



The Rt Hon Mrs Margaret Thatcher MP
House of Commons
London
SW1A 0AA

DEPARTMENT OF TRANSPORT
2 MARSHAM STREET LONDON SW1P 3EB

01-212 ~~XXX~~3434

My ref:

Your ref:

Dear Prime Minister

I wrote to you on 31 July enclosing a personal copy of the paper we sent to Borough Councils, firming up our proposals for reallocating London's transport responsibilities following abolition of the GLC.

We have considered the points raised in response to this paper, and I enclose a copy of a Parliamentary Question in which Nicholas Ridley sets out our conclusions.

Those Boroughs who responded were generally content with our proposals and have made some constructive suggestions on detailed aspects. These have helped to bring our thinking into sharper focus. The majority of Boroughs are assisting us in developing practical and effective arrangements, and we look forward to continuing to work closely with them over the coming months. This will help us to ensure that the transition to a single tier of local government in London takes place as smoothly as possible.

Nicholas Ridley and I have also announced the launching of 4 assessment studies of corridors in London with the worst traffic problems and the most damaging environmental consequences. The studies were foreshadowed in the July paper, and you may be interested to have the attached press notices giving fuller details.

Yours ever
Lynda

MRS LYNDA CHALKER

LONDON ROADS & TRAFFIC CONSULTATION DECISION

In answer to a Parliamentary Question from Sydney Chapman MP (Chipping Barnet), about what conclusions he has reached in the light of responses to his July consultation document about road and traffic responsibilities in London, Nicholas Ridley, Secretary of State for Transport said:

"Boroughs generally have welcomed my proposals which will transfer to them the main responsibility for London's roads and traffic, while ensuring consistent policy in terms of traffic movement throughout London as a whole. The consultation process has confirmed the details of the proposed key network of roads to become the responsibility of my Department. It has also confirmed with one or two minor additions the wider strategic network of borough roads where traffic management measures will be considered on a wider basis than the individual boroughs concerned.

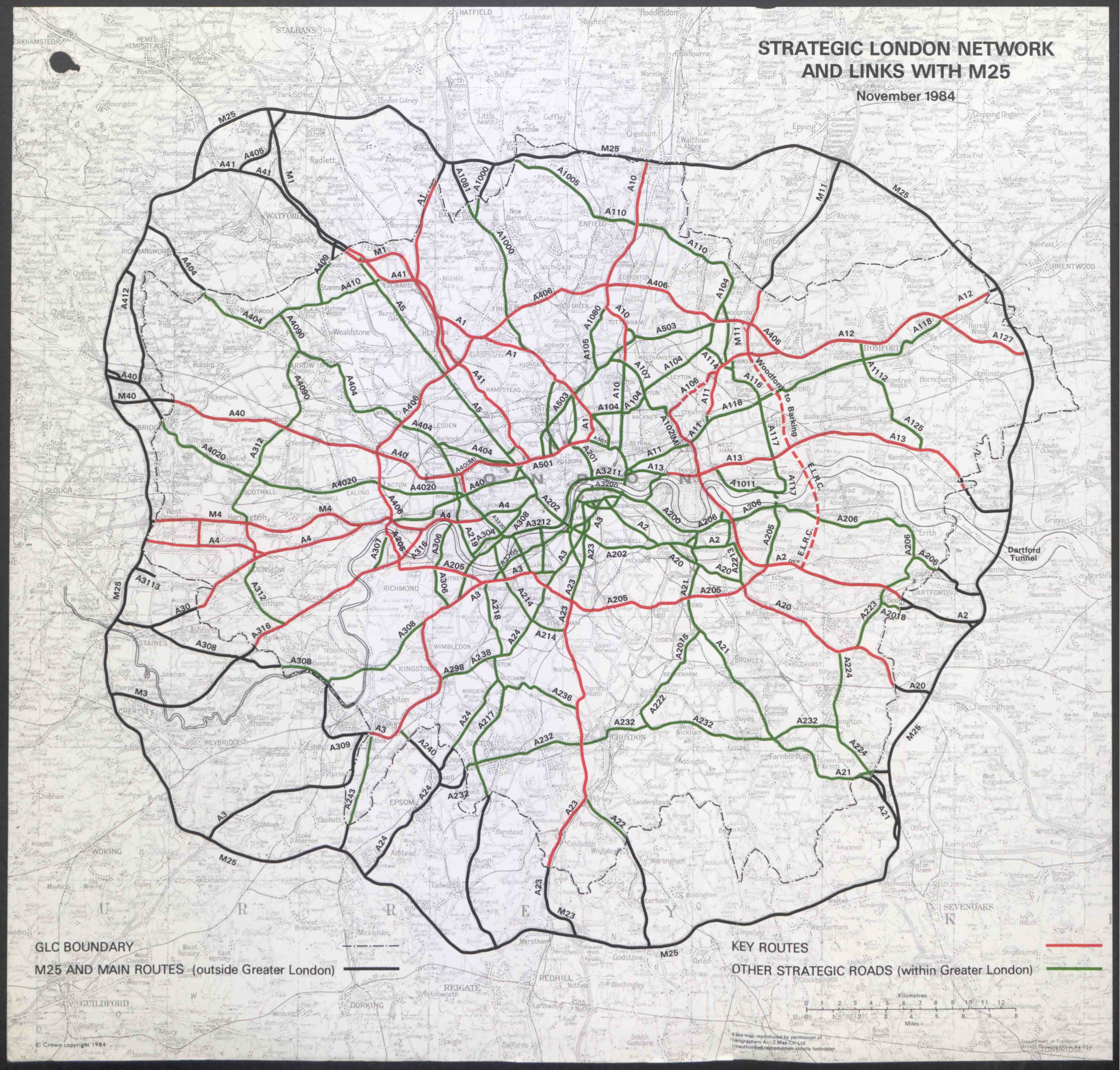
"Useful progress has been made in discussions with Boroughs about the various executive functions identified in the consultation document. The objective of the arrangement is to ensure that there is adequate data provision for Boroughs to carry out their functions, that the urban traffic control system will be maintained and developed, and that a coherent approach is maintained to road safety. The discussions to work out the practical details for a smooth transition to the new arrangements will continue."

