PRIME MINISTER

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PSA EXPENDITURE ON NEW WORKS

The minute at Flag A from Mr. Heseltine explains that Departments' bids for expenditure by the PSA on new buildings far exceeds the provision which is included in the Public Expenditure White Paper. Excess claims amount to £12 million in 1980/81 and £71 million over the PESC period. Mr. Heseltine suggests that Departments should consider re-allocating resources from other activities to building work. He concludes by proposing a collective discussion.

Mr. Channon's letter at Flag B argues that a good deal of work is needed before this issue is ready for collective discussion. He suggests a meeting between himself, Mr. Heseltine and the Chief Secretary. I am sure this is right. I suggest we write supporting Mr. Channon and asking that the three Ministers and their officials examine the following before the matter is discussed collectively:

- (a) the scope for finding the necessary savings from within PSA's current expenditure, including administration;
- (b) the implications for expenditure of increased fuel costs;
- (c) the scope for other departments to find savings to enable PSA to maintain its capital programme;
- (d) what is the irreducible amount which has to be cut from the PSA programme of major capital works;
- (e) what recommendations should be made to Ministers on the resulting programme.

Agree?

Yes arts.

11

28 March 1980





Minister of State

Civil Service Department Whitehall London SW1A 2AZ Telephone 01-273 3000

27 March 1980

HM Treasury
Parliament Street
LONDON SW1

Chief Secretary

The Rt Hon John Biffen MP

I have seen Michael Heseltine's minute of 24 March to the Prime Minister about the implications of the further cut in the public expenditure provisions for the PSA on new work.

I believe we need to think carefully about his proposal for transferring resources within the basic allocations already made for 1980-81. The Estimates which are about to be submitted to Parliament have been very thoroughly scrutinised. If there were significant spare resources available for redeployment it would be a serious criticism of the effectiveness of our public expenditure exercises. In fact I cannot believe it is the case-certainly not in the Estimates controlled here - but if it were, the possession of such spare resources would be no sensible basis on which to determine building priorities.

It is not simply a matter of what happens in 1980-81. Some Departments might perhaps be able to find the relatively small sums necessary to finance a start on their projects in that year but they would presumably be unable to undertake to find the much larger resources required for completion in later years. An important part of the PSA's limited resources in 1981-82 and beyond would therefore be pre-empted without any proper examination of priorities.

The reallocation of resources suggested in Michael Heseltine's minute would in effect be a form of repayment. There are many arguments for putting PSA on repayment (and the feasibility of doing so is now being studies). I think that this should be done, however, only after the implications for government accounting as a whole have been properly examined and on the basis of fair treatment between one Department and another.

I think it would be helpful if you, Michael Heseltine and I could have a discussion of his proposals before they are considered by colleagues more widely. I would be very ready to join such a meeting if you called one.

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What I am sure we want to achieve is a rational decision, within the financial resources available, as to which government building projects should have priority in the national interest. This must surely be better than a series of haphazard decisions based on the chance that some departments (but not others) quite fortuitously had some spare money available.

I am sending copies of this to the Prime Minister, to Cabinet colleagues, to Norman Fowler and to Sir Robert Armstrong.

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PAUL CHANNON



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Treasury Chambers, Parliament Street, SWIP 3AG

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Ewn M

Tim Lankester Esq 10 Downing Street London SW1

25 March 1980

Dear lin

PSA

We spoke on the telephone this morning about the Secretary of State for Environment's minute to the Prime Minister of 24 March about the consequences for PSA of the public expenditure savings agreed by Cabinet on 31 January.

We agreed that the issue was not yet in a form in which the Prime Minister or Ministers collectively could sensibly take a decision. A reasonable way forward might be that you recommend the Prime Minister to reply that the Secretary of State and the Chief Secretary should consider this further before the matter is put to collective Ministerial discussion.

They and officials might specifically be asked to examine:

- a) the scope for finding the necessary savings from within PSA's current expenditure, including administration;
- b) the implications for expenditure of increased fuel costs;
- c) the scope for other departments to find savings to enable PSA to maintain its capital programme;
- d) what is the irreducible amount which has to be cut from the PSA programme of major capital works;
- e) what recommendations should be made to Ministers on the resulting programme.

