



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

My ref:

Your ref:

The Duty Clerk
10 Downing Street
LONDON
SW1

11 October 1983

Dear Sir,

I mentioned to you yesterday that the Department would be publishing a report on the railway line between Woodside and Selsdon in Croydon, dealing with the feasibility of converting it into a road. I said that it was a study limited to this one case, but that it indicated the possible value of road conversion if a local authority wanted to consider it.

You asked if you could see a copy of the Department's press notice, and I am now enclosing one.

Yours faithfully,
A J Poulter

A J POULTER
Private Secretary

Press Notice No:

359

10 October 1983

WOODSIDE TO SELSDON RAIL TO ROAD STUDY PUBLISHED

The Department of Transport has today published a report on the former Woodside to Selsdon railway line, Croydon, dealing with the finances and engineering factors concerned in converting it into a road. The report, prepared by Brian Colquhoun and Partners, was commissioned by the Secretary of State for Transport last autumn.

Commenting on the report, David Mitchell, Parliamentary Under-Secretary of State at the Department of Transport said:

"I welcome this study. The debate about the conversion of disused railway lines into roads has been characterised by a marked absence of clear facts about costs and engineering problems. I hope this report will be studied carefully by all those who argue either way on the issue of conversion.

"The study shows that conversion is often technically feasible, but also that engineering constraints can seriously diminish the value of the resulting roads. Every case is likely to be different, but the possible value of using closed railway lines in this way should not be ignored. Where there is a local road traffic problem, and where a railway line does close for any reason, the local authority may well wish to undertake a study of this kind."

NOTES TO EDITORS

1. "The Woodside Study" is available from Room S13/11, 2 Marsham Street, SW1 at a price of £10.30 plus 74 pence postage.

2. Although this study focussed on the Woodside-Selsdon line, this line was chosen simply because it provided a convenient opportunity to illustrate the various cost and engineering constraints of railway conversion generally.

Press Enquiries: 01-212 0431
Night Calls (6.00pm to 8.00am)
Weekends and Holidays: 01-212 7071

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



10 DOWNING STREET

~~Andrew~~ -

Dept. of Transport rang up to forewarn us about a Press notice they are issuing concerning a review paper on the conversion of the Woodside to Selston railway line to a road.

They wish to make it clear, to prevent any queries, that the review paper is a "one-off" and by no means represents a Policy review.

Cameron 11/10.
Have requested 1.50 pm 11/10.
A on the 6 send us a
copy of the Press Release

A.

Mitdell's Office 212 11/10
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