1. Recommendation

1.1 That the Place and Economic Development Sub-Committee recommend to Policy and Resources Committee the allocation of £250,000 from the Capital works budget for the provision of Hostile Vehicle Mitigation within the City centre.

1.2 Subject to allocation of the funding identified at 1.1 above, the Place and Economic Development Sub-Committee delegates authority to the Corporate Director – Place, in consultation with the Chair and Vice-Chair of the Sub-Committee, to identify the specific works and equipment required at each location within the City centre area and to procure those works and related equipment.

2. Background

2.1 The previous 3 Victorian Christmas Fayres (Fayre) have incorporated temporary deployed Hostile Vehicle Mitigation (HVM) as a result of the advice from the Counter Terrorism Security Advisers (CTSAs) based in the West Midlands Region Counter Terrorism Unit. These have been funded by the City Council at a cost of £36,500 for the 2019 fayre.

2.2 Areas in need of protection

2.2.1 The Home Office defines a crowded place as ‘a location or environment to which members of the public have access that may be considered potentially liable to terrorist attack by virtue of its crowd density.’ These include transport hubs, sports stadia, pubs/club bars, shopping centres/high streets, visitor attractions, cinemas and theatres.

2.2.2 Security threats will depend on how often the area being considered has a high population of visitors. If the visitor number is only high at certain points in the year to coincide with a planned event then temporary measures may be all that is required. If an area is consistently seeing high foot flow traffic, then more permanent and comprehensive measures would need to be considered.

2.2.3 The City centre has maintained high footfall figures and as such it is strongly suggested that the central retail core is easily described as an area which is a ‘crowded place’ and as such consideration should be given to investing in permanent and comprehensive measures.
2.2.4 The level of footfall increases significantly around Christmas especially on the Fayre weekend. However, other events, which occur throughout the year, result in increased footfall. Cathedral Square has a number of businesses and visitor attractions which result in a congregation of masses, all of which would be described as a high crowd density.

2.2.4 It should be noted that it is the aim, of the City Council, to seek, through a programme of events and festivals, increased levels of activity/visitors to the City centre and the positive economic benefits this brings.

2.2.5 As such it is worth noting that successful areas/events rely on reputation and goodwill and this is prone to serious damage if less then robust consideration is given to the protection of its visitors/residents.

2.2.6 As such identifying and managing risks is a successful approach to being better prepared and will reassure people visiting the City centre. It is therefore suggested that there are both legal and commercial reasons to plan to minimise the potential for incidents to occur.

2.2.7 Whilst the above looks at intentional hostile incidents it is worth noting that HVM measures also protect crowded places from motor vehicles entering pedestrian areas through health incidents of the driver or mechanical failure of the vehicle.

2.3 Locations – identified in consultation with CTSAs

2.4 Specification of products

2.4.1 All HVM products should comply with either Publicly Available Specification (PAS) or International Workshop Agreement (IWA) standards.
2.4.2 PAS 68 is the UK impact test standard for rating hostile vehicle mitigation products such as bollards, blockers and barriers. PAS 69 is the sister standard for installation/deployment. As such both need to be complied with to ensure a secure provision. These standards were produced by the Centre for Protection of National Infrastructure (CPNI).

2.4.3 Another standard utilised by products is IWA 14 which combines elements of PAS and the USA rating system ASTM 2656-07.

2.4.4 It should be noted that there are a number of products available and new products are coming to the market as this sector evolves.

3. **Information**

3.1 **Solutions**

3.1.1 HVM uses a blend of traffic calming measures to slow down hostile vehicles and vehicle security barriers to stop those HV progressing further. They should provide the required level of protection whilst taking into account the aesthetics, function and accessibility of the area.

3.1.2 Type of measures include passive permanent (bollards, planters, strengthened street furniture, walls etc.), active permanent (retractable bollards, retractable road blockers, gates etc.) and temporary measures (deployed when required).

3.2 **Rationale**

3.2.1 The City centre requires vehicle access to the pedestrianised area for servicing/deliveries of businesses. As such it is not viable to utilise permanent passive measures to provide a fully excluded area.

3.2.2 To maintain permeability the use of permanent active measures could be considered. However, these tend to be more expensive (initial installation and ongoing maintenance costs).

3.2.3 For pedestrian movement routes only (no access for motor vehicles) then permanent passive measures could be incorporated. A mix of planters and bollards would be the most aesthetically appropriate approach, albeit more expensive with planters requiring on going costs for landscaping/maintenance.

3.2.4 The continued use of temporary measures (whether hired or purchased) to provide full protection of the City centre is not considered to be appropriate. As continued hiring will not result in any cost savings and purchasing temporary measures will add excessive strain on resources for deployment and storage (due to the level of linear metres required). It should also be noted that the protection would only be provided when the measures are deployed and consideration of aesthetics would be a factor as the City centre is a heritage and visitor/tourist area.