Yours ever Roger Walts

R J T WATTS
Private Secretary

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A

Prime Minister

Cabinet decided on 31 January 1980 (C(80) 4th minutes) to reduce further the public expenditure provision for the PSA on new works. The agreed line over the PESC period for major new works is now:

1980/81	1981/82	1982/83	1983/84	
£23m	£25m	£19.2m	£25.2m	

I have prepared as a consequence of that decision the attached table which shows, first, the existing commitments — ie work under current contracts and other schemes already in progress — and, second, all the presently—known schemes that seem to be of high priority (this excludes many other schemes to which colleagues may attach importance but which are perhaps less urgently needed). As you will see, the resources available are far outweighed by the claims on them. In 1980/81 the PESC provision is £23.15; the resources available after deducting work in progress and schemes which are already under way, is £0.167m. The claims on that by Ministerial colleagues amount to £11.899m over that available sum. For later years, as the table shows, there is still a considerable shortfall, although the amount will, of course, depend on the ongoing expenditure of schemes started this year.



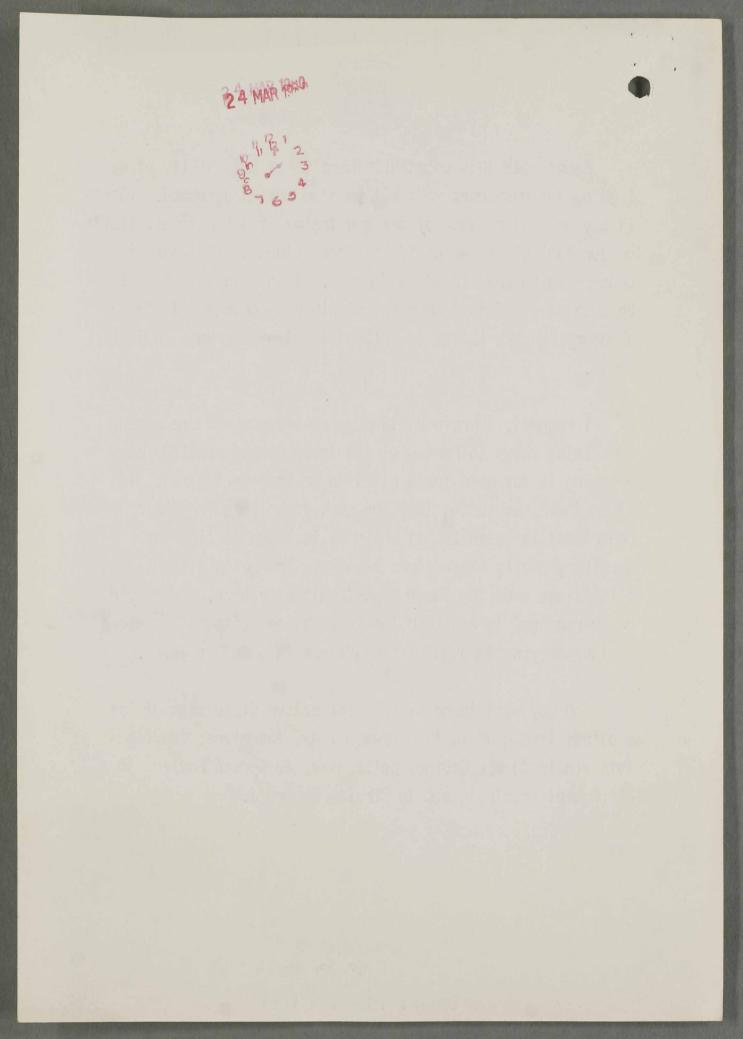
Faced with this shortfall there is no possibility of my finding the resources from within other PSA programmes. Indeed, it may be that because of the constraint of present cash limits on our fuel bills, we could be faced with cancellations of schemes which are already under way. I hope that this will not be necessary and that we reach sensible agreement with the Treasury on cash limits to reflect the true increase in fuel costs.

I suggest, therefore, that my colleagues who are making the claims shown in Part D of the table should consider how pressing is the need for a start to be made in 1980/81. If it is their conclusion that the work to be done for their Department is essential it would be for them to find the necessary public expenditure resources from within the allocations made for their Departments elsewhere. We should of course need to consider the implications of such decisions in the carrying through of expenditure into future years.

You may wish to consider a collective discussion of the problems facing us in this area. I am, therefore, copying this minute to all Cabinet colleagues, to Norman Fowler, to Sir Robert Armstrong and to Sir Ian Bancroft.