Press Enquiries: 01-212 0431

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

STRATEGIC LONDON NETWORK AND LINKS WITH M25

November 1984



GLC BOUNDARY
M25 AND MAIN ROUTES (outside Greater London)

KEY ROUTES
OTHER STRATEGIC ROADS (within Greater London)

0 1 2 3 4 5 6 7 8 9 10 11 12
Kilometres
0 1 2 3 4 5 6 7 8
Miles

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Department of Transport
Roads Division
London

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 east 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 seven million people who live in London, the industry and commerce that provides its jobs, the shops and other facilities that serve it must also 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 would only worsen. That is why I have asked for exploratory assessment studies of four of the areas where the problems are greatest. In this way we shall achieve a clearer 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 vital that the suggested solutions take 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 particular regard not only to planning and traffic expertise but also to the need for environmental improvements.

"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 we proceed further.

"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 provisions 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 will 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.

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, west 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

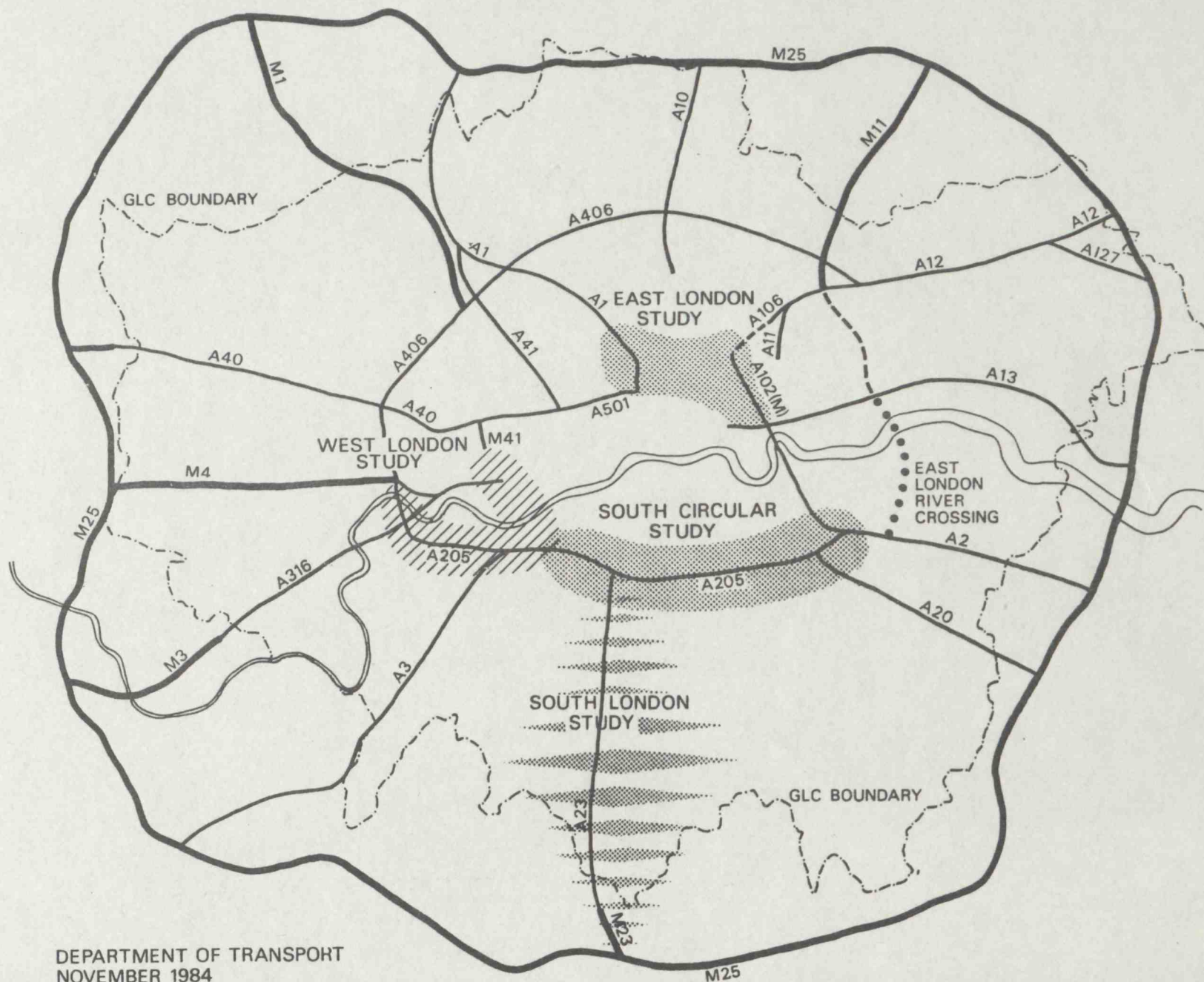
Ove Arup and Partners, in association with Llewelyn-Davies Weeks and Derek Lovejoy and Partners will carry out a study examining problems relating to the longer distance traffic movements through the area between the A1 in Islington and the A102 in Tower Hamlets and Hackney.

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.

EXPLORATORY ASSESSMENT STUDIES IN LONDON



Press Notice No: 526

20 November 1984

SOUTH LONDON ROAD ASSESSMENT STUDY ANNOUNCED

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 on schemes in the current programme such as the Coulsdon Inner Relief Road will not meanwhile be held up.

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 congestion and delay of 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 on to 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.

NOTES 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).

