

**INQUESTS ARISING FROM THE DEATHS  
IN THE WESTMINSTER TERROR ATTACK OF 22 MARCH 2017**

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**WRITTEN SUBMISSIONS ON BEHALF OF TRANSPORT FOR LONDON  
ON PREVENTION OF FUTURE DEATHS SUGGESTIONS**

**8.11.18**

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**Introduction**

1. Transport for London (“TfL”) has considered the Prevention of Future Deaths (“PFD”) suggestions made by Gareth Patterson QC on behalf of the families of those who died on Westminster Bridge in his submissions to the Coroner dated 2 October 2018. TfL’s submissions are confined to the suggestions that specifically relate to protective security/barriers on the Bridge and the height of the parapet (paragraphs 33 to 41 of the submissions of Mr Patterson QC).

**Protective Security / Barriers**

2. Mr Patterson QC suggested the following recommendation:

“procedures relating to protective security for ‘crowded places’ are reviewed, along with the definition of ‘crowded places’ and its interpretation, and the roles and responsibilities of relevant

organisations, to ensure that there is effective and adequate public protection from acts of terrorism.”

3. This recommendation is consistent with the work that we understand the Metropolitan Police Service, Mayor’s Office for Policing and Crime (MOPAC), local Counter Terrorism Security Advisers (CTSAs) and the National Counter-Terrorism Security Office (NaCTSO) is currently undertaking to redefine the vulnerability of spaces and places across London.
4. We also understand that the Office for Security and Counter-Terrorism (OSCT) and NaCTSO in the Home Office, the Centre of Protection for National Infrastructure (CPNI) and others are already updating and plan to replace the current Guidance on Crowded Places. Any PFD report on reviewing the definition of crowded places should therefore be sent to the Home Office, specifically the OSCT and NaCTSO, CPNI, Metropolitan Police Service and MOPAC.

### **Bridge Parapets**

6. Mr Patterson QC also suggested the following recommendation:

“the height of the parapets on Westminster and Blackfriars bridges should be raised in an appropriate way to reduce risks to the public.”

7. Ms Hayward explained in her evidence to the inquests that TfL is actively considering how it protects bridges from the threats faced by terrorism, and as part of that consideration, will be looking at the parapet height. However, this requires the involvement and co-operation of other organisations including the

relevant local planning authorities and, in the case of Blackfriars Bridge, the owner.

8. Westminster Bridge is Grade II listed and therefore any proposed changes to it will require listed buildings consent from Lambeth Council and Westminster City Council who are both the relevant local planning authorities.
9. The owner of Blackfriars Bridge is Bridge House Estates on behalf of the City of London Corporation. As Blackfriars Bridge is also Grade II listed, any proposed changes will require listed buildings consent from the City of London Corporation.
10. If the Chief Coroner is minded to make a PFD report in relation to the height of the parapets, then it is submitted that the wording of the report should not be as prescriptive as suggested by Mr Patterson QC. TfL agrees with paragraph 22 (c) of the submissions of the CTI dated 1 October 2018, that generally a report should not prescribe particular action to be taken.
11. Accordingly, any PFD report in relation to the parapet height could recommend that the heights be reviewed, as part of the wider security review of the bridges, and should be sent to Lambeth Council, Westminster City Council, Bridge House Estates and the City of London Corporation, as well as TfL.

Transport for London

8 November 2018