

CONFIDENTIAL FILING

Parliament Square Improvements

ENVIRONMENTAL
AFFAIRS

July 1987

ATTACHED FOLDER: 'Parliament square study.'

Referred to	Date	Referred to	Date	Referred to	Date	Referred to	Date
15.7.87							
22.7.87							
5.8.87							
21.8.87							
11.10.88	AM						
18.10.88							

PREM 19/2660



J. K. P. 13

10 DOWNING STREET
LONDON SW1A 2AA

From the Private Secretary

22 May 1989

Dear Neil

PARLIAMENT SQUARE

Thank you for your letter of 15 May which the Prime Minister has now seen. She is entirely content for your Secretary of State to inform the House in the next few days of what is proposed in Parliament Square. She has said that she is pleased we are now getting somewhere.

I am copying this letter to Colin Walters (Home Office), Roger Bright (Department of the Environment), Neil Thornton (Department of Trade and Industry), Stephen Catling (Lord President's Office), Nick Gibbons (Lord Privy Seal's Office), Carys Evans (Chief Secretary's Office), Murdo Maclean (Chief Whip's Office) and Trevor Woolley (Cabinet Office).

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Dominic Morris

Neil Hoyle, Esq.
Department of Transport.

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PRIME MINISTER

PARLIAMENT SQUARE

At your meeting with Ministers in January you asked Paul Channon to pursue with the Westminster City Council a modest programme of traffic and management improvements to the Square. The letter from Transport attached reports on progress. The measures proposed should reach the target of reducing traffic by about 7 per cent. In addition to this Westminster City Council have asked consultants to re-examine existing bus lanes and the coach queueing system in Abingdon Street, and to consider pedestrian facilities to the House of Commons across Abingdon Street. They have been pressed again by Paul Channon to look into the diversion of lorries away from the Parliament Square area.

The Westminster City Council can proceed with the proposed measures under their own powers as the local highway authority. Crown Land is not now involved. Endorsing the measures does not commit the Government to any financial support: the Council may ask but Transport will consider their application on its merits. In view of the House's legitimate interest in what happens to Parliament Square Mr. Channon proposes an arranged Written Question to announce that the proposals in Annex A will go ahead.

Content for him to do so?

DM

DOMINIC MORRIS

19 May 1989

KAYAVQ

*Yes - pleased we
are getting somewhere
mb*



DEPARTMENT OF TRANSPORT
2 MARSHAM STREET LONDON SW1P 3EB
01 276 3000

My ref :

Your ref :

Dominic Morris Esq
Private Secretary
10 Downing Street
LONDON
SW1A 2AA

16 May 1989

DM seen
Dear Dominic

PARLIAMENT SQUARE

You raised with me today a couple of points about my letter of 15 May. *at MAP*

Westminster City Council can proceed with the proposed measures under their own powers as local highway authority. They will doubtless wish to involve the Department in the design work; they may even seek financial support. We shall readily advise on design, but we shall consider help with funding at the appropriate time. Crown land is not affected.

On wider traffic management measures, Westminster CC are asking consultants to re-examine the existing bus lanes and coach queueing system in Abingdon Street. Consultants will also be asked to consider pedestrian facilities to the Houses of Parliament across Abingdon Street. Westminster CC have, however, made no mention in their Committee report of controls on lorries: my Secretary of State will therefore be pressing them hard to take forward work on all these measures.

I have spoken to Stephen Catling, who sees no difficulties with a written Answer to announce the proposals in the next few days.

I am sending copies of this letter to Colin Walker (Home Office), Roger Bright (Environment), Neil Thornton (Trade and Industry), Stephen Catling (Lord President's Office), Nick Gibbons (Lord Privy Seal's Office), Carys Evans (Treasury), Murdo MacLean (Chief Whip's Office) and Trevor Woolley (Cabinet Office).

*Yours
Neil*

N T E HOYLE
Private Secretary

ENV AFFAIRS: Parliament
Square July 87

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AM 10

CEFO



DEPARTMENT OF TRANSPORT
2 MARSHAM STREET LONDON SW1P 3EB
01 276 3000

My ref :
Your ref :

Dominic Morris Esq
Private Secretary
10 Downing Street
LONDON
SW1A 2AA

BE Thursday to Am

Dear Dominic

15 MAY 1989

PARLIAMENT SQUARE

top of p 12

The meeting called by the Prime Minister on 26 January to discuss traffic congestion in Parliament Square decided to reject the proposals for a tunnel in the Thames and underpasses in the Square because the cost could not be justified. It also rejected the medium term scheme favoured by Westminster City Council because of its cost in relation to its benefits, the public order implications and the need for legislation. It concluded that the best course was to pursue short term proposals within the Square coupled with wider traffic management measures, such as banning lorries, requiring tourist coaches to park elsewhere and removing bus lanes.

My Secretary of State told Westminster City Council about these decisions, and asked them to install a short term scheme and to consider the wider traffic management measures. They formally agreed to install a short term scheme at a Committee meeting on 9 May. I attach a description of the provisions of the scheme. My Secretary of State will be encouraging them to proceed with it as a matter of urgency. Westminster were unwilling to adopt a scheme involving diversion of traffic coming from Trafalgar Square down Horse Guards Avenue because of strong opposition from the residents of Whitehall Court to the increase in traffic in the Avenue. This will mean losing some benefit at the Parliament Street/Bridge Street junction. This does not significantly affect the overall benefits my Secretary of State set out at the meeting. He will press Westminster on the wider traffic management measures now that they have taken the main decision, since these could bring additional benefits.

If the Prime Minister is content, my Secretary of State intends to inform the House of what is proposed in the next few days.

I am sending copies of this letter to Colin Walker (Home Office), Roger Bright (Environment), Neil Thornton (Trade and Industry), Stephen Catling (Lord President's Office), Nick Gibbons (Lord Privy Seal's Office), Carys Evans (Treasury), Murdo MacLean (Chief Whip's Office) and Trevor Woolley (Cabinet Office).

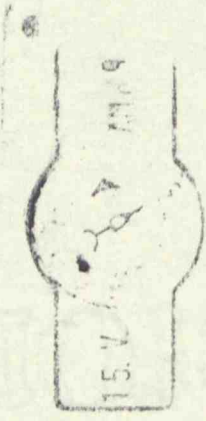
Yours

Neil

N T E HOYLE
Private Secretary

Enw Aff
Pault Sq
July '87

Improvements



A

SHORT TERM SCHEME A

1. Traffic signals at the junctions at the south-east and south-west corners of the Square to control traffic, reduce fear and intimidation for pedestrians and provide access to the central island.

2. Signal control for pedestrians crossing the traffic movement from the west side of Parliament Square into Great George Street.

3. Pedestrian facility (as part of the signals at the Parliament Street/Bridge Street junction) across the north side of Parliament Square just to the west of Parliament Street, for access to the central island.

4. Right turn allowed for cyclists from Bridge Street to Parliament Street.

5. Yellow box markings on the northbound carriageway of Abingdon Street at its junction with Great Peter Street to discourage obstruction of right-turning traffic into Great Peter Street.

6. Prohibition of the right-turn from Storey's Gate into Great George Street in order to reduce congestion.

CR

SUBJECT
cc MASTER.



file
cc Mr Bourne

10 DOWNING STREET

LONDON SW1A 2AA

26 January 1989

From the Private Secretary

Dear Roy

PARLIAMENT SQUARE

This morning the Prime Minister chaired a meeting of Ministers to consider the options for dealing with traffic congestion in Parliament Square. The meeting had before it your Secretary of State's memorandum of 7 October, together with a note from the Home Secretary, dated 17 October and one from the Chief Secretary dated 18 October.

Those present were the Home Secretary, Secretary of State for the Environment, Secretary of State for Trade and Industry, the Lord President, the Lord Privy Seal, Chief Secretary, Mr. Wilson (Cabinet Office) and Mr. Bourne (No. 10 Policy Unit).

Introducing his memorandum, your Secretary of State said that the need to deal with congestion in Parliament Square was becoming urgent because the present peak period levels of traffic would increase by up to 15 per cent by 1993 when the Channel Tunnel terminal opened at Waterloo. There were three broad options for dealing with the problem. The first, which your Secretary of State favoured, was a series of short-term traffic management measures which would reduce traffic levels by 7 per cent and be very cheap. Westminster City Council favoured a medium term scheme to be ready by 1992 which would reduce traffic levels by 9 per cent, but would cost £4 million and would require a Hybrid Bill. The third option was a tunnel under the Thames, possibly combined with an East/West underpass. This would cost £55 million and would not be ready before the late 1990s. It would reduce traffic by 35 per cent (25 per cent if the tunnel only were built).

In discussion, the following points were made:

- the long-term tunnel scheme had attractions because it had the greatest scope for improving the environment of Parliament Square but it was very costly. A project of this magnitude needed to be weighed against the other road building priorities such as access to Docklands and to the ports. It was noted that the underpass would not deal with the problem of lorries and coaches which contributed greatly to congestion around the Square and the

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fumes and grime which disfigured the surrounding buildings;

- the Police had expressed concern about the security implications of a tunnel outside the Palace of Westminster. They were also concerned about the public order implications of Westminster's medium term scheme with the enlarged pedestrian precinct straight opposite the Palace. Although these objections were not insurmountable, they were factors to be taken into account, as was the fact that the medium term scheme precinct area could encourage loiterers and littering, an unwelcome trend which had begun to emerge even with the present design of Parliament Square;
- a great deal could be done to relieve traffic congestion by a number of wider traffic management measures allied to the short term scheme. Such measures could include a ban on lorries using Parliament Square and a requirement for them to be re-routed over other bridges, a requirement on the operators of tours coaches to park elsewhere and possibly the removal of bus lanes around Parliament Square whose imposition by the GLC had been hasty and ill-considered;
- the steps taken to reduce traffic congestion needed to be seen as part of the whole process of improving Parliament Square and its surrounds. Action to improve the appearance of buildings was already in hand. Parallel action needed to be taken to beautify the surrounds and central area, in such a way as to reduce the grassed area and discourage littering and loiterers. This was properly a matter for Government since the central area was Crown land and part of the Estate. It was noted that there were already proposals for a fountain in the middle of the Square which had the support of the Prince of Wales.