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MH 24 March 1980 CONFIDENTIAL



PSA:	GFFICE AND GENERAL ACCOMMODATION	1980/81 - 1	CONFIDENTIAL 1983/84				(£million 1980 September '79	SP)
(CLA	XIV VOTE 1 SUBHEAD A1						peptember 79	prices
		1980/1-1983/4	1980/1	1981/2	1982/3	1983/4	TO FINISH	
A.		92.55 TOTAL COST OF SCHEMES OVER PERIOD	23.150	25.000	19.200	25.200		
B(i)	WORK IN PROGRESS (ie FULLY COMMITTED CONTRACTS)	23.500	19.500	3.900	0.100			
(ii)	CONTRACTS NOT YET LET BUT WHICH ARE TO CONTINUE OR COMPLETE SCHEMES ALREADY UNDER WAY St Johns House, Bootle Richmond Terrace	2.800 11.592	2.000 0.250	0.800	4 . 124	4.000	2.218	
	Cathays Park, Cardiff Conference Centre, Substructure	0.130	0.130	1.200				
	and TE Farnborough, Accident Investi- gation Branch	0.073	0.073					
	Sub Total Total (B(i) and (ii))	16.825 40.325	3.483 22.983	3.000 6.900	4.124 4.224	4.000 4.000	2.218 2.218	
C.	RESOURCES AVAILABLE (A - (Bi and ii)	52.225	0.167	18.100	14.976	21.200		
D.	CLAIMS (ie SCHEMES DUE TO START IN							
10	1980/81 OR AFTER) Conference Centre Superstructure	23.700			2.200	7.900	13.600	
	DEFENCE AND SECURITY MOD Defence Data Processing Servic MOD Defence Situation Centre GCHQ Box 500 Northern Ireland Office	e 2.600 0.160 0.750 0.100 0.350	1.100 0.150 0.290 0.075 0.350	1.300 0.010 0.460 0.025	0.200			
a second		0.770	0.550					
MATE.	NEW GOVERNMENT PROGRAMMES Computerisation of PAYE	18.680	0.900	0.750	4.830	6.190	6.910	
	NEW GOVERNMENT PROGRAMMES		1.000	0.750	4.830 0.300	6.190	6.910	
	NEW GOVERNMENT PROGRAMMES Computerisation of PAYE Unemployment Benefit Offices (Taxation of Benefits) DHSS Local Offices (Computerisation of Benefits)	18.680 2.300 9.000	1.000	2.000	0.300 3.500	2.500	6.910	AL MANAGEMENT
	NEW GOVERNMENT PROGRAMMES Computerisation of PAYE Unemployment Benefit Offices (Taxation of Benefits) DHSS Local Offices (Computerisation of Benefits) Department of Transport (New Driving Test Centres) REPLACEMENT OF PREMISES TO BE	18.680 2.300	1.000	1.000	0.300		6.910	AL MANAGEMENT
	NEW GOVERNMENT PROGRAMMES Computerisation of PAYE Unemployment Benefit Offices (Taxation of Benefits) DHSS Local Offices (Computerisation of Benefits) Department of Transport (New Driving Test Centres) REPLACEMENT OF PREMISES TO BE DEMOLISHED IR Dartmouth Rd, Forest Hill C&E Road Examination Station, Londonderry	18.680 2.300 9.000	1.000	2.000	0.300 3.500	2.500	6.910	
	NEW GOVERNMENT PROGRAMMES Computerisation of PAYE Unemployment Benefit Offices (Taxation of Benefits) DHSS Local Offices (Computerisation of Benefits) Department of Transport (New Driving Test Centres) REPLACEMENT OF PREMISES TO BE DEMOLISHED IR Dartmouth Rd, Forest Hill C&E Road Exemination Station, Londonderry DEPARTMENTS OPERATIONAL REQUIREMENTS C&E Dover Harbour DE/DHSS, Corby	18.680 2.300 9.000 7.000 0.200 0.382	1.000 1.000 2.000 0.040 0.191	1.000 2.000 1.500 0.140 0.191	0.300 3.500 1.500	2.500	6.910	