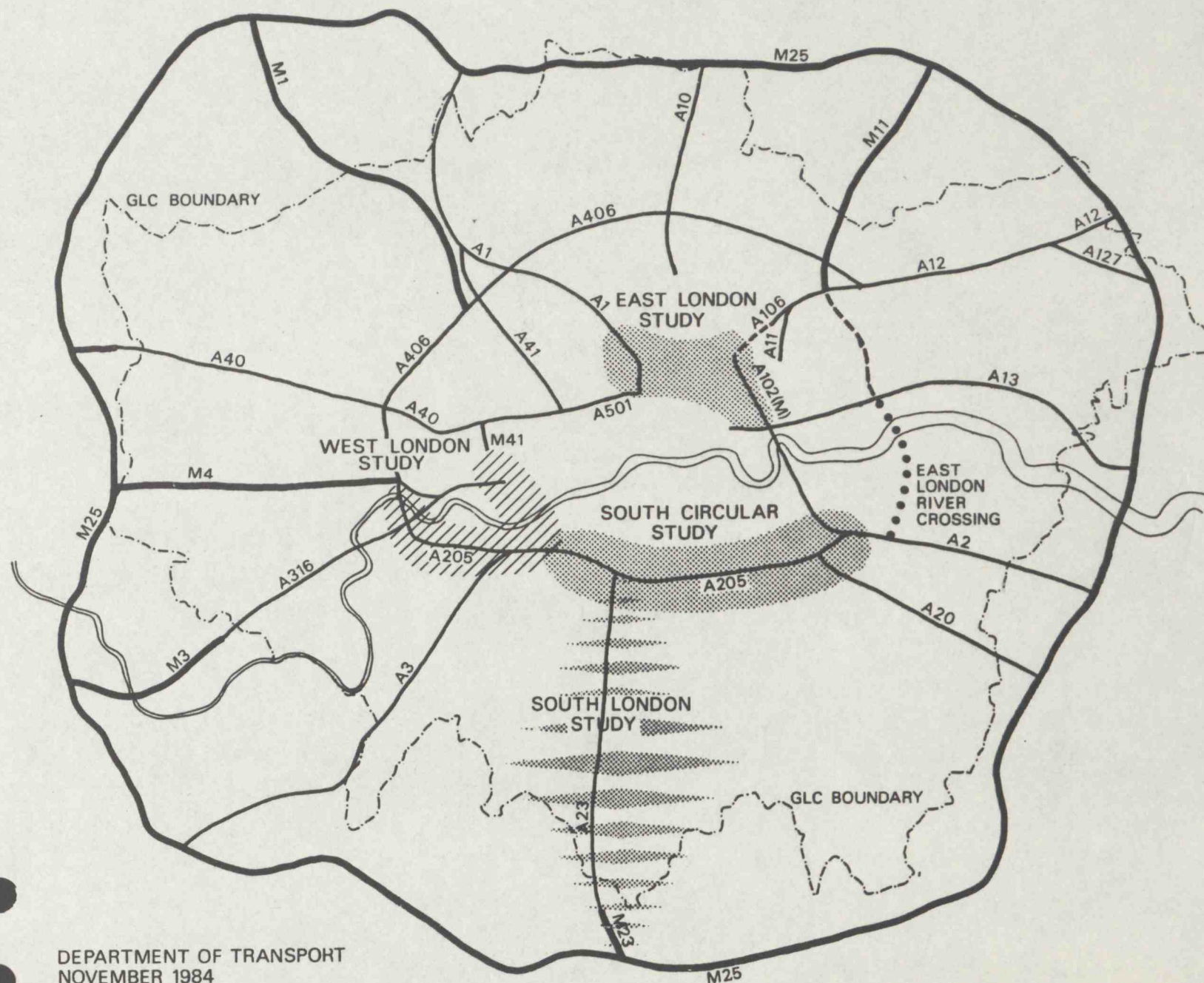
On 24 August Lynda Chalker, Minister of State for Transport, announced the appointment of Halcrow Fox & Associates to provide a detailed basis to assist SACTRA in reviewing the environmental and economic techniques appropriate to the assessment of a wide range of options for improving the strategic network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

A map depicting the approximate area of the Study and the other three similar studies also announced today is attached.

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

EAST LONDON ROAD ASSESSMENT STUDY ANNOUNCED

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 Secretary of 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 congestion and delay of 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 on to 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.

NOTES 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.

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).