Summing up, the Prime Minister said the meeting were agreed that, although the long term tunnel and underpass scheme had attractions, its cost could not be justified when compared with other road building priorities. It should not therefore be pursued further. The slight advantage in traffic terms of Westminster's medium term scheme was outweighed by its cost, of which the Government would have to bear most, by its potential public order implications to which the Police had drawn attention and by the difficulties of obtaining a Hybrid Bill. The best course therefore was to pursue short term traffic management measures within the Square as the Secretary of State for Transport had proposed, coupled with wider traffic management measures such as those which had been discussed during the meeting.

Your Secretary of State was invited to explain to Westminster City Council that the Government could not support their medium term scheme and to enlist the Council's support for the short term measures. He was also invited to explore further the wider traffic management proposals which had been discussed.

The Secretary of State for the Environment was invited to consider ways in which the central area and surrounds of Parliament Square could be improved. He would wish to consider whether a design competition would be appropriate.

At the end of the meeting, discussion turned to the wider question of litter on verges and central reservations of trunk roads about which I am minuting separately.

I am copying this letter to the Private Secretaries to the Ministers present, to Trevor Woolley (Cabinet Office), and to the other officials present at the meeting.

Yours sincerely

Dominic

DOMINIC MORRIS

Roy Griffins, Esq.,
Department of Transport.

COB/4

PRIME MINISTER

PARLIAMENT SQUARE

Your meeting tomorrow at 0930 arises from Mr Channon's minute to you, while you were at the Party Conference, seeking your views on a £55m. proposal for a tunnel under the Thames or underpass to relieve the congestion under Parliament Square. You said then you wanted a meeting later, when other colleagues had had a chance to consider the issues.

The issues and options are well summarised in the brief from Richard Wilson (Flag A). I suggest you use paragraphs 8-11 as your agenda.

Also attached is:

- Flag B A note from Greg Bourne in Policy Unit. He supports the Chief Secretary in going for Westminster's more modest medium term scheme. His minute attaches the artist's impression of what that would look like. He makes the interesting point that Mr Channon's tunnel proposal could pre-empt the more radical Costain's proposal for a Chiswick to Docklands Thames tunnel.
- Flag C Mr. Channon's minute outlining his proposals.:
- Flag D Minute from the Chief Secretary to the Treasury who opposed Mr Channon's proposal both on cost grounds and on the basis that Parliament Square needs to be considered in the context of traffic management for London as a whole.
- Flag E Minute from the Home Secretary whose concern is that the security, public order and traffic management implications of each of the options should be thoroughly considered.

There is one other second order point, mentioned in Mr Channon's minute: if the decision is to go for the Westminster medium term scheme it would be necessary to see how far this would upset the Fountain Society's plans for the middle of the Square

If difficulties on that front look likely, Greg's idea of a competition for the central area of the Square could get round them.

DM

Dominic Morris

25 January 1989

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P 03346

PRIME MINISTER

PARLIAMENT SQUARE

(Meeting of Ministers at 9.30am on Thursday 26 January)

Relevant Papers: Mr Channon's minute of 7 October,
Mr Hurd's minute of 17 October and the
Chief Secretary's minute of 18 October

DECISIONS

The purpose of the meeting is to consider what should be done to relieve traffic congestion in Parliament Square. Following a report by consultants, Mr Channon has put forward two proposals:

- i. a longer-term scheme for a 4-lane tunnel under the Thames. This would divert traffic travelling North-South along the Embankment away from Parliament Square. It would cost £55 million and might be completed around 1995. It would not meet the normal economic criteria for inclusion in the national roads programme and would have to be justified by the environmental benefits it would bring to the unique location of the Square. Alternative schemes for underpasses would be less expensive, but more obtrusive.
- ii. shorter-term traffic management measures. These would include more traffic lights in the Square, a ban on some turns, and greater use of Horse Guards Avenue. They would cost £200,000 and, with Westminster Council's co-operation, could be implemented next year. The alternative would be Westminster's Medium-Term Scheme which would involve closing the south side of the Square to traffic. This would almost certainly require a hybrid Bill, would cost £4 million, and could be completed in 1992.

2. The Chief Secretary does not support a tunnel, in view of its cost and its failure to meet the normal economic criteria. He also argues that a tunnel might not reduce congestion by the expected 26%,

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since if congestion in the Square was temporarily eased drivers would have an incentive to travel through Westminster rather than through other busy parts of the West End. He therefore favours road pricing (on which Mr Channon is due to report back to E(A) shortly) rather than major road construction schemes for central London, and suggests that Westminster's Medium-Term Scheme should be pursued for the present. Mr Hurd has commented that increased pedestrian access to the centre of the Square would facilitate demonstrations being held there. Mr Ridley is understood to prefer traffic remaining on all four sides of the Square for the same reason.

3. You will wish to decide which of the options should be pursued. It may be helpful to consider the longer-term possibilities first. Mr Channon can then be asked for advice on how any option should be taken forward, on the handling of Westminster Council and of any public consultation, and on the financing of any scheme.

BACKGROUND

4. In the spring of 1986 consultants Halcrow Fox were appointed by Westminster Council and the Department of Transport to develop proposals for improving traffic conditions in Parliament Square. They recommended a Medium Term Scheme (shown in Figure 4 to Mr Channon's minute). In March 1987 you saw a presentation by these consultants. Your main concern was that adoption of the Medium Term Scheme should not be seen as ruling out longer term options such as a tunnel under the Thames. The consultants were therefore asked to investigate the longer term options further, and they have developed proposals for a tunnel under the Thames and for East-West and North-South underpasses of the Square (shown in Maps 1-3 attached to Mr Channon's minute). Westminster Council want to proceed with the Medium Term Scheme, but have not taken this forward in advance of the studies of longer term options being considered.

ISSUES

Long Term Options

5. The consultants have investigated three long term options:

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- a. a tunnel under the Thames from Millbank south of Lambeth Bridge to the Victoria Embankment by Charing Cross (Map 1). This is estimated to relieve Parliament Square of 26% of its traffic at peak periods. It would cost £55 million if constructed with 4 lanes, as Mr Channon recommends. Demolition of sections of the listed Embankment Wall would attract opposition from heritage organisations.
- b. East-West underpasses from Victoria Street to Parliament Street travelling East and from Bridge Street to Victoria Street travelling West (Map 2). This is estimated to provide 11% peak period relief. It would cost £9 million. Intrusive ramps and height gauges would be needed outside Big Ben in Bridge Street and in Whitehall. Lorries, buses and coaches would have to remain at ground level. Some mature trees would be lost, and much of the Square would have to be excavated during construction.
- c. North-South underpasses from Millbank to Whitehall (Map 3). This is estimated to provide 24% peak period relief, virtually the same as a tunnel except that lorries, buses and coaches could not be accommodated. It would cost £17 million. Intrusive ramps and height gauges would be needed in Whitehall close to Downing Street and in Millbank. Some mature trees would be lost.

6. Mr Channon says that it would be unrealistic to remove all traffic from the Square, and that the most effective solution in traffic terms would be the tunnel plus the E-W underpass (paragraph 6). You may wish to ask Mr Channon whether more radical options than the three above, such as banning lorries and/or private vehicles from the Square, have been considered.

Estimates of Peak Period Relief

7. In considering whether any of the above options is worthwhile, you may wish to investigate how much reliance can be placed on the estimates of relief for each option which have been quoted above. The Chief Secretary is also likely to raise this in view of his argument that major road construction schemes in central London may simply lead to drivers taking different routes around the congested West End,

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so that any projected traffic relief benefits of a particular scheme are unlikely to materialise to the extent expected. There are a number of questions you may wish to ask:

- a. How much has peak traffic been growing in the Square in recent years? What levels is it expected to reach in, say, 10 years' time?
- b. Is it possible to estimate how many drivers would divert through the Square at peak periods if the tunnel and/or underpasses were built, because of congestion elsewhere?
- c. How reliable is the estimate that traffic in the Square will increase by up to 15% when the Channel Tunnel terminal at Waterloo opens in 1993? Is this the effect at peak periods or overall?

The Way Ahead

8. You may wish to consider first whether you wish the options involving underpasses to be pursued. Although underpasses would be cheaper than the tunnel under the Thames, they would be much more intrusive in areas close to the Square itself. In reaching a decision about the tunnel, you may wish to consider:

- a. Policing issues. Mr Hurd's minute points out that the construction of a tunnel (or a underpass) near the Palace of Westminster would raise security problems. You may wish to ask Mr Hurd how serious these might be.
- b. Financing. Mr Channon says that Westminster Council would not pay for a tunnel. Does he accept that a tunnel would have to be financed out of his existing provision for the national roads programme (most of the expenditure would fall after the 3 current Survey years)?
- c. Public consultation. Mr Channon says that there would be strong opposition to a tunnel from heritage and other organisations (paragraph 9). You may wish to ask him what might be the

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overall public reaction to a tunnel. You may wish to ask Mr Wakeham about the likely attitude of the House authorities.

- d. Restriction of Access to the Square. You might wish to ask Mr Channon to investigate further the possibilities for a major diversion of traffic away from Parliament Square (eg: by diversion of all Westminster Bridge traffic along the Embankment etc). This could be more publicly acceptable if promoted in conjunction with a major improvement scheme such as the tunnel. It could also be a means of substantially reducing traffic in the Square, at minimal expense, if you decided that none of the long term options investigated by the consultants could be justified. The likely effect of restricted access to Parliament Square on congestion in nearby areas would need to be studied carefully before any restrictions were implemented.

Short/Medium Term Options

9. Mr Channon describes two options for shorter term action to improve traffic flow in Parliament Square. These are:

- a. Short-Term measures described in paragraph 12 of Mr Channon's minute, including extra traffic lights to improve pedestrian safety outside Westminster Abbey and St Margaret's church, a ban on some turns, and greater use of Horse Guards Avenue. These would only cost £200,000, are estimated to provide peak period relief of 7% and could be completed next year without legislation.
- b. Westminster Council's Medium Term Scheme shown in Figure 4 attached to Mr Channon's minute. This involves closing the south side of the square to traffic, but some road widening in other parts of the Square which would encroach onto the central area. There would again be greater use of Horse Guards Avenue. The scheme would cost £4 million and provide peak period relief of 9%. A Hybrid Bill would be needed and the Scheme could be completed in 1992.

