



Streets and Walkways Sub (Planning and Transportation) Committee

INFORMATION PACK

N.B: These matters are for information and have been marked * and circulated separately. These will be taken without discussion, unless the Clerk has been informed that a Member has questions or comments prior to the start of the meeting.

Date: TUESDAY, 4 FEBRUARY 2025

Time: 10.30 am

Venue: COMMITTEE ROOMS - 2ND FLOOR WEST WING, GUILDHALL

18. ***POLICY AND PROJECTS DELEGATED DECISIONS SEPTEMBER TO DECEMBER 2024**

Report of the Executive Director, Environment.

For Information
(Pages 3 - 4)

19. ***ANTI-TERRORISM TRAFFIC REGULATION ORDER**

Report of the Executive Director, Environment.

For Information
(Pages 5 - 12)

20. ***OUTSTANDING REFERENCES**

Report of the Town Clerk.

For Information
(Pages 13 - 14)

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City of London Corporation Committee Report

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| Committee(s): Streets and Walkway's Sub Committee – For information | Dated: 04/02/2025 |
| Subject: Policy and Projects delegated decisions September to December 2024 | Public report: For Information |
| This proposal: <ul style="list-style-type: none"> delivers Corporate Plan 2024-29 outcomes | Vibrant Thriving Destination |
| Does this proposal require extra revenue and/or capital spending? | No |
| If so, how much? | N/A |
| What is the source of Funding? | N/A |
| Has this Funding Source been agreed with the Chamberlain's Department? | N/A |
| Report of: | Executive Director Environment |
| Report author: | Gillian Howard |

Summary

This report summarises the decisions relating to Transport and Public Realm projects that have been taken between 1 September and 31 December 2024 under either existing or agreed delegated powers by responsible Officers within the Environment Department

Recommendation(s)

Members are asked to:

- Note the report.

Main Report

Background

1. For your information, this report lists decisions that have been determined by the Executive Director Environment and the Director of City Operations, or those so authorised under their delegated powers, between 1 September and 31 December 2024.

| Project name | Project description | Gateway | Decision and date of decision |
|---|---|---|-------------------------------|
| St Andrew Undershaft Churchyard relandscaping (Cool Streets and Greening Programme, and City Cluster Programme) | The St. Andrew Undershaft Churchyard relandscaping project aims to enhance the space with a focus on climate resilience measures. The scheme will also provide additional seating, improved accessibility, and increased greenery. The report sought to move to implementation of enhancement. | Gateway 5 Regular Authority to start work | Approved 09/12/2024 |
| Bow Churchyard (Enhancing Cheapside Programme) | The Enhancing Cheapside Programme aims to improve the Cheapside area to create a greener and more welcoming environment for residents, workers, businesses, and visitors. This report focuses on the Bow Churchyard changes and, in particular, taking forward the seating and lighting elements in advance of the main planter design. | Gateway 3/4/5 | Approved 19/12/2024 |

Gillian Howard

Head of Transport and Public Realm Projects

T: 020 7332 3139

E: gillian.howard@cityoflondon.gov.uk

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| Committee(s) | Dated: |
| Streets & Walkways Sub Committee Police Authority Board Policy & Resources Committee | 4 February 2025 12 February 2025 13 February 2025 |
| Subject: Anti-Terrorism Traffic Regulation Order | Public |
| Which outcomes in the City Corporation’s Corporate Plan does this proposal aim to impact directly? | Diverse Engaged Communities Vibrant Thriving Destination |
| Does this proposal require extra revenue and/or capital spending? | No |
| If so, how much? | N/A |
| What is the source of Funding? | N/A |
| Has this Funding Source been agreed with the Chamberlain’s Department? | N/A |
| Report of: Executive Director, Environment Department | For Information |
| Report author: Ian Hughes, City Operations Director | |

Summary

The City’s permanent Anti-Terrorism Traffic Regulation Order (ATTRO) authorises the City Police to potentially control the movement of pedestrians and vehicles on City streets for counter terrorism purposes and was originally requested as part of a package of measures aimed at both improving the security of people in crowded places & preventing damage to buildings from a potential terrorist attack.

Members approved the ATTRO in 2016 on the basis that the City Corporation’s area was particularly vulnerable to terrorism due to its highly dense nature and the concentration of high profile, historic and financial targets that can be found throughout the Square Mile. Matters since would suggest this assessment has not changed, albeit the use of the ATTRO has been limited to a small number of high-profile special events.

