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PRIME MINISTER

cc Mr Mount

London Transport: Emergency Legislation

You should see the paper for H which was taken today.
Subsequent developments are:-

MR

- i) The GLC has confirmed the appointment of Miss Amory and Mr. Cameron has resigned so the balance of the Board has now swung against Dr. Bright,
- ii) At yesterday's meeting of the LT board, Dr. Bright got agreement to the LT budget, the closure of the Aldenham bus works and a provisional decision on the closure of Chiswick works,
- iii) H gave policy approval to the drafting of this Bill which will be held in reserve until the need for it is demonstrated,

Dr. Bright's position is now precarious. The majority left group are proposing to change LT standing orders so that their representatives will sit on virtually all executive committees. The left group may try to reopen yesterday's decisions.

Dr. Bright has discussed his position with Mr. Ridley. If his position becomes untenable, he will resign. Mr. Ridley could then introduce the Bill but clearly there will need to be co-ordination and the occasion would need to be chosen with care.

At tomorrow's Questions you should avoid any hints of emergency legislation and any hints that Dr. Bright is co-ordinating his position with Mr. Ridley. We have sought to lead people off the emergency legislation trail by implying that your remarks in Parliament referred to the main legislation,

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You could take the following lines:-

"I deplore the attempt to politicise the Board of London Transport. I hope that the Board will support Dr. Bright and his management team in their efforts to produce the efficient and reliable service Londoners are seeking."

AS

9 November 1983

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CONFIDENTIAL

File
cc Mr. Mount

MR. TURNBULL

LONDON TRANSPORT: EMERGENCY LEGISLATION

We fully support the action proposed in Mr. Ridley's ^{*paper*}~~minute~~ of 7 November.

Dr. Bright and his executive colleagues at LT are tackling cost reduction with commendable vigour, and their endeavours must not be set back by several more months' clowning at County Hall. Current legislation puts no sensible restraint upon the GLC's behaviour in respect to London Transport, so ratepayers and farepayers alike can look only to central Government to act.

R.Y.

ROBERT YOUNG
8 November 1983

CONFIDENTIAL

From: James Lemkin
Member of the Greater London Council
Uxbridge - Uxbridge
Opposition Chief Whip
Leading Opposition Spokesman—
Legal and General Committee

OPPOSITION WHIPS OFFICE
ROOM 108
THE COUNTY HALL
LONDON SE 7PB

10 November 1983

The Rt Hon Nicholas Ridley MP
Secretary of State for Transport
House of Commons
London SW1A 0AA

Confidential

Dear Mr Ridley,

I thought I would summarise the latest position here on the appointment of members of the London Transport Executive.

As you know, there were at the beginning of this week ten members of the LTE, five Executive Members and five Non-Executive Members. The Executive Members included and supported Dr Bright. The others were Socialist nominees. Of the five Executive Members Mr Cameron has apparently retired. Although the Conservative Group on the GLC, in this case supported by the Alliance Members, hotly argued against the appointment of Ms Amory and the enlargement of Mr Latham's role and although six motions relating to them and to the watering down of the rules relating to political activities by members of the Executive were voted on, we were narrowly defeated on each. Of course the combined strength of our Group and that of the Alliance is three short of the Socialist Group. Of the six motions two were adjournment motions which were designed to prevent the subjects being discussed.

I have also considered the question of recourse to the Courts. Through my contacts as Vice-Chairman of the Executive Committee of the Society of Conservative Lawyers I was able to approach a friendly but prominent QC who, with regret, advised that he thought it unlikely that a Court would disturb the resolutions of the GLC in respect of Mr Latham and Ms Amory in the light of the detailed wording of the Transport (London) Act 1969.