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10. You will wish to decide whether to endorse Mr Channon's proposals for the short-term measures (paragraph 9(a) above) rather than Westminster's Medium Term Scheme. He is putting this forward on the basis that limited measures will be followed by the tunnel around 1995, and that the Medium Term Scheme would encroach unnecessarily onto the centre of the Square should the tunnel be built. Two other arguments against the Medium Term Scheme are the requirement for hybrid legislation and the additional disruption which would be caused during construction. Mr Hurd and other Ministers may wish to comment on the policing implications of closing off the south road of the Square. You may wish to ask Mr Channon which statutes in the Square would have to be moved under either Scheme, and what has happened to the proposal for a Royal Fountain in the centre of the Square.

11. A key factor will be the handling of Westminster Council. Mr Channon would have to persuade them to accept the short term measures rather than their favoured Medium Term Scheme, which they put out to public consultation in 1987. This is likely to be easier if the Government offer to fund any of the longer term options. Should you decide not to pursue any of the longer term options for the present, you may wish to accept the Chief Secretary's proposal that Westminster should be encouraged to implement their Medium Term Scheme.

HANDLING

12. You may wish to ask the Secretary of State for Transport to introduce the discussion. The Secretary of State for the Environment, who is responsible for the centre of the Square as it is Crown Land administered under Royal Parks Regulations, will wish to comment, as will the Chief Secretary, Treasury. The Home Secretary may wish to describe the views of the Metropolitan Police. The Lord President of the Council may be able to comment on the likely attitude of the House authorities. The Secretary of State for Trade and Industry has also been invited.

RJW,

R T J WILSON .
Cabinet Office
24 January 1989

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PRIME MINISTER

10 January 1989

PARLIAMENT SQUARE

Nearly 3 years have passed since Westminster City Council commissioned their "Parliament Square Study". During that time traffic has increased, congestion has become worse and the overall environment of the Square for pedestrians, tourists and MPs alike, has suffered. Westminster's main aims had been to improve:

- the environment of Parliament Square
- pedestrian access to the central island, and
- access to the Houses of Parliament, whilst
- improving or maintaining traffic conditions in or near Parliament Square.

None of these aims have been met. We now need to move forward, probably along the lines recommended in the original "Parliament Square Study".

PUTTING PARLIAMENT SQUARE IN CONTEXT

Parliament Square is:

- a place of historical significance, and
- one of many traffic congestion points in central London.

As to the first of these, Westminster's plans of creating a precinct that people could enjoy, deserves much more

attention than it has had up until now. The central park area is currently one of the most dangerous areas for pedestrians to get to in London. It is no wonder that it is usually devoid of people.

As the latter, Parliament Square is a long way down the list of traffic congestion priorities.

WESTMINSTER SCHEMES

The original study proposed short, medium and long-term schemes to meet the aims set by Westminster City Council.

- Short-term schemes were basically a rejigging of a few traffic lights and the addition of pedestrian crossings. Costs were around £80,000 and benefits would cover costs in about 5 months.
- Medium-term schemes focussed on closing the road to the south of the Square and making a precinct by joining the central space to St Margaret's Church and Westminster Abbey. Costs were approximately £2.3 million with benefits covering costs in 3 years.
- The long-term schemes based on tunnels under the Square or under the Thames were perceived to bring large environmental and traffic gains to the Square - at the expense of severe disruption elsewhere. Costs ranged from £15 million to £35 million. Benefits would never cover costs.

The study concluded that a medium-term scheme should be implemented as quickly as practicable. More radical schemes should not be ruled out but should be looked at for the longer-term.

DTP SCHEME

In looking at more radical solutions, DTP's aims differ markedly from those of Westminster City Council. Their aim has been to significantly reduce the traffic problems in Parliament Square. The approach suffers from the following problems.

- The DTP scheme is a discrete study which does not fit into the more important London Assessment Studies due to be published in July.
- The proposed solution, a 4-lane immersed tube tunnel costing £55 million, would have severe disruptive effects at its entry and exit points.
- If the proposed immersed tube tunnel were built, it would preclude more imaginative schemes such as Costain's East-West tunnel from Chiswick to Docklands.
- There would be little environmental enhancement to Parliament Square as traffic growth would soon replace the initial traffic reduction.
- £55 million would be better spent elsewhere in London as part of an overall package of measures. Government could be accused of wastefully spending public money for the benefit of MP's only.

THE WAY FORWARD

Returning to the context in which Parliament Square should be placed is, I believe, the way forward.

- In a traffic congestion context, radical solutions are best left to the London Assessment Studies which will be published in July. Proposals will be put forward then, which will clearly show that there are far more beneficial ways of spending public money than on Parliament Square. Road pricing solutions may also be discussed at that time.
- In the environmental and historical significance context however, Westminster City Council's preferred option from the study (Option G attached) is worth pursuing further.

Creating a feature out of Parliament Square is not without its opponents. Nicholas Ridley is, I believe, opposed on aesthetic grounds, while Douglas Hurd has reservations from a policing and security standpoint. I understand from officials that careful design can minimise the policing and security problems.

A competition for the design of the central area could be useful.

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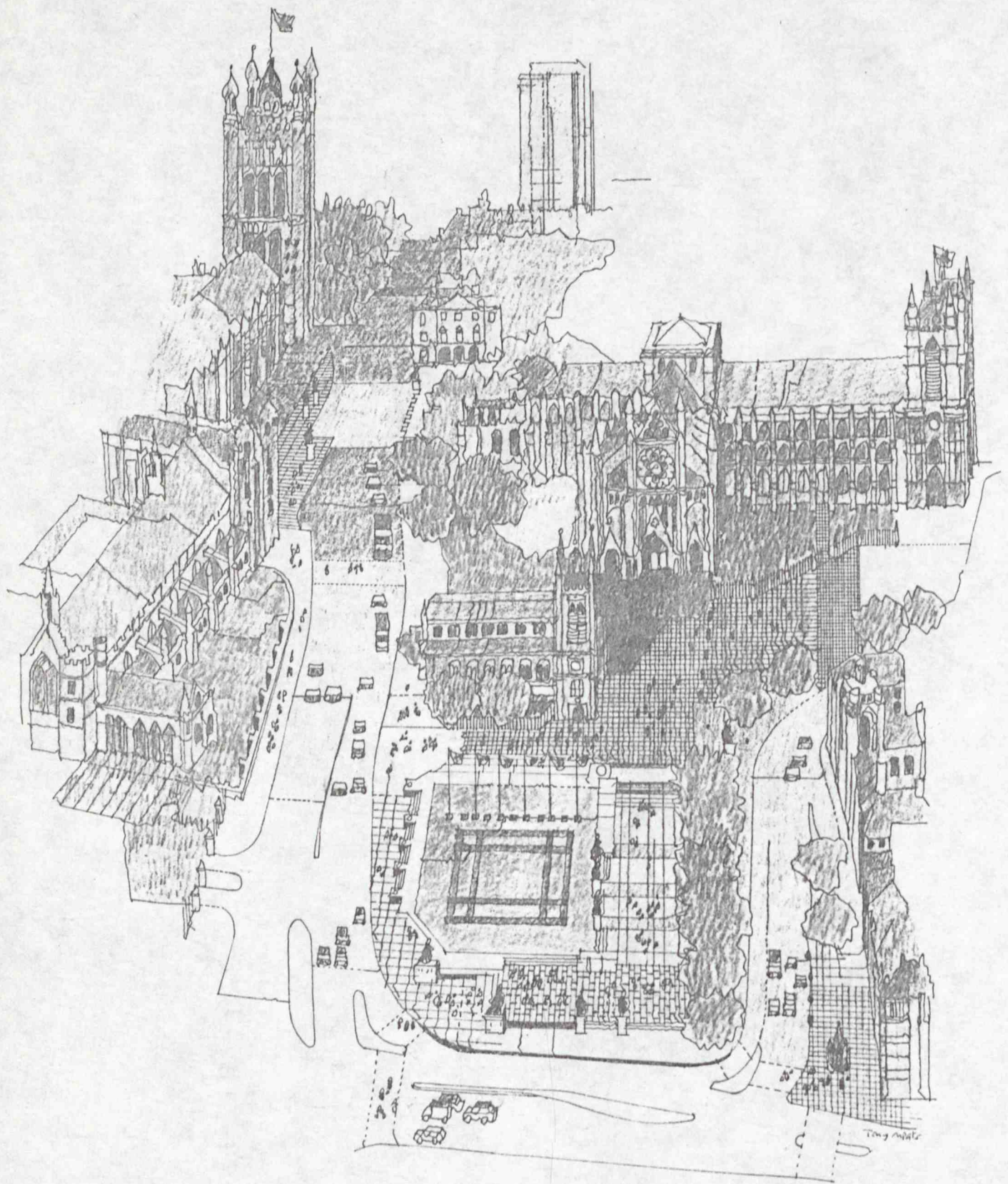
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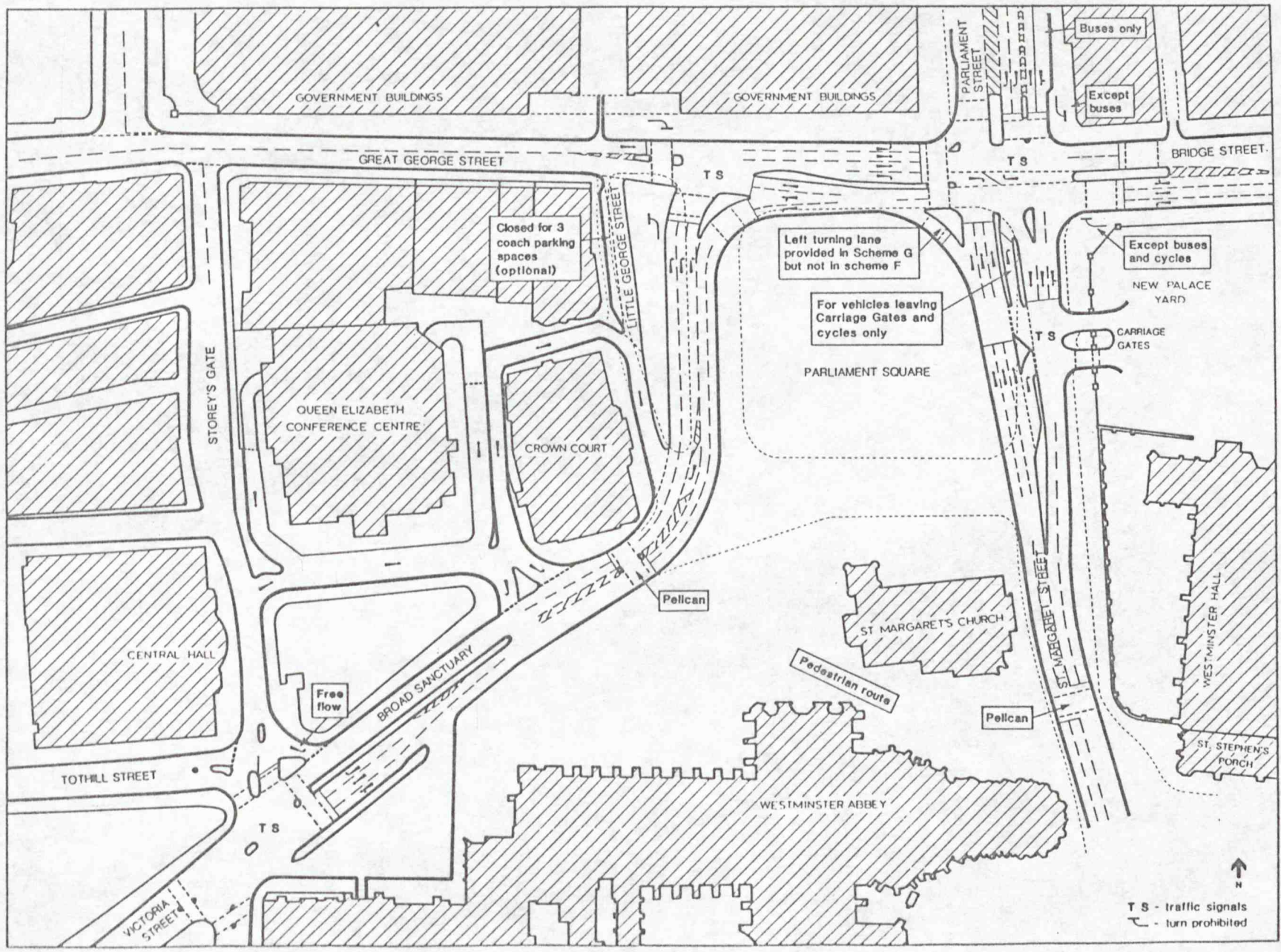
CONCLUSION

