, Gloucestershire	S	5.3	3.0
A483	Oswestry Bypass and A5 Improvements, Shropshire	S	12.4	13.1
A564	Stoke-Derby Link (Stoke Southern Bypass), Staffordshire	D2	33.6	7.8
A564	Stoke-Derby Link (Derby Bypass/Derby Spur), Derbyshire/Leicestershire	D2	45.5	18.6
A564	Stoke-Derby Link (Hatton/Hilton and Foston Bypass), Derbyshire	D2	6.7	5.3
A650	Airedale Stage 2, West Yorkshire	D2	10.6	1.9
A650	Airedale Stage 3B (Main Works), West Yorkshire	D2	14.5	2.1
A1079	Market Weighton Bypass, Humberside	S	2.6	3.5

C: SCHEMES IN PREPARATION

Route Number	Scheme	Proposed Standard	Estimated Works Cost (£million, November 1979 prices)	Approximate Length (Miles)
Reserve List 1986 onwards				
	Easington-Bassetts Pole, Staffordshire	D2	20.1	13.6
A4/A46	Batheaston/Swainswick Bypass, Avon	D2	16.6	2.5
A6	Market Harborough Bypass, Leicestershire	S	4.2	3.7
A6	Quorn and Mountsorrel Bypass, Leicestershire			
A6	Burton Latimer-Rushden, Northants	S/D2	14.4	10.9
A12	Martlesham Bypass, Suffolk	D2	5.1	1.9
A16	South of Haven Bridge-Boston, Lincolnshire	S	4.3	.7
A17	Leadenham Bypass, Lincolnshire	S	4.3	2.5
A17	Fosdyke Bridge Bypass, Lincolnshire	S	1.9	1.1
A35	Axminster Bypass, Devon	S	6.6	2.7
A36	Codford Bypass, Wiltshire	S	1.4	2.0
A36	Beckington Bypass, Somerset	S	1.0	1.0
A39	Barnstaple Bypass, Devon	S	22.6	8.7
A40	Ealing, Western Circus, Greater London	D2/D3	15.5	0.4
A40	Ealing, Gipsy Corner, Greater London	D2/D3	13.7	0.6
A40	Swakeleys Road Grade Separated Junction, Greater London	D3	9.0	0.7
A40	Long Lane Grade Grade Separated Junction, Greater London	D3	12.0	1.3
A41	Aston Clinton Bypass, Buckinghamshire	S	9.6	6.0
A43	Stamford Relief Road, Cambridgeshire/ Lincolnshire	S	2.4	1.4
A43	Towcester Bypass, Northamptonshire	S	2.4	2.5
A43	Blisworth Bypass, Northamptonshire	S	6.6	4.3
A47	Walpole Highway and St Johns Highway Bypass, Norfolk	S	2.9	3.5
A47	Castor Bypass, Cambridgeshire	S	3.1	3.3
A49	Ashton Bypass, Hereford and Worcester	S	1.0	1.2
A52	Bingham Bypass, Nottinghamshire	S	2.9	2.0
A54	Tarvin Northern Bypass, Cheshire	D2/S	2.7	3.8
A59	Burscough Bypass, Lancashire	D2	*	*
A63	Selby Bypass, North Yorkshire	S	3.8	1.5
A66	Workington Bridge-Northside, Cumbria	S	1.5	0.7
A66	Clifton Bypass, Cumbria	S	1.5	1.2
A140	Dickleburgh Bypass, Norfolk	S	2.5	1.9
A249	Iwade Bypass, Kent	S	1.4	*
A259	Winchelsea Bypass, East Sussex	*	3.0	*
A303	Mere-Wincanton, Wiltshire/Somerset	D2/S	11.8	4.8
A406	Dysons Road-Hall Lane, Greater London	D3	23.3	1.5
A406	East of Silver Street-A1010, Greater London	D3	16.5	0.7
A446	Bassetts Pole-Dunton, Warwickshire	D2	15.1	5.0
A564	Stoke-Derby Link (Doveridge Bypass), Derbyshire	*	8.0	*
A595	Egremont Bypass, Cumbria	*	*	*
A596	Wigton Bypass, Cumbria	*	3.5	1.4