From a City Police perspective, retaining the permanent ATTRO remains important because it affords them the ability to react quickly, if the intelligence necessitates it, to protect the public. For the City Corporation, having a permanent ATTRO allows it to be implemented for specific requests in a more timely manner where speed of response may be important.

The ATTRO was made as a permanent traffic order but subsequently Members requested that in addition to annual reports on its usage, the continuing need for the ATTRO to remain in place would be reviewed every three years. This is the second year of the latest three year cycle, making this year’s report For Information.

Recommendation(s)

Members are to note the usage of the ATTRO during 2024, and that it will remain in place until the next review in a years' time.

Main Report

Background

1. In September and October 2016, the Planning & Transportation Committee (for decision), the Police Committee (for information) and the Policy & Resources Committee (for decision) discussed and agreed to the creation of an Anti-Terrorism Traffic Regulation Order (ATTRO) in the City Corporation area.
2. This was in response to a request from the Commissioner of the City Police in July 2015 to introduce such an order and followed a statutory public consultation.
3. The Commissioner's request was informed by advice received from his counter-terrorism security advisors, including the Centre for the Protection of National Infrastructure (now the National Protective Security Authority). The advice related to the whole administrative area of the City and was in the context of the potential impact of terrorism due to the City's intensely crowded nature and its role as a high-profile world centre of economic activity.
4. The ATTRO is a counter terrorism measure pursuant to the provisions of the Civil Contingencies Act 2004, which allows traffic orders to be written by the Traffic Authority under s6, s22C and s22D of the Road Traffic Regulation Act 1984. These orders can only be made on the recommendation of the Commissioner of Police and are for the purposes of:
 - Avoiding or reducing the likelihood of, or danger connected with, terrorism, or;
 - Preventing or reducing damage connected with terrorism.
5. On the basis of a security assessment or an intelligence threat, the ATTRO gives a City Police Inspector or above the discretion to restrict traffic and / or pedestrians to all or part of any street in the City. That discretion must be exercised in accordance with an agreed protocol so that any interference is proportionate and that such restrictions are in place for the minimum extent and time necessary.
6. The Commissioner requested the ATTRO be put in place on a permanent basis, but that its use be contingent on it only being used as a proportional counter terrorism response to the needs of an event, incident or item of intelligence. Transport for London also agreed to allow the City Corporation to include their streets within the Square Mile as part of the ATTRO area.
7. The permanent ATTRO allows the controls to be activated at any time, albeit in accordance with an agreed protocol that reflects the statutory requirements for making such an order. Nevertheless, its permanent nature enables quicker

activation of security measures to meet operational requirements given the unpredictability of the current terrorist threat.

8. Members agreed to making the ATTRO on two key conditions, namely that an annual review be presented to Members, and as part of that review, there should be confirmation that the ATTRO had been used in a proportionate way.

Current Position

9. The protocol established for using the ATTRO allowed for two main types of scenario. The first of these was for intelligence-based police led urgent situations, however, since its introduction the permanent City ATTRO has yet to be used to implement controls resulting from advance intelligence.
10. The second scenario was in relation to pre-planned special events where the ATTRO could be used to supplement the City Corporation and TfL's existing event planning process. Such events typically have a separate pre-advertised temporary traffic regulation order (TTRO) granted to the organiser to close roads just to facilitate the event, but if deemed appropriate, the ATTRO could be used to authorise additional protective security measures, particularly in response to emerging information regarding the terrorist risk to that event.
11. These could include the control of pedestrian movements which would not typically form part of the standard event TTRO, and / or additional road closures that might be deemed appropriate at short notice.
12. Individual requests to implement measures under the ATTRO are carefully considered and only agreed (at Town Clerk level) if they are proportionate, specific to that event and take into account the balance of other legislative rights and powers.
13. The operational protocol to oversee how the ATTRO is triggered and operated remains subject to review between the City Corporation, City Police and TfL under 'Business as Usual' protocols to ensure it remains fit for purpose. In addition, although the authority to implement the ATTRO has been delegated to the Town Clerk, the Chairmen of your respective Committees are made aware when requests are made and this delegation is used.