- Adopting Westminster City Council's proposed Scheme G, together with a competition for the design of the central area, will secure most aims.
- The scheme would need to be promoted via a hybrid bill. It could reserve rights for future tunnelling.
- The overall traffic management of London should take precedence over the single, very local scheme proposed by DTp.



GREG BOURNE





PARLIAMENT SQUARE STUDY
 TRAFFIC MANAGEMENT DESIGN OF SCHEME G

ceb'jk csh



FROM: CHIEF SECRETARY
DATE: 18 October 1988

D

PRIME MINISTER

PARLIAMENT SQUARE

Play

I have seen a copy of Paul Channon's minute to you of 7 October. I am very concerned by what he says about the means of relieving traffic in Parliament Square.

2 His preferred option, a four-lane tunnel under the Thames, is not only costly in itself (£55m), it is also the most expensive of the options which he describes. Yet he admits that it would not meet the normal criteria for road investment, which means that its costs would exceed its economic benefits.

3 We do, of course, build roads from time to time which have a negative net present value, when there is a strong environmental case for doing so. But I question whether such a case has been made for the proposed tunnel. It would only remove about a quarter of the traffic from Parliament Square, it would have a major impact on the Embankment at its two ends, and it would be strongly opposed by heritage organisations. During the Survey this year Paul has laid great stress on the amount of new road building that would be economically justified. Against this background I find it very difficult to believe that the proposed tunnel is the best use of scarce resources.

4 It is not even clear that the tunnel would achieve its aim of reducing traffic in Parliament Square by 25 per cent. I know that in DTp's view congestion in London greatly suppresses the level of demand for car travel. There must be a serious risk that a scheme which temporarily reduces congestion, even for a relatively short stretch, will simply encourage more people to bring their cars into the Westminster area, restoring traffic in Parliament Square to its former level.

5 It does not make sense to try to deal with traffic problems in central London by very expensive, and possibly ineffective piecemeal schemes. We need to develop an overall strategy, and in that context we will need to give serious consideration to road pricing. I recognise the difficulties of the latter but I do not see any other solution which is less difficult. The Parliament Square proposals are a clear illustration of this point.

6 Until we have resolved the strategic issues I see little point in a further study of the tunnel option. If a medium term, interim measure is necessary, Westminster's own proposed scheme it is at least relatively cheap and, according to the assessment attached to Paul's minute, good value for money. We could make it clear that it did not pre-empt longer term solutions.

7 I am copying this minute to Paul Channon, Douglas Hurd, Nicholas Ridley, John Wakeham, John Belstead and Sir Robin Butler.



JOHN MAJOR

010
Now on 16 January 1989
at 3pm.



12.00
Nov. Tg 17/11
ceB/h
CCPV
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Prime Minister

PARLIAMENT SQUARE

I have seen Paul Channon's minute to you of 7 October, setting out proposals for relieving traffic congestion in Parliament Square.

I had not previously been aware of any such proposals, although I understand that the Metropolitan Police have been consulted informally during the consultants' study. I have three principal concerns about Paul Channon's proposals:

- (i) any increased pedestrian area in Parliament Square would offer space for demonstrations, with possible public order implications;
- (ii) any construction of tunnels or underpasses near the Palace of Westminster poses obvious security problems; and,
- (iii) there will be difficulties for the police in managing the flow of traffic in Central London during the construction period.

I hope that there will be an opportunity to consider these concerns fully before any public announcement is made.

I am copying this minute to Paul Channon, Nicholas Ridley, Nigel Lawson, John Wakeham, John Belstead and Sir Robin Butler.

Douglas Hurd.

17 October 1988



FILE

KK

cc PU

10 DOWNING STREET
LONDON SW1A 2AA

From the Private Secretary

13 October 1988

PARLIAMENT SQUARE

The Prime Minister has seen your Secretary of State's minute of 7 October. She will want to consider this further but has concluded that a meeting before 19 October would not be necessary. It should be possible to provide a perfectly respectable holding reply to Mr. Bowen Wells' Question which is down for that date and to consider the issues raised in your Secretary of State's minute in greater depth thereafter.

A copy of this letter goes to Moira Wallace (HM Treasury), Philip Mawer (Home Office), Roger Bright (Department of the Environment), Alison Smith (Lord President's Office), Nick Gibbons (Lord Privy Seal's Office) and Trevor Woolley (Cabinet Office).

(DOMINIC MORRIS)

Miss Jenny McCusker,
Department of Transport.

PRIME MINISTERPARLIAMENT SQUARE

At the presentation last March, you saw Westminster City Council's proposals for Parliament Square (flag A). You were concerned that these should not pre-empt decisions on more sensible longer term arrangements. Mr. Channon's minute attached reports the outcome of a study into the longer term options. He and Mr. Ridley came down in favour of a tunnel under the Thames (flag B), coupled with some modest improvements in the traffic arrangements around Parliament Square (without altering the Square's present configuration).

The tunnel under the Thames would be costly (perhaps £55 million between 1991-92 and 1994). Were you content in principle, Mr. Channon would bring forward to colleagues as part of the Department of Transport's longer term road programme proposals, which is due to come to the E(A) meeting sometime after the Autumn Statement. The Department of Transport recognise that such costs as fall to them rather than to Westminster (ie most if not all) will need to compete with their other bids in the 1990-91 PES round onwards.

Mr. Channon suggests that you might want a meeting with him and Mr. Ridley to discuss all this before 19 October. I attach the diary pages for the period between returning from the Conference and then (flag C). Unless you wanted to eat into your free Tuesday, it would be very difficult. Nor, I think, is it necessary. Bowen Wells' PQ on Wednesday 19 October is for written answer only and is phrased as follows:

"To ask the Prime Minister what central Government funds have been spent on proposals for improvements of Parliament Square and to the environs of the Palace of Westminster which would benefit the public and make access easier for hon. Members; and when these proposals would be implemented".

It would possible to give a perfectly legitimate holding reply to that, stating how much the Department of Transport has spent on the study and saying that options were still being considered. The options themselves may become public later this month when Westminster City Council's Transport Committee next meet.

Against this background:

do you wish us to arrange a meeting with colleagues before 19 October, or; *No*

arrange a meeting at a more leisurely timescale after you return from Conference?