C: SCHEMES IN PREPARATION

Route Number		Scheme
Other schemes: on which preparation work has or will be temporarily suspended at a suitable point and resumed when there is prospect of fitting them in		
M12	†	South Woodford-Brentwood, Greater London
M20		Maidstone-Ashford, Kent
A3		Hindhead Improvements, Surrey
A3		Milford Bypass, Surrey
A4		Saltford Bypass, Avon
A1		Barnsdalebar Flyover, South Yorkshire
A1		Baldersby Junction Improvement, North Yorkshire
A5		Nescliff Bypass, Shropshire
A6		Great Glen Bypass, Leicestershire
A6		Barton Bypass, Bedfordshire
A16		Spalding-Sutterton Improvement, Lincolnshire
A16		Louth Bypass, Lincolnshire
A27		Westhampnett Division, West Sussex
A27		Tortington Improvement, West Sussex
A27		Crossbush Diversion, West Sussex
A27		Patching Improvement, West Sussex
A27		Polegate-Pevensey, East Sussex
A30		Honiton-Marsh, Devon
A30		Honiton-Exeter, Devon
A34	†	Clopton Bridge, Warwickshire
A35		Yellowham Hill-Troy Town, Dorset
A35		Winterbourne Abbas Bypass, Dorset
A35		Wilmington Bypass, Devon
A35		Long Bredy Hut-New Barn, Dorset
A35		Charmouth Bypass, Dorset
A35		Chideock/Morecombelake Bypass, Dorset
A35		Tolpuddle/Puddlelown Bypass, Dorset
A38		Lichfield Bypass Grade Separated Junction, Staffordshire
A38		Stoketon Cross-Trerulefoot, Cornwall
A38		Liskeard-Bodmin, Cornwall
A39		Camelford Bypass, Cornwall
A40	†	Witney Bypass-Northleach Bypass, Oxfordshire
A40		East of Witney-Cassington, Oxfordshire
A40		North of Oxford Improvements, Oxfordshire
A41		Whitchurch Bypass, Shropshire
A41	†	Aylesbury Inner Relief Road, Buckinghamshire
A43		Silverstone Bypass, Northamptonshire
A45		Leamington Turn, Warwickshire
A46	†	Newark-Hykeham, Nottinghamshire
A46		Leicester Western Bypass, Leicestershire
A46		Hykeham-Lincoln Improvement, Lincolnshire
A47		Wardley Hill Improvement, Leicestershire
A47		Cuckoo Lodge-East Hornstocks, Northamtonshire
A47		East Dereham-North Tuddenham, Norfolk
A59		Mellor Brook-Whalley, Lancashire
A59		Bickerstaffe-Bretherton Improvements, Lancashire
A59		Bretherton-Hutton, Lancashire
A59		Preston Southern Bypass, Lancashire

C: SCHEMES IN PREPARATION

Route Number		Scheme
Other schemes: on which preparation work has or will be temporarily suspended at a suitable point and resumed when there is prospect of fitting them in (continued)		
A59		Bickerstaffe-Bretherton/Lancashire/Stage 1
A59		Bickerstaffe-Bretherton Stage 2, Lancashire
A59		Bretherton-Hutton, Lancashire
A59		Preston Southern Bypass, Lancashire
A61		Sheffield Crown Inn, South Yorkshire
A63		Howden West Link, Humberside
A64		Scagglethorpe Diversion, North Yorkshire
A64		Leeds-Bramham Stage 1, West Yorkshire
A64		Leeds-Bramham Stage 2, West Yorkshire
A64	†	Scagglethorpe-Staxton, North Yorkshire
A65		Addingham Bypass, West Yorkshire
A65		Coniston Cold Improvement, North Yorkshire
A65		Rawlinshaw-Harden Bridge, North Yorkshire
A65		Draughton and Chelker Diversion, North Yorkshire
A65		Skipton Gargrave Improvement, North Yorkshire
A65		Hellfield Improvement, North Yorkshire
A66		Temple Sowerby-Whinfell House, Cumbria
A66		Kirkby Thore-Crackenthorpe, Cumbria
A66		Bowes Bypass-County Boundary, Durham
A66		Stainburn Road, Cumbria
A69		Haltwhistle Bypass, Northumberland
A69		Haydon Bridge Bypass, Northumberland
A259		Rye Bypass, East Sussex
A259		Bexhill-Hastings Bypass, East Sussex
A259		New Romney, Dymchurch and St Marys Bay and Hythe Bypasses, Kent
A303		Winterbourne Stoke Bypass, Wiltshire
A303		Chicklade Bypass, Wiltshire
A303		Compton Pauncefoot-Ilchester, Somerset
A303		Broadway-Marsh, Somerset
A406		Golders Green Flyover, Greater London
A406		Wilmer Way Grade Separated Junction, Greater London
A406		Green Lane Grade Separated Junction
A406		Bounds Green Road Junction, Greater London
A417		Stratton Bypass, Gloucestershire
A418		Thame-Stevenage, Buckinghamshire/Bedfordshire/Hertfordshire
A419		Latton Bypass, Wiltshire
A422		Alcester-Stratford, Warwickshire
A435		Evesham-Dunnington, Warwickshire
A435		A438-Evesham, Hereford and Worcester
A446		Curdworth Bridges, Warwickshire
A449	†	Kidderminster Eastern Bypass, Hereford and Worcester
A449		Stourbridge Bypass, Staffordshire
A449		Wolverhampton Western Bypass, Staffordshire
A516		Etwall Bypass, Derbyshire
A523		Macclesfield-Hazel Grove, Greater Manchester
A570		Scarisbrook and Pinfold Bypass, Lancashire
A590		Dalton in Furness Bypass, Cumbria
A590		High Newton Diversion, Cumbria
A590		Newby Bridge Improvement, Cumbria
A628		Mottram-Tintwhistle Bypass, Greater Manchester
A696		Kenton-Ponteland, Northumberland