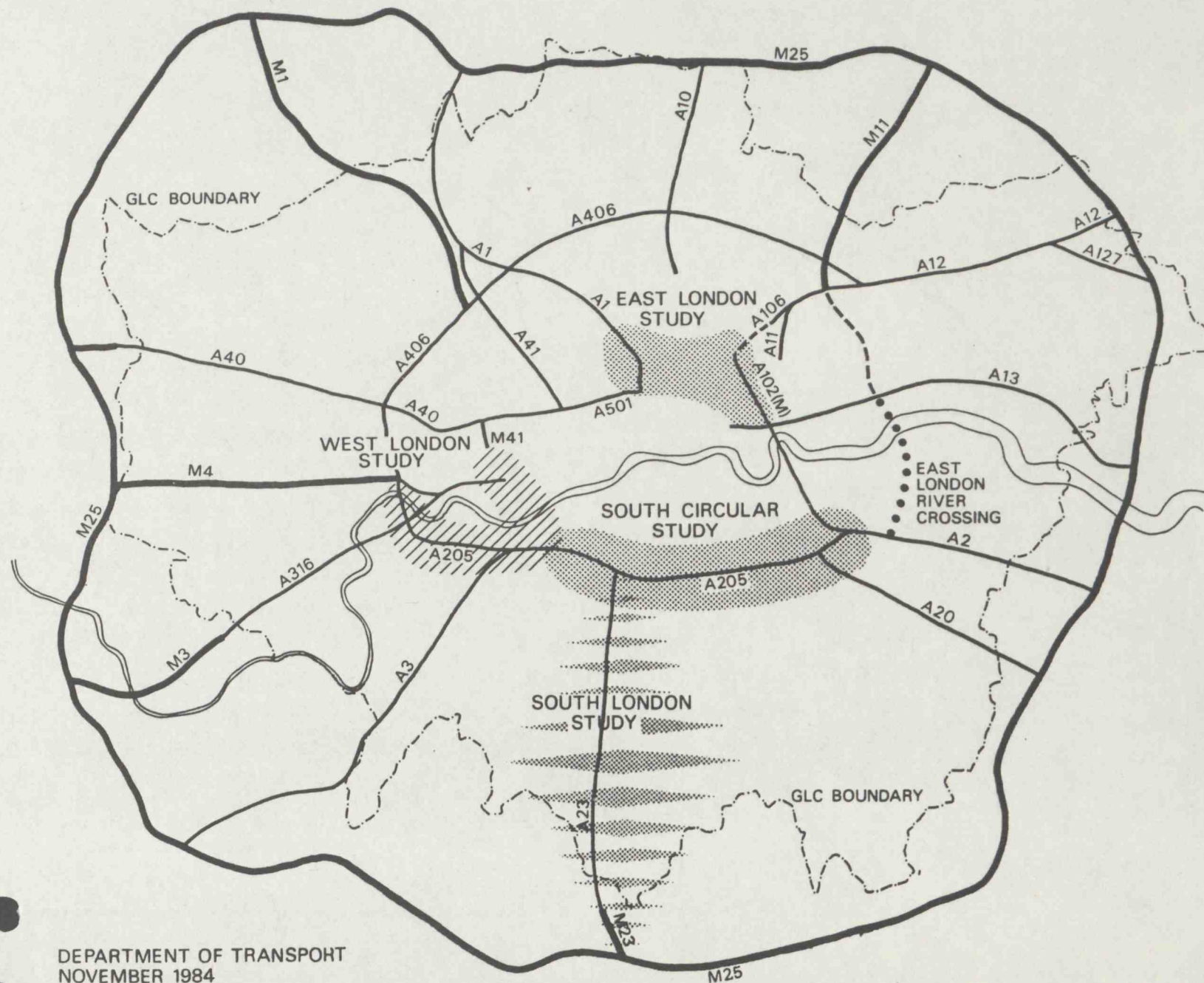
On 24 August Lynda Chalker, Minister of State for Transport, announced the appointment of Halcrow Fox & Associates to provide a detailed basis to assist SACTRA in reviewing the environmental and economic techniques appropriate to the assessment of a wide range of options for improving the strategic network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

A map depicting the approximate area of the Study and the other three similar studies also announced today is attached.

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EXPLORATORY ASSESSMENT STUDIES IN LONDON



DEPARTMENT OF TRANSPORT
NOVEMBER 1984

Press Notice No:

528

20 November 1984

WEST LONDON ROAD STUDY ANNOUNCED

The Secretary of State for Transport today announced the appointment of Sir William Halcrow and Partners, in association with Shankland Cox 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 constructing 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 congestion and delay of 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 on to 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.