Yes not

DM

DOMINIC MORRIS

11 October 1988

PM3ACU

10 DOWNING STREET
PRIME MINISTER'S ENGAGEMENTS FOR THE WEEK BEGINNING
WEDNESDAY 12 OCTOBER 1988

Wednesday 12 - Thursday 13 October
Party Conference, Brighton

Friday 14 October
am Party Conference
Return to No 10

Saturday 15 October
? TO CHEQUERS

Sunday 16 October

Monday 17 October
0830-1000 Hair
1030 Keep free for PG (*NHS review Seminar*)
1300-1430 followed by lunch "
1500 Keep free (*Sir Alan Walters*)
1600 Followed by speechwriting for Lord Mayor's
Banquet + PG
1730-1800 Sir Laurens van der Post + CDP

Tuesday 18 October
Keep free

Wednesday 19 October
Keep free
1100 Keep free for NLW + RW + GB
c1230 DEPART NO.10
1245-1430 LUNCH WITH DAILY EXPRESS + BI
DAILY EXPRESS BUILDING, FLEET STREET
RETURN TO NO. 10
1500 E(ST)
1630 Lord Young + PG
1700 Chancellor of Exchequer + PG
OR Sir Robin Ibbs + NLW
1730 Keep free for NLW
1830c Look in at Efficiency Unit Reception + NLW
Cabinet Office
Supper in flat

Thursday 20 October
0830 Hair
0900 Questions briefing team
0930 Cabinet
After MISC 128
1300 Lunch and Questions Briefing
1515 QUESTIONS H/C
1545 KEEP FREE FOR MPs
RETURN TO No 10
1700 Premier of Southern Australia + CDP
1730 Keep free for CDP



cepo
ceby C

Prime Minister

PARLIAMENT SQUARE

1. I have discussed this memorandum with Nicholas Ridley and we are agreed on the proposals it puts forward.

1X // 2. You saw a presentation in March last year of Westminster City Council's proposals for Parliament Square. They would close the South side of the Square to traffic and facilitate pedestrian access to the central part. The scheme is illustrated in the attached plan (Annex A). The proposals require a Hybrid Bill.

3. Your main concern was that the Westminster scheme should not pre-empt decisions on a more radical solution such as a tunnel under the Thames. We discussed this with Westminster who commissioned with our support a further review from the consultants on more radical options. We now have their interim report which shows that it would be technically feasible to provide:

a. a full standard immersed tube tunnel in the Thames (cost two-lane £35m; four-lane £55m);

b. a low-headroom cut and cover underpass linking Bridge Street to Victoria Street (East-West) and Victoria Street to Parliament Square (West-East) (cost £9m);

c. a similar facility between Abingdon Street and Parliament Street (North-South) (cost £17m).

(Full-headroom underpasses would need longer ramps, which could not be fitted in.)



4. The essential features of each option, with maps, are set out in the attached paper (Annex B).

5. Our view is that these options offer the prospect of a better overall solution than Westminster's proposals and that we should concentrate our efforts on them. The most promising element is the North-South tunnel under the Thames. It could be either two or four lanes.

6. We cannot realistically expect to remove all traffic from the Square. The most effective solution in traffic terms would be a Thames tunnel plus an East-West underpass below Parliament Square. However, the underpass would involve ramps, guard rails and height gauges at the approaches to the Square and would result in the loss of some mature trees. It would cause major disruption during two years of construction including excavation of Parliament Square itself and obstruction of the entry to New Palace Yard. Westminster City Council are opposed to underpasses. A Hybrid Bill would almost certainly be needed for the underpass with the prospect of a strongly contested Select Committee Stage. We do not consider all this justified in relation to the extra benefits of an underpass.

7. Even with an East-West underpass we could not close Great George Street and the north side of the Square. The Police would prefer to keep the road outside Parliament open for security reasons.

8. Our favoured option of a tunnel in the Thames would reduce traffic in the Square by about a quarter of present levels. A two-lane tunnel, even if it were widened to three lanes under the river, might soon become overloaded. There might also be congestion at the entry and exit points. We would then be criticised for under-provision. A four-lane tunnel would minimise that risk.



9. The tunnel would not involve alterations to the Square or directly affect its immediate approaches, nor would it disrupt the Square during construction. It would improve the environment, lessen pollution and allow improved conditions for pedestrians both in the Square and along the Embankment. A four-lane tunnel would have more impact on the Embankment at either end than a two-lane tunnel; but there would be strong opposition from heritage and other organisations in either case.

10. In spite of the extra cost, we consider that we should work on the basis of a four-lane tunnel.

11. A Private Bill promoted by Westminster may be needed for a tunnel. It is possible, however, that it could be authorised under existing powers, almost certainly involving a public inquiry. Westminster would need to be persuaded to take this on. There would also need to be consultation with the House authorities and other interested parties. A tunnel could be open in about 1995.

12. We need to improve traffic flows in Parliament Square by 1993 when the Channel Tunnel terminal opens at Waterloo. That will increase traffic in the Square by up to 15%. Westminster's medium-term scheme would provide some immediate help, but the Square would soon be as congested as it is today. Some of the road widening, encroaching on the Square itself, would also be abortive if a tunnel were built later. The alternative we suggest is to improve traffic management in the Square by extra traffic lights, diversions via Horse Guards Avenue and banning some turns. Those would not entail legislation. There would, however, be some environmental disadvantages. Westminster would be very unhappy to lose their medium-term scheme and we need their co-operation as the highway authority. They would need to be very carefully handled and to be convinced of the force of our arguments.



13. Westminster cannot be expected to finance a tunnel in the Thames in any case. The Government would need to provide the resources. The scheme would not meet the normal criteria for road investment but we consider it justified by the unique importance of Parliament Square. The proposal is not included in the review of the road programme to be considered by E(A).

14. There is one additional factor. On the initiative of the Fountain Society, a proposal for a large fountain in the centre of the Square is being prepared.

It might

need to be modified if Westminster's medium term scheme or an East-West underpass were implemented.

15. None of the road improvements removes all the traffic from the Square but the tunnel scheme would provide significant relief. We think it is worth further study. You may like to discuss it with us. It would be helpful to establish our position before we advise you on the answer to Bowen Wells' PQ, which is down for 19 October.

16. I am sending copies of this minute to Nigel Lawson, Douglas Hurd, Nicholas Ridley, John Wakeham, John Belstead and Sir Robin Butler.

Neil Hough

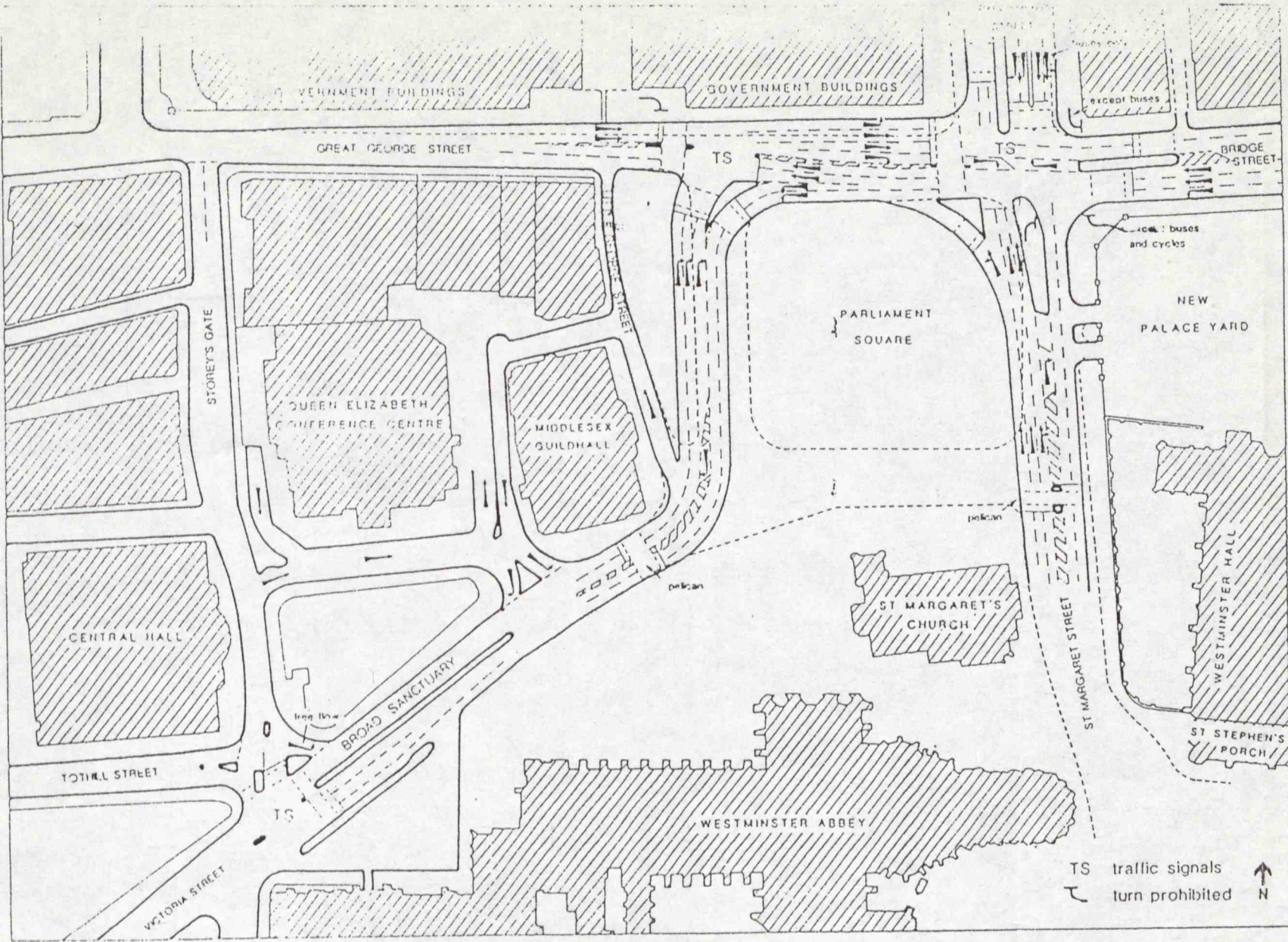
for PAUL CHANNON

7 October 1988

TEMPORARILY RETAINED J. Gray 3/8/2016

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RETAINED UNDER SECTION 3 (4)
OF THE PUBLIC RECORDS ACT**

(Approved by the Secretary of State
and signed in his absence)