† Future of schemes under review

D: SCHEMES WITHDRAWN FROM THE TRUNK ROAD PROGRAMME SINCE 1 FEBRUARY 1980

Route Number	Scheme Withdrawn	Replacement Scheme
M42	Bromsgrove (Lydiate Ash Section), Hereford and Worcester	-
A16	Stamford-Grimsby Improvement, Lincolnshire	Various individual schemes
A30	Lords Waste-Hawks Tor, Cornwall	Minor improvements
A36	Warminster-Bath, Wiltshire/Avon/Somerset	A Bypass of Beckington and other minor improvements
A43	Northampton-Stamford, Northamptonshire	Minor improvements
A47	Peterborough Castor Parkway, Cambridgeshire	Castor Bypass
A47	Peterborough Soke Parkway	
A66	Scotch Corner-Greta Bridge, North Yorkshire	Minor improvements
A69	Scotby Road-Plains Road, Cumbria	Minor improvements
A303	Charnage-Mere, Wiltshire	Minor improvements
A646	Mytholmroyd-Luddenden Foot, West Yorkshire	-
A646	Todmorden-Hebden Bridge, West Yorkshire	-
A657	Shipley-Thackley-Leeds, West Yorkshire	-
A5111	Victory Road-Sinfield Lane, Derby	Minor improvements

TABLE 6

LOCAL AUTHORITY SCHEMES RECEIVING 100 PER CENT GRANT FROM CENTRAL GOVERNMENT

Route Number	Scheme	Standard	Estimated Total Cost (£million)	Approximate Length (Miles)	Progress
M531	Ellesmere Port Motorway Extension, Cheshire:				
	A5117 to Stoak Interchange	D2	4.6	1.0	Completed October 1980
	Stoak Interchange to A56 at Hoole	D2	18.6	3.0	Under construction
M602	M602 Spur to Salford Docks, Greater Manchester	D2	14.7	2.6	Under construction
A15	M180 to South of Redbourne, Humberside	S	9.0	5.1	Under review
A52	Gamston to Lings Bar: A52 to A614/A606 Junction, Nottinghamshire	S	6.7	2.5	Completed September 1981
A63	Kingston upon Hull South Orbital Road, Humberside: Market Place to Hedon Road	D3/D2	11.6	1.1	Completed December 1980
A249	Improvement between Chestnut Street and Bobbing, Kent	S	2.8	1.3	Under construction
M23/A264	Crawley Link, West Sussex	S	2.6	0.9	In preparation
A282	M25 London Outer Orbital Road:				
	Dartford Tunnel Approach Road (North) Essex	D3	4.1	1.0	Under construction
	Dartford Tunnel Approach Road (South) Kent	D3	10.2	1.5	In preparation
A418	Thame Bypass, Oxfordshire	S	3.1	2.5	Completed November 1980
A420	Shrivenham Bypass, Oxfordshire	S	2.7	3.0	In preparation

NOTES:

S single carriageway
D2 dual carriageway, two lanes
D3 dual carriageway, three lanes

This table lists local authority schemes in England which attract 100 per cent grant from central government. It shows schemes completed between 1 February 1980 and 31 October 1981 at outturn prices, and schemes under construction at current prices, or in preparation at November 1979 prices. With the exception of the Crawley Link, schemes are on routes to be trunked.