As you know, Dr Bright has written at least two letters recently on these matters to the GLC, the last being dated 8 November, a copy of which I enclose. The appointments have been made now in the face of Dr Bright's opposition including his last letter and I would imagine that Dr Bright and some of his colleagues are on a collision course with the rest of the Board. Obviously it would be for you to intervene at the appropriate time. I hope that when you do, you might choose the move of augmenting the Board to a maximum of, say, fifteen with the Government taking the right to appoint four additional members of the Board over the eleven maximum allowed by the statute. Before I close I must emphasise that I and my colleagues regard the alteration of the so-called 'Addison' rules (adopted in 1969 by London Transport to limit the political activity by Board members) as most pernicious and against the understood code for members of public boards.

Continued.....

I am sending a copy of this letter to Michael Alison to whom I spoke about this matter on Tuesday as the Prime Minister has already taken an interest in this question and also to Miss Joan Varley and others at Central Office as they may well get a number of questions from Londoners about this aspect of local government.

With good wishes,

Yours sincerely

James Lennox

FROM:
THE CHAIRMAN AND CHIEF EXECUTIVE
DR K. BRIGHT

LONDON TRANSPORT
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KB10/G/L18

Sir James Swaffield, CBE, RD
Director-General and Clerk
to the Council
Greater London Council
The County Hall
London SE1 7PB

8 November 1983

Dear

Sir James,

As you know, I was concerned about Ms Amory's letter to you of 1 November 1983 wherein there appeared to be some misunderstandings that I would like to clear up.

Ms Amory complained that she felt she had not been adequately interviewed. Having tried unsuccessfully to contact her by telephone I wrote to her last Friday giving my contact telephone numbers throughout the weekend in order to arrange a further meeting. I telephoned her again on Monday morning and finally arranged to meet her at her office at the NUJ at 13.30 hours on Monday 7 November.

I first cleared up the inaccuracy contained in her letter to you regarding my comments about Board Membership. After explaining to Ms Amory that I understood the Council's need to appoint a Board member from the Black community, I reiterated that my primary concern was the balance of the Board and the skills needed to achieve it. I emphasised that the Board needed to have a person with complementary skills to those held by the present part-time members.

I then asked Ms Amory a series of questions about London Transport. She had not read the Transport (London) Act 1969 but she was aware of Section 5 and the financial duty to break even. Ms Amory had not read any of the other Acts of Parliament relating to London Transport nor had she seen any Annual Report from London Transport nor the Three-Year Plan. Ms Amory was therefore not aware of the broad statutory framework in which London Transport works, in particular the provisions of the 1983 Act, and was not familiar with the relationship with the GLC and other bodies.

Sir James Swaffield

8 November 1983

Ms Amory has little or no knowledge of economics or finance and expressed the view that as a politician she has had little opportunity to acquire this knowledge. Naturally Ms Amory has little knowledge of technology and its impact on transport, of applied science, and of transport other than as a consumer.

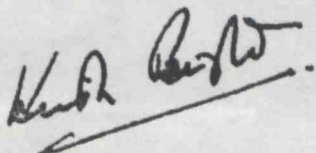
Ms Amory was strongest in the area of local government, how it is organised and its committee work, and she was familiar with industrial disputes which her council appears to be having at present.

I asked Ms Amory specific questions relating to areas that she would need to know in order to play her part fully as a member of the London Transport Board. Although she expressed a keenness to learn, I must nevertheless, in the light of her answers to my questions, stand by my letter to you of 1 November in that I cannot support Ms Amory's nomination. My view remains that the Board requires a better balance of skills. Ms Amory's most profound knowledge is already covered by existing Board Members, and we can benefit from part-time members who have experience in the other areas - transport, industry, commerce, finance, or indeed applied science, - stated in the 1969 Act.

In my previous letter to you of 1 November 1983 I quoted Mr Livingstone's undertaking about the next appointment to the Board of London Transport. I very much regret that in the light of my discussions I cannot agree with Mr Livingstone's statement of 27 October 1983 that Ms Amory would be 'an obviously useful addition to the Board'.

My recommendation is that Mr Livingstone's intention, expressed in his letter to the Guardian of 20 July 1983, that the person selected should have the support of all parties in the GLC and be welcomed by all the existing members of the London Transport Board, should be fulfilled.

Yours sincerely,



K. Bright