STUDY OF LONG-TERM OPTIONS FOR PARLIAMENT SQUARE

Traffic Management Layout of the Modified Preferred Medium-term Scheme G

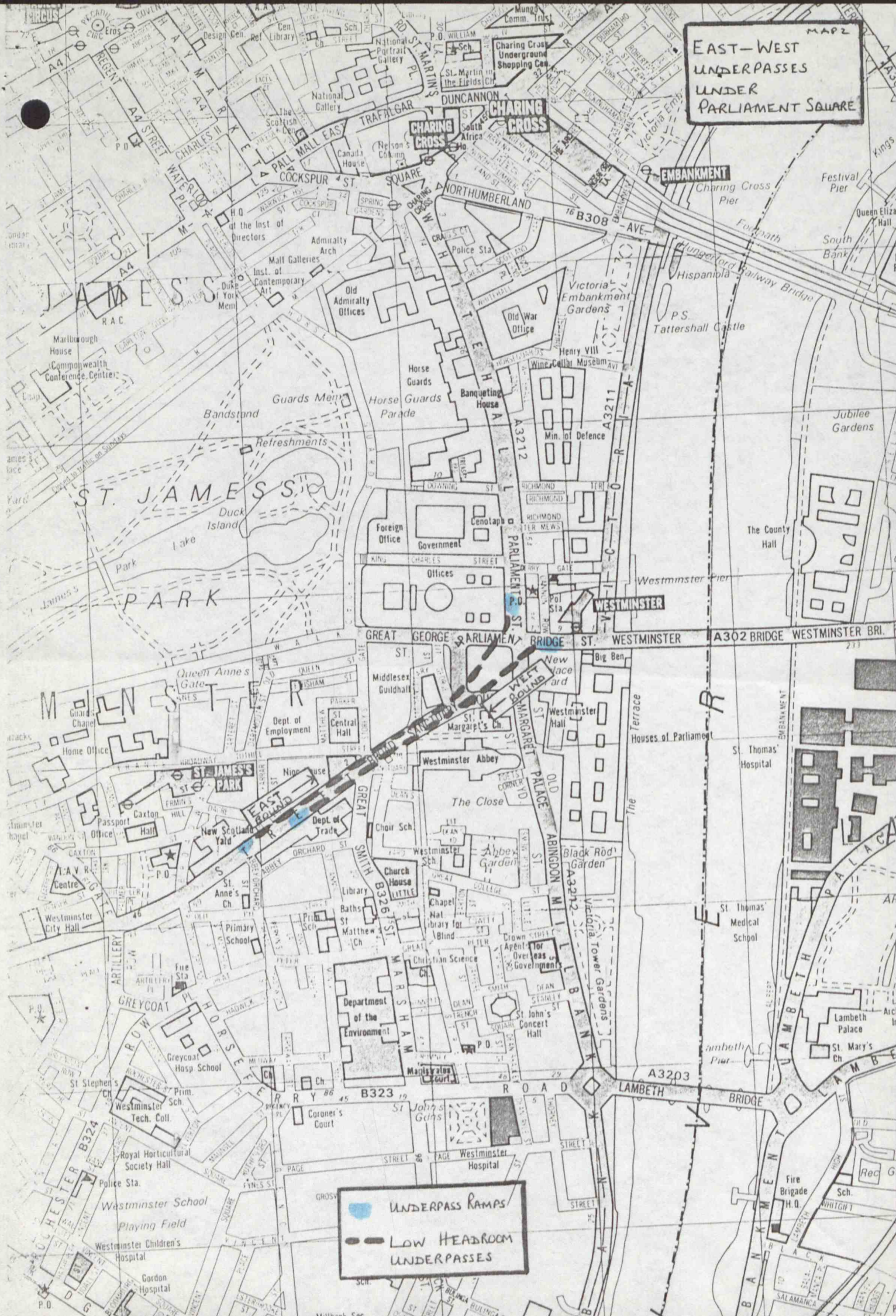
Figure 4

COMPARISON OF OPTIONS

OPTION	DESCRIPTION	COST	EARLIEST IMPLEMENTATION	PEAK HOUR RELIEF	BENEFITS	DISBENEFITS
Tunnel in Thames (MAP1)	Full headroom immersed tube.	2-lane £35m 4-lane £55m	1989/90 Consultation 1990/91 Private Bill or Public Inquiry 1992 Works start 1994 Completion	26%	Largest traffic relief. Does not interfere with Square during construction or permanently. Takes all vehicles. Improves environment of Embankment and Millbank.	Need for realignment of listed Embankment Wall. High cost not justified by traffic benefit. Possible effects on sensitive sites at each end. Construction works in River close to Houses of Parliament.
East-West underpass in Square (MAP2)	Low headroom cut and cover tunnels.	£9m	1989/90 Consultation 1990/91 Hybrid Bill 1992 Works start 1994 Completion	11%	Combined with Thames tunnel provides maximum relief for Square. Reduces conflict at Bridge Street Junction.	Most disruption to Square during construction, including disruption to New Palace Yard and loss of some mature trees. Lorries and coaches left at ground level. Intrusion of ramps and height gauges in Whitehall and outside Big Ben.
North-South underpass in Square (MAP3)	Low headroom bored tunnels.	£17m	1989/90 Consultation 1990/91 Bill or Public Inquiry 1992 Works start 1994 Completion	24%	Except for lorries and coaches provides same relief as Thames tunnel at much less cost.	Disruption in Whitehall and Abingdon Street during construction. Intrusion of ramps and height gauges opposite Cabinet Office and alongside Victoria Tower Gardens. Loss of mature trees in Victoria Tower Gardens.
Medium term scheme (ANNEX A)	South side closed. 2-way traffic on 3 sides. Diversions via Horse Guards Avenue.	£4m	1989/90 Hybrid Bill 1991 Works start 1992 Completion	9%	Meets need for extra traffic capacity after 1993. Improves pedestrian safety and access. Cheap to install and good value for money.	Does not provide long term solution. Major changes to central island of Square. Uses Horse Guards Avenue as major traffic route. Disruption in Square during construction affecting access to New Palace Yard.
Short term measures	Extra traffic lights. More pedestrian facilities. Diversions down Horse Gaurds Avenue.	£0.2m	1989/90 Works start 1990 Completion	7%	Provides some immediate extra capacity. Improves pedestrian safety.	Intrusion of extra traffic lights outside Abbey and St Margaret's. Uses Horse Guards Avenue as major traffic route.

EAST-WEST UNDERPASSES UNDER PARLIAMENT SQUARE

UNDERPASS RAMPS
LOW HEADROOM UNDERPASSES



MAP 2

JAMES'S PARK
 Duck Island
 Refreshments
 Bandstand
 Guards Mess
 Horse Guards
 Horse Guards Parade
 Banqueting House
 Old War Office
 Victoria Embankment Gardens
 Henry VIII Wine Cellar Museum
 Min. of Defence
 Foreign Office
 Government
 Offices
 Centenary
 P.O.
 Westminster
 Westminster Pier
 A302 BRIDGE WESTMINSTER BRIDGE

WESTMINSTER
 Houses of Parliament
 Westminster Abbey
 The Close
 Church House
 Choir Sch.
 Westminster Sch.
 Abbey Garden
 Black Rod Garden
 St. Margaret's Ch.
 St. Anne's Ch.
 St. John's Ch.
 St. Mary's Ch.
 St. Thomas' Hospital
 St. Thomas' Medical School
 Lambeth Palace
 St. Mary's Ch.
 Fire Brigade H.Q.
 Sch. (WHITING)
 Rec G.
 Millbank Sec.

NORTH-SOUTH UNDERPASSES UNDER PARLIAMENT SQUARE

MAP 3



UNDERPASS RAMPS

LOW HEADROOM UNDERPASSES

Millbank Sec.



case

2 MARSHAM STREET
LONDON SW1P 3EB
01-212 3434

My ref:
Your ref:

R2418

The Rt Hon Paul Channon MP
Department of Transport
2 Marsham Street
LONDON
SW1

21 August 1987

nbpm

Dear Paul

Thank you for your letter of 5 August about Parliament Square. I am sure it is entirely right to press ahead with detailed studies of longer term options for dealing with traffic in Parliament Square and the surrounding areas. But before taking a view on the proposal to seek a Bill to provide for an interim solution, I would like to look at what could be done without new legislation. I am asking my officials to discuss this with yours and will write to you again later.

I am copying this to the Prime Minister and to John Major.

Nicholas Ridley

NICHOLAS RIDLEY



DEPARTMENT OF TRANSPORT
2 MARSHAM STREET LONDON SW1P 3EB

01-212 3434

The Rt Hon Nicholas Ridley MP
Secretary of State for the Environment
Department of the Environment
2 Marsham Street
LONDON
SW1P 3EB

ccB4
Prime Minister (2) - 5 AUG 1987

Dear Micky,

To note that Mr Channel will be pursuing the Westminster scheme presented to you as a medium term solution. On the longer term, consultants would report by next Spring. MBA 5/8

PARLIAMENT SQUARE

I have been considering carefully your correspondence with John Moore about the City of Westminster's proposals and I have also had a presentation by the consultants and Westminster.

I had also reached the conclusion that we need to press on vigorously with Westminster in the detailed study of longer term options such as a two-way tunnel under the Thames parallel to the Embankment. Traffic management will not do enough to solve the problems, which are bound to grow. I shall be looking to the further study to produce more imaginative and comprehensive proposals than those in the consultants' current report.

However quickly we get on, developing radical proposals is bound to take some time given the complex network of underground services involved (including the underground railway lines), the engineering and ecological problems of tunnelling in the Thames and the environmental impact of the portals. These options are likely to be very expensive and we shall want to consider the possibilities of private finance. The earliest that longer term proposals are likely to come to fruition is therefore the late 1990s.

But we have to do something before the late 1990s to speed up traffic in the Square. The present situation will be made worse by the prospect of the Channel tunnel terminal at Waterloo opening in 1993. Westminster's consultants have just reported that they expect traffic in the Square

to increase significantly. My officials agree. it is clear that without some improvement congestion will be worse than it is today. I therefore believe that in traffic terms the medium term scheme, or something like it, which Westminster favour is essential - that is the scheme presented in the model which the Prime Minister, John Moore and yourself saw on 2 March.

We need to take action both in the medium and long term and be quite sure that we are not infringing longer term action by what we do earlier.

Before the opening of the Channel tunnel terminal, the proposed Westminster short term scheme would reduce average journey times through the Square by about 10%. Savings in travel time and vehicle operating costs would be worth £1.1m a year. The cost of the improvements are expected to be some £3.5m. They would therefore pay for themselves in three to four years. Once the Channel tunnel terminal is open journey times and speeds would be about the same as now. This is of course also a powerful argument for getting on with more radical solutions as quickly as possible.