NOTES 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. An associated firm, 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 and Shankland Cox are leading town planners. A firm of consultant landscape architects will also be employed on the study.

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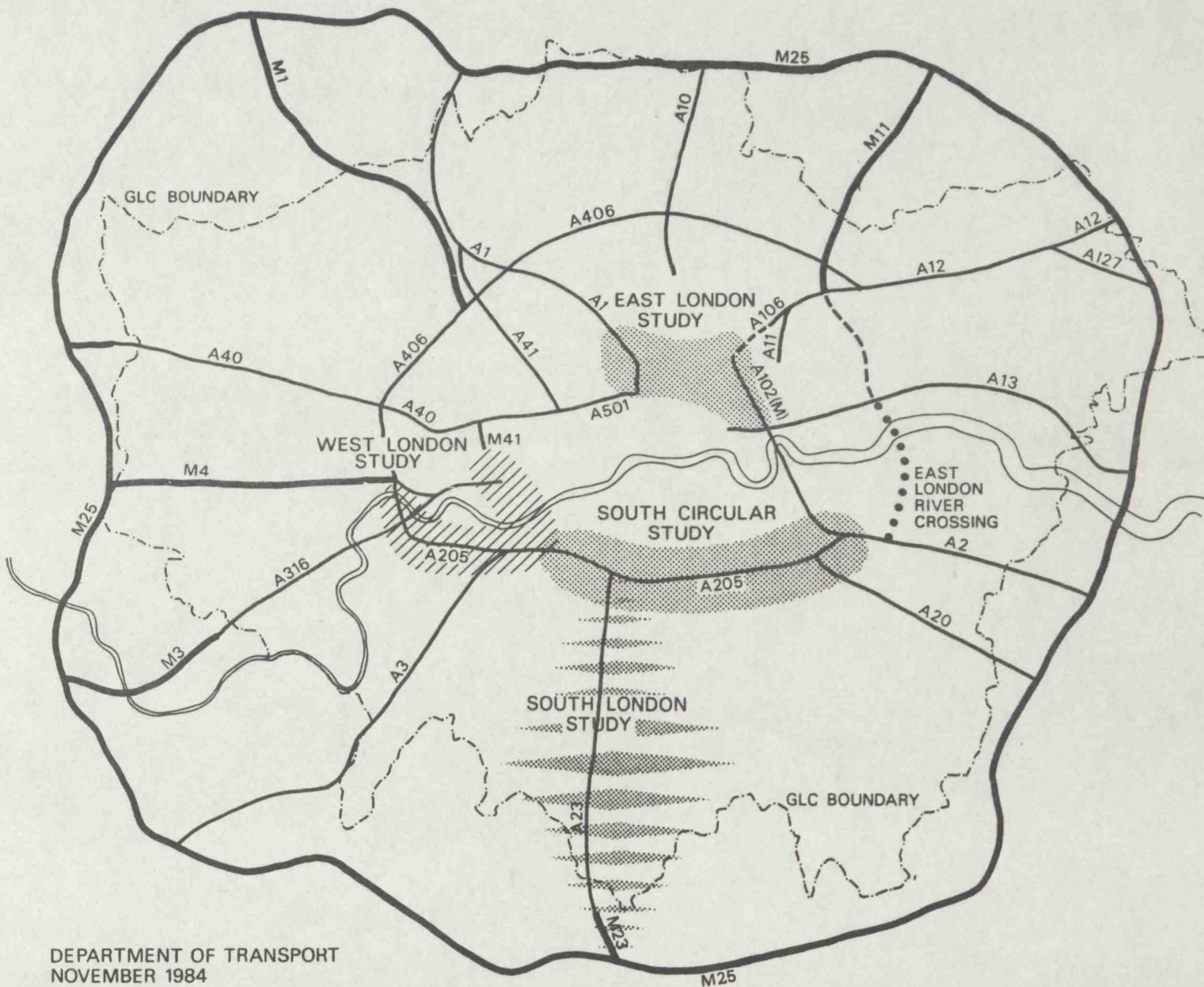
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EXPLORATORY ASSESSMENT STUDIES IN LONDON



Press Notice No:

529

20 November 1984

SOUTH CIRCULAR ROAD STUDY ANNOUNCED

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

NOTES 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.