ATTRO Requests

14. In the seven years between 2016 and 2023, the City Police Commissioner requested use of the ATTRO on 13 separate occasions, all in relation to a particular special event. Six of those requests involved the annual New Year's Eve celebrations as part of the Metropolitan Police-led operation across Central London. The other seven were as follows:
 - The funeral of PC Keith Palmer at Southwark Cathedral (2017)
 - The IAAF Marathon (2017)
 - The Lord Mayor's Show & Fireworks (2017)
 - The Grenfell Tower Memorial Service at St Paul's Cathedral (2017)

- Her Majesty the Queen's Platinum Jubilee Service at St Paul's Cathedral (2022)
- Events related to the passing of Her Majesty Queen Elisabeth II and the accession of His Majesty King Charles III (2022)
- London Marathon (2023)

15. In 2024, three requests were made and approved in relation to events. Two were similar to requests from 2023, namely the London Marathon and New Year's Eve, with the third being in relation to a demonstration by the Campaign Against Anti-Semitism in December. All three were made alongside ATTRO requests from the Metropolitan Police to other Highway Authorities as part of a pan-London policing operation.

16. Post-event feedback would suggest the additional powers contained in the ATTRO were used sparingly, but where used, they proved helpful in ensuring the mitigation of terrorism risk. There was no noticeable or negative impact on the general public and none of their uses exceeded 48 hours, which would have otherwise triggered a review by the Town Clerk & Commissioner as per the standing protocol.

Corporate & Strategic Implications

17. Counter Terrorism is graded as a tier one threat against our country as per the National Strategic Policing Requirements set by the Home Office. Nationally and locally, there is an appropriately strong expectation that the threat of terrorism is met by an equally appropriate and proportionate response by the police and their partners.

18. The Government's Contest Strategy aims to reduce the risk to the UK and its interests overseas from terrorism, so people can go about their daily lives freely and with confidence. The City of London Police, part of the London counter terrorism region, supports the Contest Strategy through the four P's approach of Pursue, Prevent, Protect and Prepare. Protective Security as a theme, and therefore the ATTRO, fits firmly under Protect element of the Government's Contest Strategy.

19. One of the three operational priorities of the City of London Police's Policing Plan is 'to keep those who live, work, and visit the City safe and feeling safe.' This includes having all the tools and resource available to rapidly mitigate risk and to protect the public.

20. The City of London's historical, cultural and economic importance means it will always be an attractive target for those who are intent on causing high profile disruption. By continuing to protect the City of London from terrorism we will continue to protect the UK's interests as a whole. In terms of prevention, the City of London Police plan states 'we will enhance and develop our protective security tactics to protect the City from terrorist attack, testing and exercising with partners to improve our response.'

21. The City of London Local Plan 2015 aims to ensure that the City remains a safe place to live, work and visit. Core Strategic Policy CS3 makes specific provision for implementing measures to enhance the collective security of the City against terrorist threats. It seeks to apply those measures to broad areas, including the City as a whole, encouraging the development of area-based approaches to implementing security measures. The Local Plan is now under review but is expected to continue that approach.
22. The risk of terrorist attack remains one of the top corporate strategic risks for the City Corporation because of the City's concentration of high profile, historic and financial targets. In addition, the City's Corporate Plan 2024-2029 reiterates the key aims of ensuring people are safe & feel safe and that we protect the users of our buildings, streets & public spaces.
23. Otherwise, the legal implications on the use of the ATTRO remain unchanged from the original 2016 report and are repeated in Appendix 1 for reference.

Risk Implications

24. Although the risk of further terrorist attacks in the Square Mile cannot be eliminated, the potential availability of the ATTRO to the City Police forms part of the measures available to help mitigate that risk.

Legal & Equalities Implications

25. See Appendix 1.

Financial, Resource & Climate Implications

26. None

Conclusion

27. Given the Square Mile's exceptional environment, its 'attractiveness' as a terrorist target has not changed. The evidence would suggest the use of the ATTRO is carefully considered and is used proportionately, balancing public interest against individual rights. Feedback does not suggest any noticeable or negative impact on the general public and a significant but appropriate degree of challenge is made by the City Corporation to the requests from the Commissioner to use it.