In the meantime the traffic benefits of the Westminster scheme should be generally welcomed and I understand that the public response to their consultation has been generally very favourable. But there are reservations from responsible bodies on the re-design of the central part of the Square and the area around the Abbey. The police have serious misgivings about increased access to the centre and the problems of crowd control and the extra policing that would be needed if the area becomes a focus for demonstrations and attracts undesirable elements of various sorts. The police have not gone so far as to object to the scheme in principle, but they have asked Westminster to take the problems as they see them into account. Some heritage and environmental bodies, such as the Royal Fine Art Commission have yet to comment, but they too are likely to be concerned about the central area and the Abbey. These issues are clearly not for me, but I hope you will now feel able to authorise your officials to play a leading part in the re-design of the central area which is required by the traffic scheme. The more radical options will equally raise highly sensitive environmental issues in the Westminster area and I shall need to look for your co-operation in assessing these also.

I now see the way forward as follows. My Department will speed up work with Westminster in producing a detailed report on the feasibility, cost and timing of the various longer term options for tunnels. I am advised that we could reasonably expect a report from consultants by next Spring. I would then seek the support of colleagues for legislation early in the 1988/89 session for the medium-term scheme.

If a Bill was agreed and received Royal Assent in 1989, and provided contingent planning and design work kept pace, the scheme could be completed and fully working in 1990. That would be a necessary stage 1 in the plans for improvements in the Square. The more radical solutions we agree upon following the consultants' report could then be pursued as stage 2 and be in place to cope fully with traffic congestion by the year 2000.

I am confident that if we proceed in the way I now suggest all our best interests will be served and responsibilities met. There is an exciting challenge for us both in Parliament Square and I believe we should work closely with Westminster City Council to meet it. I am ready to promote the necessary legislation for the medium term scheme, if a Bill is agreed; we shall need to address the matter of finance beyond Transport Supplementary Grant and in particular for the radical proposals we decide to pursue; and we shall need to take the amenity societies along with us.

I am happy to discuss if you still wish and in due course we shall both need a good presentation on the long term solutions. Meanwhile I am copying this letter to the Prime Minister in view of the personal interest she is taking in improvements to Parliament Square, and to John Major.

*Y
ams,*

Paul

PAUL CHANNON

CCBE

City of Westminster



Department: Planning and Transportation
Your reference: C87/3069
My reference: PT/BP/CM/T3.14

Direct line: 01-798 3172
Date: 22 July 1987

Extension: 3172 Fax: 01-798
This matter is being dealt with by: Mr Perryman

Mr M C Stark
Principal Private Secretary
Privy Council Office
Whitehall
London SW1

4873
27 JUL 1987
FILING DEPARTMENT
FILE No.

PS/FCS (MR CULSHAW)
PS/NO 10 (MR BEARPARK)
MR WOLLEN
MS MR KERSHAW

Dear Sir

Thank you for your recent letter concerning the Council's proposals for Parliament Square.

At their meeting on the 30 June the Council's Planning and Development Committee considered the results of the public consultation on the proposals. There was strong support for the principle of the scheme and a preference for the option which allows vehicles to turn into Great George Street from Carriage Gates. It was agreed that this would form the basis of the detailed design.

I hope this answers the points you have made in your letter. If you require any further information do not hesitate to contact me.

Yours faithfully

ASSISTANT DIRECTOR (POLICY)

GNV. AFFAIRS: Parliament Sq, July 87





MINISTER OF STATE, PRIVY COUNCIL OFFICE

C87/3069

Parliament Square Co-ordinator
Department of Planning and Transportation
Westminster City Hall
Victoria Street
LONDON
SW1E 6QP

15 July 1987

Dear Sir

I have seen the leaflet setting out the alternative proposals for traffic flows around Parliament Square.

The large diagram may be preferable in townscape/aesthetic terms, but the inability to drive from Parliament into Great George Street would be a serious handicap to Ministers needing access to buildings fronting on to St James's Park. Apart from my own Minister, this would affect Ministers in the Foreign and Commonwealth Office, and of course the Prime Minister and others using the rear approach to Downing Street. A number of other Ministers would be affected. It is not only a matter of speed and convenience, but also of security; to cut off any access route for Ministers to reach their offices reduces options and thereby increases the potential risk.

Yours sincerely,

M C Stark

M C STARK
Principal Private Secretary

MS



PARLIAMENT
SQUARE
IMPROVEMENTS

'The City Council is concerned about the existing conditions in Parliament Square. Traffic queues around the Square are a regular occurrence and the centre of the Square is difficult to reach from the important buildings that surround it.

Parliament Square is probably the most historic square in London and is certainly one of Britain's most famous and important landmarks. At present it suffers from too much traffic with all the hazards that that creates – rising fumes and many accidents, to name but two.

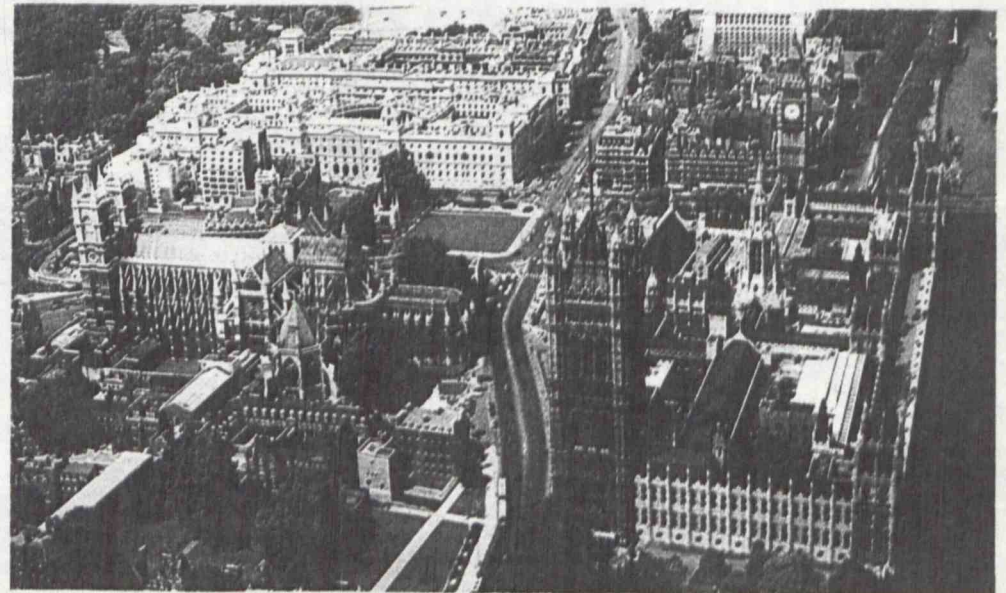
The City Council believes that the Square could be improved and has commissioned (and jointly funded with the Department of Transport) Halcrow Fox and Associates and Tony Meats to undertake a study of the Square and propose improvements. They have come up with a range of schemes, which includes a proposal to close off the south side of the Square to create a traffic free area in front of Westminster Abbey and St. Margaret's Church and improve pedestrian access generally.

The City Council supports this proposal in principle, and would like your views on the proposed improvements. It is important that any measures should have public support, and in this European Year of the Environment, you are asked to make your contribution by giving us your views on how to bring about real improvements for everyone who uses the Square.

Alan Ardley

New Features

- A broad new link for people between the central island Westminster Abbey and St. Margaret's Church
- Closure to vehicles of the south side of Parliament Square
- Re-design of the centre of the Square to create an attractive public space
- Improved pedestrian crossings, widened pavements and footpaths around the Square and in some near-by streets
- Less traffic noise on the south side of the Square and in Bridge Street
- Two-way traffic round the other three sides of the Square
- Diversion of some traffic away from the Square via Horseguards Avenue





PARLIAMENT SQUARE

TEMPORARY IMPROVEMENTS

An improved square

The whole character of the Square will be changed. The Square will no longer be dominated by traffic but by fine views seen from an enlarged outstanding open space in its centre.

The illustrations in this leaflet of what the Square will look like when it's finished are not the final design. Detailed design work will only begin when everyone has had a chance to comment.

Advantages

- More traffic-free space for everyone to enjoy the Square
- A new public space to be proud of will be provided
- Surrounding buildings will be seen at their best
- Life will be easier for pedestrians
- Traffic noise on the south side of the Square will be reduced
- Pedestrian time savings: 5% together with easier and safer journeys
- Driver time savings: 10% for car bus and lorry journeys in and around the Square

- Cost savings: £1.1m/year in travel time and vehicle operating costs
- Reduction in bus delays in Parliament Street and Broad Sanctuary
- Better access to the Houses of Parliament

Who will pay for the works?