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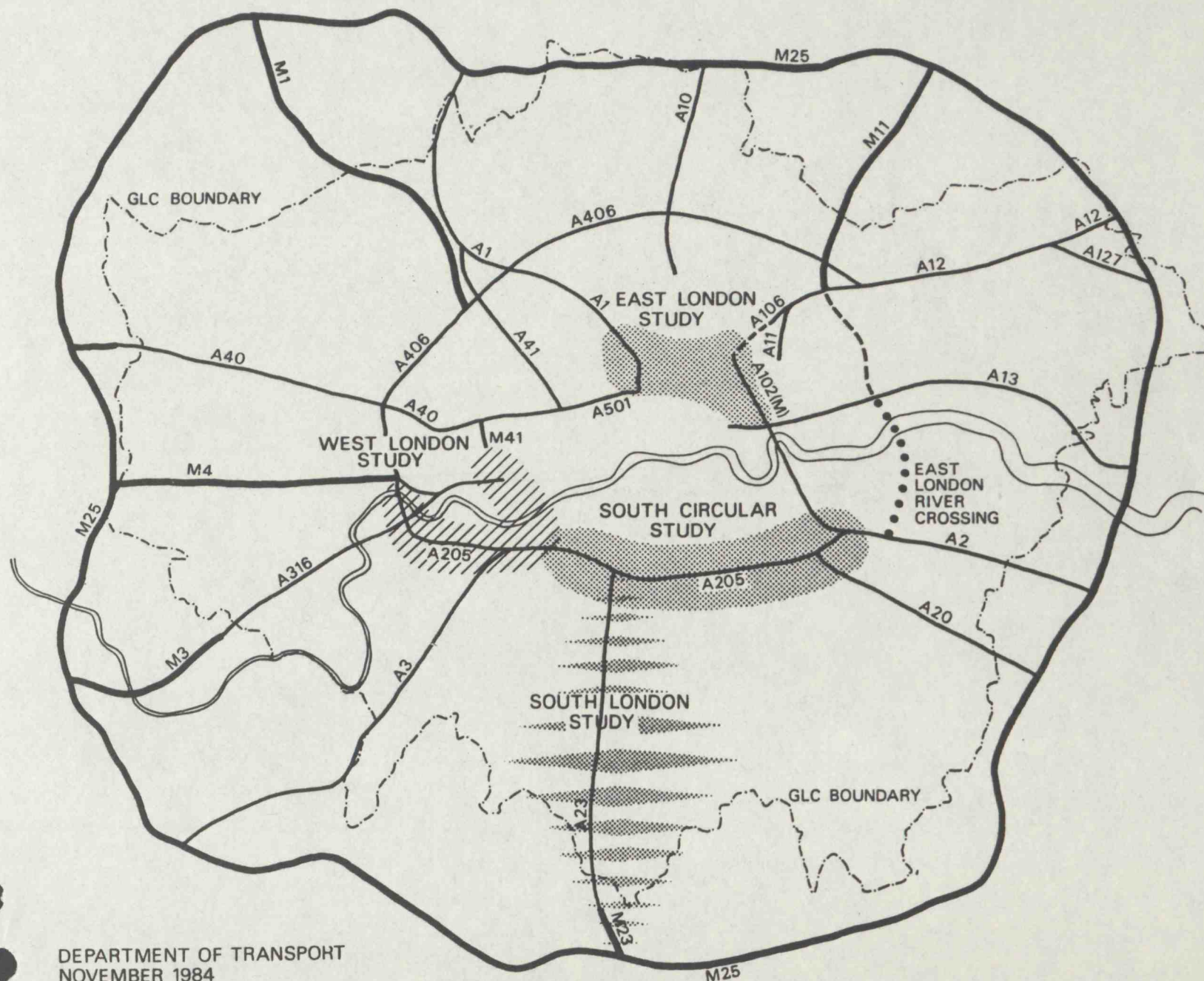
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EXPLORATORY ASSESSMENT STUDIES IN LONDON



Transport : London Transport

11/83