	NEW GOVERNMENT PROGRAMMES Computerisation of PAYE Unemployment Benefit Offices (Taxation of Benefits) DHSS Local Offices (Computerisation of Benefits) Department of Transport (New Driving Test Centres) REPLACEMENT OF PREMISES TO BE DEMODISHED IR Dartmouth Rd, Forest Hill C&E Road Exemination Station, Londonderry DEPARTMENTS OPERATIONAL REQUIREMENTS C&E Dover Harbour DE/DHSS, Corby OPCS, Titchfield C&E Dovercourt, Harwich C&E Avonmouth DEELivingstone Scottish Office Computer Suite	18.680 2.300 9.000 7.000 0.200 0.382 0.500 0.150 2.160 1.200 1.160 0.334 0.750	1.000 1.000 2.000 0.040 0.191	1.000 2.000 1.500 0.140 0.191	0.300 3.500 1.500	2.500	6.910	
	NEW GOVERNMENT PROGRAMMES Computerisation of PAYE Unemployment Benefit Offices (Taxation of Benefits) DHSS Local Offices (Computerisation of Benefits) Department of Transport (New Driving Test Centres) REPLACEMENT OF PREMISES TO BE DEMOLISHED IR Dartmouth Rd, Forest Hill C&E Road Examination Station, Londonderry DEPARTMENTS OPERATIONAL REQUIREMENTS C&E Dover Harbour DE/DHSS, Corby OPCS, Titchfield C&E Dovercourt, Harwich C&E Avonmouth DEELivingstone	18.680 2.300 9.000 7.000 0.200 0.382 0.500 0.150 2.160 1.200 1.160 0.334 0.750	1.000 1.000 2.000 0.040 0.191 0.300 0.150 0.700 0.300 0.500 0.284	1.000 2.000 1.500 0.140 0.191 0.200 0.980 0.850 0.620 0.050	0.300 3.500 1.500 0.020	2.500	6.910	
	NEW GOVERNMENT PROGRAMMES Computerisation of PAYE Unemployment Benefit Offices (Taxation of Benefits) DHSS Local Offices (Computerisation of Benefits) Department of Transport (New Driving Test Centres) REPLACEMENT OF PREMISES TO BE DEMOLISHED IR Dartmouth Rd, Forest Hill C&E Road Examination Station, Londonderry DEPARTMENTS OPERATIONAL REQUIREMENTS C&E Dover Harbour DE/DHSS, Corby OPCS, Titchfield C&E Dovercourt, Harwich C&E Avonmouth DEELivingstone Scottish Office Computer Suite OVERCROWDING AND WORKING CONDITION DTP, LVLO Birmingham DHSS Bell Hill, Glasgow DE/DHSS Houghton Le Spring DHSS Berwick DHSS Alexander Fleming House DE Steel House Four leased Buildings Requiring	18.680 2.300 9.000 7.000 0.200 0.382 0.500 0.150 2.160 1.200 1.160 0.334 0.750 S 0.250 0.110 1.004 0.249 0.930 0.850 0.365	1.000 1.000 2.000 0.040 0.191 0.300 0.150 0.700 0.300 0.500 0.500 0.284 0.550 0.240 0.110 0.502 0.094 0.930 0.850	1.000 2.000 1.500 0.140 0.191 0.200 0.980 0.850 0.620 0.050 0.200 0.010 0.502 0.151	0.300 3.500 1.500 0.020 0.460 0.050 0.040	2.500	6.910	
	Computerisation of PAYE Unemployment Benefit Offices (Taxation of Benefits) DHSS Local Offices (Computerisation of Benefits) Department of Transport (New Driving Test Centres) REPLACEMENT OF PREMISES TO BE DEMONISHED IR Dartmouth Rd, Forest Hill C&E Road Examination Station, Londonderry DEPARTMENTS OPERATIONAL REQUIREMENTS C&E Dover Harbour DE/DHSS, Corby OPCS, Titchfield C&E Dovercourt, Harwich C&E Avonmouth DEELivingstone Scottish Office Computer Suite OVERCROWDING AND WORKING CONDITION DTP, LVLO Birmingham DHSS Bell Hill, Glasgow DE/DHSS Houghton Le Spring DHSS Alexander Fleming House DE Steel House Four leased Buildings Requiring Fitting Out	18.680 2.300 9.000 7.000 0.200 0.382 0.500 0.150 2.160 1.200 1.160 0.334 0.750 S 0.250 0.110 1.004 0.249 0.930 0.850 0.365	1.000 1.000 2.000 0.040 0.191 0.300 0.150 0.700 0.300 0.500 0.500 0.284 0.550 0.240 0.110 0.502 0.094 0.930 0.850	1.000 2.000 1.500 0.140 0.191 0.200 0.980 0.850 0.620 0.050 0.200 0.010 0.502 0.151	0.300 3.500 1.500 0.020 0.020 0.050 0.040	2.500		