- Westminster City Council will pay the construction costs of about £2.3m, but the scheme is considered to meet the Department of Transport's criteria for up to a 50% grant
- The money will come from existing resources and will mean no extra on the rates

Options

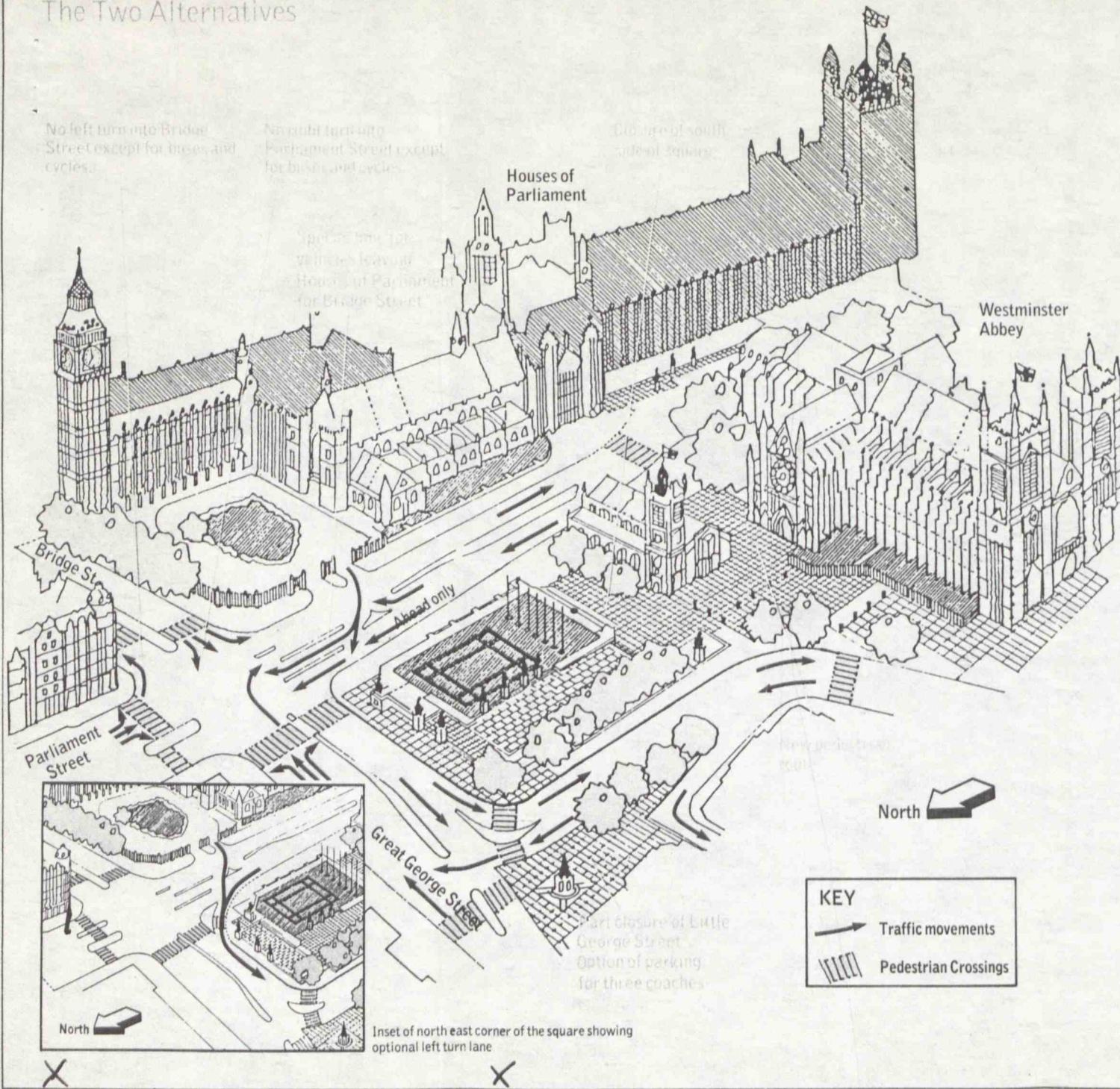
There are two alternatives at the north east corner of the Square. The large diagram is preferred in townscape terms, and the shape of the Square is more attractive.

However, the consultants have also recommended an additional left turn lane (shown in the inset diagram) into the north side of the Square. This makes it easier for vehicles to leave the Houses of Parliament and improves access to Westminster Abbey for coaches coming from Abingdon Street.

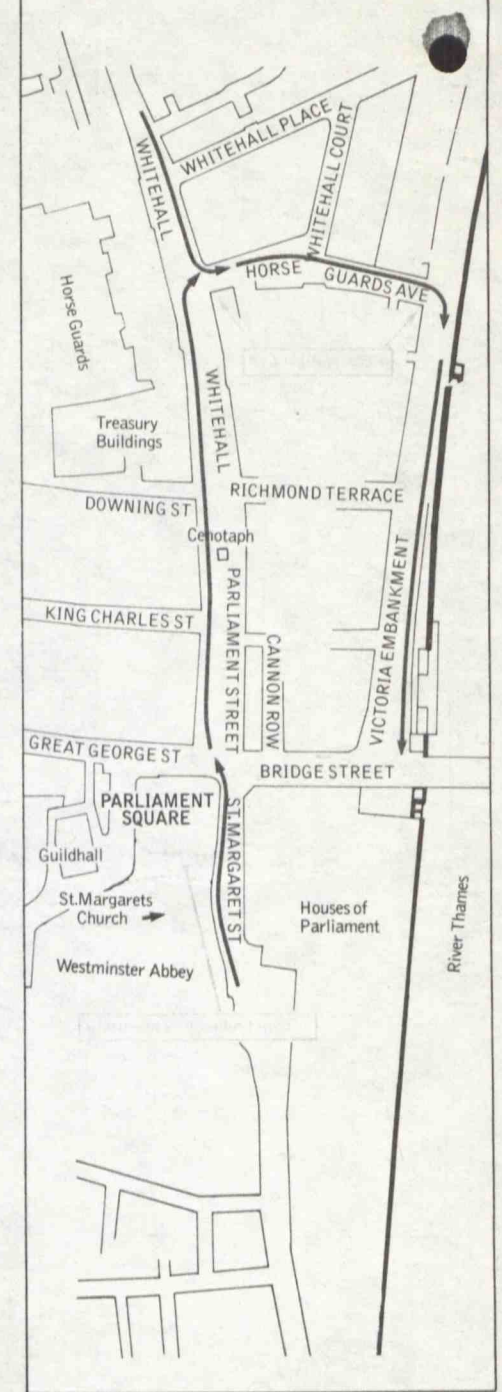
The main changes are:

- Diversions of traffic
- New traffic signals at both ends of Horseguards Avenue
- Modified junctions
- Special traffic lanes
- Improved pedestrian crossings

The Two Alternatives



Routes for traffic not permitted to enter Bridge Street





Exhibition

The Parliament Square exhibition will be on view to the public at :

*The Crypt,
Banqueting House, Whitehall,
London SW1*

From Tuesday 12th May for 8 weeks.
10.00 am – 5.00 p.m. Tuesday – Saturday
2.00 p.m. – 5.00 p.m. Sunday.

We need your comments

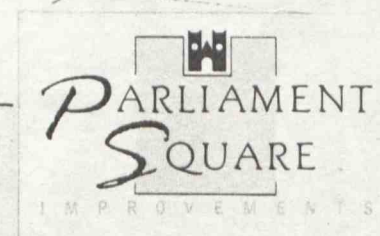
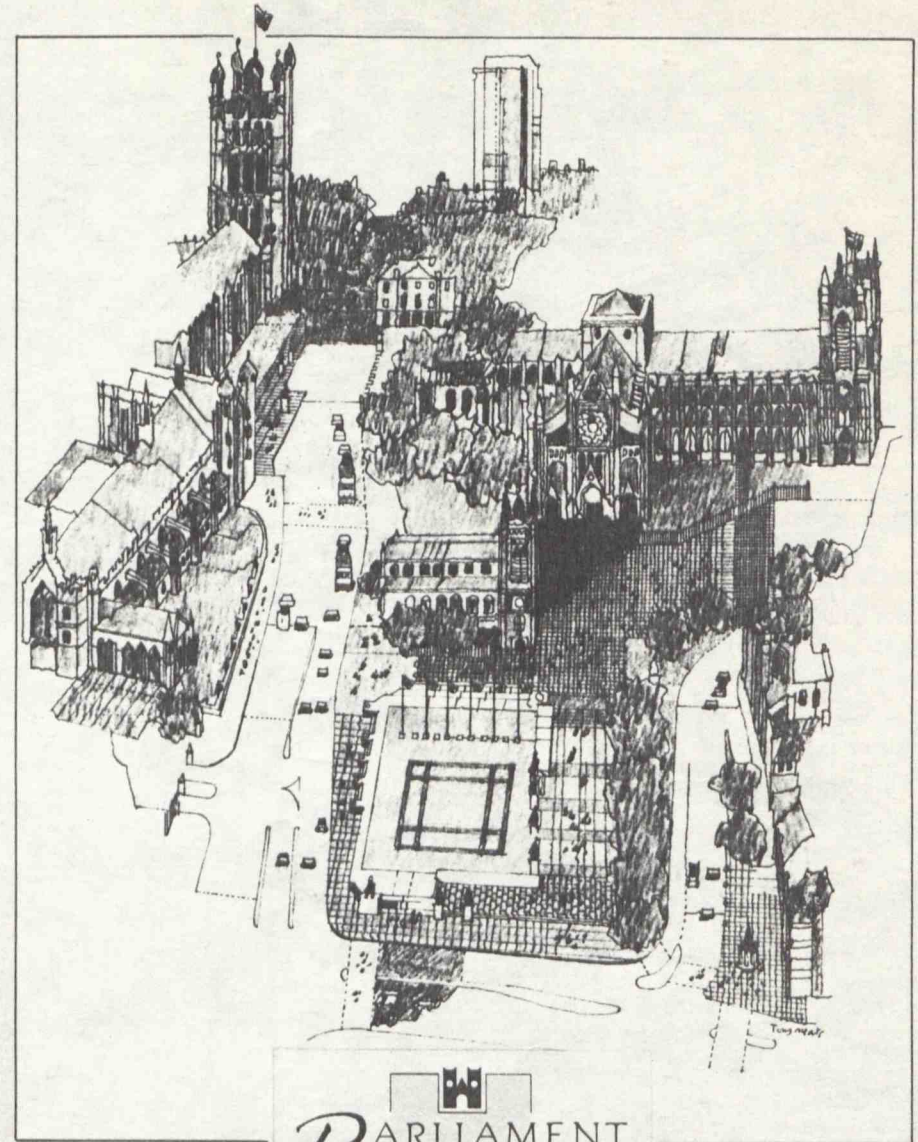
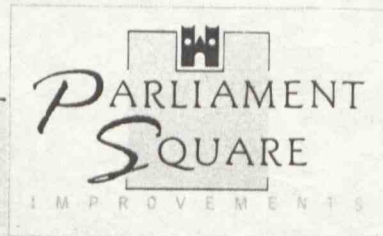
The City Council welcomes your views on the proposals. Please fill in the questionnaire and return it in the enclosed envelope (or fill one in when you visit the exhibition)

Further information

For more information on the proposals, please contact:

*Parliament Square Co-ordinator,
Department of Planning &
Transportation
Westminster City Hall
Victoria Street
London SW1E 6QP*

Tel: 01 798 3172





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