

IN THE MATTER OF YORK STREET PUBLIC INQUIRY

PROOF OF MARTIN ROWLAND

1. I am Inspector 1369 Martin Rowland currently working for Counter Terrorism Policing South West in the role of Protect and Prepare. The Protect element of my role involves managing the South West regional Counter Terrorism Security Advisors, one of whose roles is to advise businesses, agencies and the public on matters of protective security against terrorist tactics. I have been in this post since October 2019 and have worked for the Police for over 22 years in a variety of roles.
2. The terrorist threat level to the UK is currently assessed to be substantial, meaning the chances of an attack are likely. There are three main areas of terrorist risk to the UK:
3. **International terrorism** from groups such as the Islamic State in Iraq and the Levant (ISIL) and Al Qaeda.
4. **Right Wing Terrorism (RWT)** and **Left, Anarchist and Single-Issue Terrorism (LASIT)**.
5. **Northern Ireland-related terrorism** continues to pose a serious threat to British interests.
6. Currently in the UK there are 800 + ongoing investigations into suspected terrorist activity.
7. It remains the ambition of many terrorist groups and individuals to carry out high profile attacks in crowded and iconic places to garner as much media attention for their ideological cause as possible.
8. Current assessments indicate that a low sophistication attack using blunt or bladed items or a vehicle as a weapon are the most likely attack methodologies terrorists would use to target these crowded and iconic places.

9. It is also assessed that self-initiated terrorists, those who are radicalised online without the support or instruction for a structured cell or organisation and who work alone, pose the highest risk in the UK.
10. As a result of this threat picture, Bath and North East Somerset Council (“the Council”) is seeking to implement protective security measures.
11. Bath is a world heritage site and is visited by millions of people each year. As such, it presents an attractive target to self-initiated terrorists seeking to use a low sophistication attack. I make this Proof in support of the Council’s proposed Traffic Regulation Order in respect of York Street, Bath (“The Road”). I believe that the facts stated in this Proof are true and, except where otherwise stated, those facts are derived from my own knowledge and understanding.
12. York Street was identified as having a high footfall at peak times. If it did not form part of the wider ATTRO scheme then it would lead to an increased vulnerability and undermine the scheme’s integrity.
13. The Protect arm of Counter Terrorism Policing seeks to develop close relationships with the public and commercial organisations to protect our communities and infrastructure.
14. Teams of Counter Terrorism Security Advisors work alongside colleagues from other emergency services, local authorities and businesses to help strengthen security and keep the public safe. This work is particularly important in crowded places such as shopping centres, sports and entertainment venues.
15. We regularly run awareness campaigns to ensure staff employed in these areas are informed about the threat and remain vigilant to suspicious behaviour.
16. Police officers can be deployed in strength throughout a specific area. This is a national policing tactic known as Project Servator which aims to disrupt and deter crime – while offering reassurance to the public. These deployments can happen at any time of the day and in any location across the UK.
17. One of the physical security measures designed to protect crowded sites from a vehicle attack is hostile vehicle mitigation (HVM).
18. HVM measures are seen as an effective and proven security measure to protect crowded places from either a vehicle as a weapon (VAW) attack, a vehicle borne improvised explosive device (VBIED) or as part of a layered Attack (vehicle transporting attackers and / or weapons). Vehicles are widely available

and easy to use, consequently driving a vehicle into crowds of people is a common attack method compared to more complex alternatives.

19. An ATTRO provides a statutory basis under the Road Traffic Regulation Act 1984 (RTRA) for regulating traffic and implementing such physical security measures to:

- a. avoid or reduce, or reduce the likelihood of, danger connected with terrorism; and prevent or reduce damage connected with terrorism, where terrorism is as defined in the Terrorism Act 2000.
- b. ATTROs may be permanent or temporary and can only be made by a traffic authority on the recommendation of a Chief Officer of Police.

20. ATTROs can:

- a. provide for the installation of permanent vehicle control measures;
- b. provide for the installation of temporary vehicle control measures;
- c. provide for the installation of permanent vehicle control measures for later use, for example at times of raised threat or for specific events. These measures may include, for example, the installation of rising security bollards around a city centre used only when a secure conference was being hosted, i.e. whilst the bollard installation is permanent, its use is temporary;
- d. enable the commencement, suspension or resumption of provisions. The provisions also allow for the discretion of a Constable to apply, or not to apply, a provision of an ATTRO;
- e. prohibit parking on a road, for example near a vulnerable site;
- f. restrict pedestrian access to premises in roads affected.

21. Following on from partnership work with the Council, it has been identified that an Anti-Terrorist Traffic Regulation Order would be a proportionate and measured tactic to assist in the protection of the centre of Bath from terrorist attacks.

22. With particular reference to York Street, the Traffic Regulation Order proposes to close the Road from 10am until 6pm for anti-terrorism purposes and from 6pm – 10pm for other stated purposes.

23. The proposed order would have the effect of making the Road no waiting, no loading, it would suspend the one way and it would prohibit driving between 10am and 10pm.

24. The Road and the proposed Order is part of a package of Traffic Regulation Orders which together would strengthen security in the city centre by closing a number of additional roads with the aim of protecting areas of high footfall from a potential vehicle borne threat, either as a vehicle borne improvised explosive device (“VBIED”), vehicle as a weapon (“VAW”) or as part of a layered attack – vehicle transporting attackers and/or weapons sitting alongside our existing and ongoing holistic approach to preventing a terrorist attack.
25. Whilst no measures can ever guarantee full protection from varied attacks, based on the current threat levels and what is known about terrorist tactics, it is my belief that the implementation of the ATTRO on York Street as proposed by the Council is a justified approach to protecting the public in Bath.
26. I support the implementation of the Order for York Street, including those provisions relating directly to the Road. This allows for suitable adjustments to allow access to persons requiring it at times when the area is likely to be less crowded and, as such, less of an attractive target to a potential terrorist. From a purely anti-terrorism perspective, I would prefer the Order to be in force 24 hours a day but I recognise that the Council has weighed up a range of factors and I consider the proposed Order to be proportionate all things considered. I certainly would not want the Order to be implemented for any shorter time period.
27. The advantages of the Order being made are in the removing of vehicles from areas where pedestrians have access at peak footfall times thereby reducing the risk from VBIED, VAW and layered attacks at the location.
28. There are no disadvantages to the Order being made from the perspective of CTPSW.
29. Full protection of the site at all times of the day and night would provide a more robust protection to the area but I am and my CTPSW colleagues understand that the Council needs to balance the needs of the public to go about their normal business and other activities alongside the need to offer adequate protection from terrorist attack. I feel that the imposition of the ATTRO in its current proposed form would strike this balance proportionately.
30. It is my view that, should the ATTRO not be implemented, then the Road in Bath will not be as adequately protected against the likely threat of a terrorist

attack in the UK as it should be. Protective Security Improvements are aimed at achieving a range of effects including to protect and prepare a site and to offer opportunity to deter, detect and delay malicious acts.

31. Any subsequent terrorist incident that could happen in the relevant area without the protective measures that the proposed ATTRO provides, puts members of the public more at risk of serious harm or death from a terrorist attack.

32. Therefore, taking all the above factors into account, I believe that the imposition of the ATTRO is proportionate and necessary in the circumstances.

Signed:

Name: Martin Rowland

Position: Inspector Protect and Prepare

Dated: 4th April 2022