



26 February 2019

██████████
BDB Pitmans
50 Broadway
London
SW1H 0BL

Dear Ms Jones

Inquests arising from the deaths in the Westminster Terror Attack of 22 March 2017

We write with regard to the Coroner's Regulation 28 Report on action to Prevent Future Deaths dated 19 December 2018 following the inquests arising from the deaths in the Westminster Terror Attack of 22 March 2017.

We would like to extend again our sincere condolences to the families and friends of those killed and injured in the Westminster terror attack.

We respond below to the two concerns that the Coroner has reported to TfL.

MC14: ... I also suggest that TfL considers whether there is any further work it can do to improve protective security on major roadways and bridges in the capital, in response to national advice and known threats.

In October 2017 TfL implemented internal changes to ensure that any security advice received from the Metropolitan Police Service (MPS) or other agencies is properly communicated to TfL. At the time of the Westminster Bridge and London Bridge terror attacks, there were no dedicated counter-terrorism security advisors (CTSAs) assigned to provide security advice to TfL. Since October 2017, TfL has an agreed arrangement with the MPS whereby two CTSAs assigned to London boroughs act as points of contact and provide advice to TfL. TfL also proactively seeks advice and guidance from the Centre for Protection of National Infrastructure (CPNI) and the National Counter-Terrorism Security Office (NaCTSO) via the CTSAs and British Transport Police to shape its approach to protecting our streetscapes.

All requests and recommendations regarding forms of protective security, such as Hostile Vehicle Mitigation (HVM), are now considered by TfL's Crime Reduction and Operational Security Team. These requests are usually received from local authorities in relation to projects they are leading on which have some form of interface with part of TfL's road network. The MPS and private businesses also approach TfL with recommendations or requests.

The Crime Reduction and Operational Security Team was created in October 2017 after the Westminster Bridge and London Bridge terror attacks to provide technical expertise so TfL can better understand the changing nature of terrorist and other security threats and the risks that need to be considered as part of developing the road network, the public realm and the appropriate measures to mitigate. This team is staffed by suitably trained and qualified individuals with experience in situational crime prevention and crime prevention through environmental design.

In relation to how TfL considers and responds to national advice, it is our understanding that the Office for Security and Counter-Terrorism (OCST), NaCTSO in the Home Office and others are producing guidance on reducing risk in crowded spaces, such as highways, bridges and the public realm. TfL awaits with interest this updated guidance and will fully consider and respond to its recommendations when it is issued.

MC15: I suggest that TfL gives consideration to reviewing the height of parapets and railings of bridges for which it is responsible. As part of such review, thought might be given to the question of whether a higher barrier would improve safety materially and whether it would be practicable to create one (e.g. raising a parapet or adding a railing on top).

TfL is currently reviewing the height of all its bridge parapets to identify those that are below 1m high. The information collected will be used to identify if any bridges require a more detailed safety assessment and if any practical steps could be taken to raise the height in such circumstances.

This review commenced in October 2018 and is being led by Garry Sterritt, Head of Asset Investment at TfL. The existing data held in the bridge management system did not capture data on parapet height so changes are being commissioned to this system to include such data. It is anticipated that the review of parapet height for high priority bridges will be completed by April 2019. All other bridges will be completed as part of a 2 year cycle inspection regime.

As noted in TfL's submissions to the Coroner dated 8 November 2018, this exercise will require the involvement and co-operation of other organisations including relevant local planning authorities. Westminster Bridge is Grade II listed and therefore any proposed changes to it (including to the parapets) will require listed building consent from Lambeth Council and Westminster City Council who are both the relevant local planning authorities.

Please contact us if we can be of any further assistance.

Yours sincerely,



[Redacted]

Director

Compliance, Policing and On-Street Services

[Redacted]

Email: [Redacted]