TABLE 7

REVISED MEMBERSHIP OF THE STANDING ADVISORY COMMITTEE ON TRUNK ROAD ASSESSMENT

Chairman	Professor T.E.H. Williams CBE.
Members	W.P. Bradshaw (Director of Strategic Development, British Railways Board).
	W.H Deakin (County Planning Officer, Kent County Council).
	J.D Lockhart (Managing Director, Transport Development Group Ltd).
	T.J. Powell (Director, Cooper Lybrand Associates Ltd).
	H.J. Wootton (Partner, Wootton Jeffreys and Partners).

The Chairman was appointed in December 1980. The revised membership was announced by Norman Fowler, Secretary of State for Transport, on 30 June 1981.

The Standing Advisory Committee was formed in June 1978 as a permanent successor to the Advisory Committee which reported in 1977. Its terms of reference are:-

i. to advise on any signficant changes proposed in appraisal or forecasting methods.

ii. to initiate proposals on such changes.

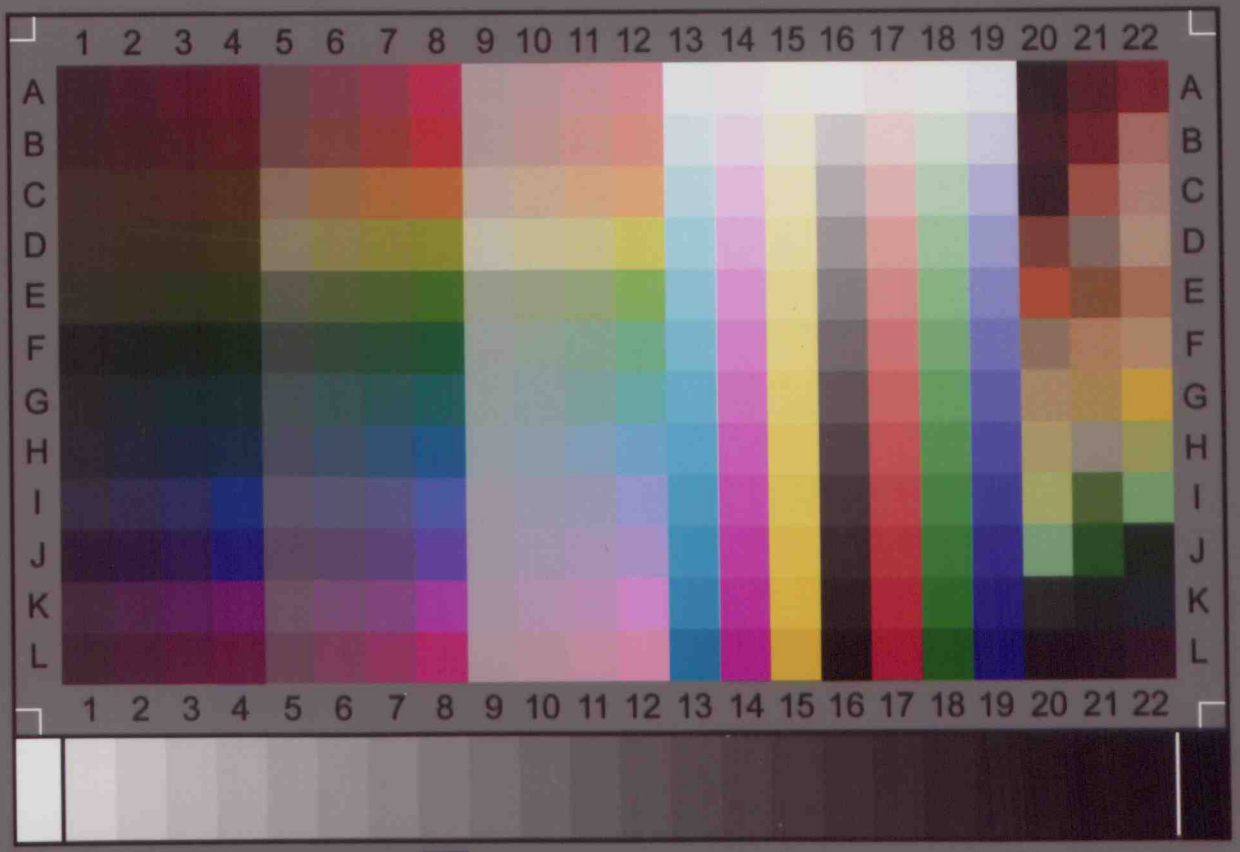
iii. to make recommendations for expert studies in defined areas.

PART 1 ends:-

Transport & MAP 4.6.80

PART 2 begins:-

S/S Transport & PM + att Draft White Paper. 16.12.81



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