Appendices

Appendix 1 - ATTRO Legal Considerations

Ian Hughes
Director, City Operations
Environment Department

T: 020 7332 1977

E: ian.hughes@cityoflondon.gov.uk

Appendix 1 - ATTRO Legal Considerations

1. Statutory power to make the ATTRO – Sections 6, 22C and 22D of the Road Traffic Regulation Act 1984 (as amended by the Civil Contingencies Act 2004) enables traffic orders to be put in place by the traffic authority for the purposes of avoiding or reducing the likelihood of danger connected with terrorism, or preventing or reducing damage connected with terrorism.
2. Statutory duties of traffic authority - As traffic and highway authority, the City Corporation has the duty to secure the expeditious, convenient and safe movement of traffic (having regard to the effect on amenities) (S122 Road Traffic Regulation Act 1984) and the duty to secure the efficient use of the road network avoiding congestion and disruption (S16 Traffic Management Act 2004). The Schedule to the ATTRO sets out requirements aimed at meeting these duties by ensuring that any restrictions will be the minimum necessary to remove or reduce the danger and are consistent with the statutory requirements for making such Orders. In implementing the ATTRO the traffic impacts of restricting or prohibiting traffic to roads within the City, including, potentially, pedestrian traffic, should be considered. In the event of a threat, the disruption to traffic flow would also have to be weighed against the threat of more severe disruption and greater risk being caused due to failure to prevent an incident.
3. Further controls - The Schedule to the draft ATTRO requires that in most cases at least seven days' notice of any restrictions must be given to persons likely to be affected (unless this is not possible due to urgency or where the giving of notice might itself undermine the reason for activating the ATTRO), and notice must also in any event be given to the City, TfL and other affected traffic authorities. The requirement for notice is intended to mitigate adverse traffic impacts by enabling alternative transport arrangements to be put in place.
4. Human Rights and Proportionality - In considering the request for the ATTRO, there is a duty to act in accordance with the European Convention on Human Rights. In relation to possible restriction of access to property, any interference with Article 1 rights to enjoyment of property must be justified. Interference may be regarded as justified where it is lawful, pursues a legitimate purpose, is not discriminatory, and is necessary. It must also strike a fair balance between the public interest and private rights affected (i.e. be proportionate). It is considered that the public interest in being protected by the existence and operation of the ATTRO can outweigh interference with private rights which is likely to occur when restrictions are in operation. The scope of restrictions must be proportionate and should only last until the likelihood of danger or damage is removed or reduced sufficiently in the judgment of a senior police officer. The Schedule to the ATTRO sets out arrangements (further expanded in the Protocol) for ensuring that any interference is proportionate. Given the risks to life and property which could arise if an incident occurred, and the opportunity provided by the ATTRO to

remove or reduce the threat of and/or impacts of incidents, it is considered that the ATTRO can be justified and any resulting interference legitimate.

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| Date | Action | Officer responsible | To be completed/ progressed to next stage | Notes/Progress to date |
|-----------------|--|---------------------------------|--|--|
| 17 January 2025 | <u>Old Jewry Traffic Experiment</u> | Executive Director, Environment | Experimental order will expire in January 2026 Decision as to whether to keep the traffic changes will need to be made later in 2025 | <p>The experimental traffic order came into effect on the 5 July 2024.</p> <p>The Public consultation has now run for 6 months with 109 responses received. The majority of the responses are from taxi drivers who support the changes. One formal objection to the traffic order has been received from the London Cycling Campaign.</p> <p>Monitoring counts were undertaken in September which show the street in regular use, but more traffic has been using Old Jewry due to the London Wall closure. Further monitoring is planned for April 2025.</p> |
| 17 January 2025 | <u>Monument/London Bridge</u> | Executive Director, Environment | <p>Bus stop accessibility improvements due to be delivered in 2025/26, subject to funding.</p> <p>Detailed design and feasibility for the parapet works due to be done in 2025/26, subject to funding.</p> | No further update since last meeting. TfL awaiting confirmation of budget for 2025/26. |

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|-----------------|---------------------------------------|------------------------------------|--|---|
| 17 January 2025 | <u>Sporting Events on the Highway</u> | Executive Director, Environment | | Annual Special Events Report is on the agenda for this meeting. |
| 17 January 2025 | <u>Bank</u> | Executive Director, Environment | Progress towards an Experimental traffic order to allow taxi access across Bank Junction | G5 Report on the agenda for the Planning & Transportation Committee meeting on 11 February. |