4. **Preferred Option**

4.1 To purchase and install permanent passive measures consisting of a mixture of bollards and planters, appendix A identifies samples of such products.
These measures will be utilised to reduce the overall width of vehicular access points (whilst still allowing servicing and delivery vehicles access outside of any Traffic Restriction Orders). The restricted access width will be in full consultation with the Highway Authority to ensure no disruption to authorised vehicles. The reduced width access points will then be complimented (during events and festivals) with measures which close vehicular routes during designated times, appendix A identifies samples of such products. These temporary/active permanent measures will require to be deployed and/or stored and initial discussions with colleagues in Operational Services has indicated that there is an opportunity, subject to covering costs, for this to be undertaken in-house. The final choice of temporary/active permanent measures will need to consider storage and deployment options and will include consultation with the relevant operational colleagues on suitability of the chosen product.

4.2 It is suggested that the exact choice and position of the interventions is delegated to the Corporate Director of Place in consultation with Chair and Vice-Chair of PED Sub-Committee. This is due to the requirement for detailed below ground investigations being undertaken which will identify the available space for foundations for the interventions and whether temporary measures are required or active permanent measures.

4.3 It should be noted that there are various foundation types associated with HVM measures ranging from deep (in excess of 1sqm. reinforced concrete fill) to shallow (circa 150cm metal frame system). Obviously there are cost implications with the varying foundation types but this can be balanced against removing the need to relocate existing below ground services (which can be extremely costly).

4.4 Most bollards utilise a decorative sleeve over the functional HVM product and as such can utilise various foundation designs. These sleeves can be bespoke and it is suggested that a ‘Worcester’ sleeve is utilised which incorporates the features utilised within existing bollards within the City. The one difference will be the actual diameter of bollard as most HVM bollard requires circa 225cm core.

5. **Alternative Options Considered**

5.1 **Do Nothing Option**

5.1.1 To do nothing would mean that the events would not have provided appropriate consideration of this issue and as such the ability to continue with high profile events would be questionable.

5.2 **Continue with Hiring Option**

5.2.1 Whilst hiring of the measures could be a consideration it needs to be noted that the costs, recent fayre had a cost of £36,500, will continue year on year and that the protection is only provided when deployed. As such it is not considered to be a long term solution.

6. **Implications**

6.1 **Financial and Budgetary Implications**
6.1.1 The preferred option has an estimated cost of circa £250,000, based on cost estimates of £10,000 per planter (circa 6 required) and £4,000 per bollard (circa 35 required) for supply and fit and £3,250 per (circa 10 required) temporary/permanent passive intervention measures to close the vehicular route. The figures are broad estimates as current below ground constraints are unknown and as such a small contingency is also included in the requested figure.

6.1.2 It is expected that the life of bollards/planters is in excess of 20 years and as capital works funding could be achieved with borrowing, which would equate to circa £18,300 cost per annum. HVM products a very robust and as such it is considered there will be minimal maintenance, but the planters will need landscaping and as such it is estimated that a figure of circa £1,000 per annum to cover maintenance and landscaping. The total annual cost would be circa 50% of the cost of hiring temporary measures for the Victorian Fayre period and as such would result in considerable savings. It should be noted that the measures would also be available at other times of the year for other events. The cost saving does not currently include deployment of the temporary/permanent active measures as it is considered that these will be met from the festival/event budget and also these costs are not currently know until the final choice of product is made. Notwithstanding this it is considered that these will be circa 5-10% of the annual hiring costs and therefore the cost savings are still significant.

6.1.3 It should be noted that there may be opportunities to seek local funding which can be utilised for these works along with landscaping/maintenance and as such the overall cost of borrowing may be reduced.

6.1.4 It should also be noted that any funding allocation will be put forwards as match funding when submitting bids for national funds such as Future High Street Fund.

6.2 Legal and Governance Implications

None directly arising from this report.

However, maintenance arrangements will need to be progressed along with relevant consents for the installation of the interventions.

6.3 Risk Implications

None directly arising from this report.

However, additional survey reports and design progression costs is a potential financial risk in the event that the interventions do not come to fruition. This risk will be mitigated by monitoring of financial commitments and due diligence throughout the survey/technical work.

6.4 Corporate/Policy Implications

The provision of HVM measures support a number of themes in the City Plan with the primary one being A Prosperous City as the interventions will ensure that the historic retail core is capable of facilitating events which attract residents and tourists to the City.
6.5 **Equality Implications**

The proposed HVM measures will bring about significant changes to the physical form of the area. As the design process progresses equalities impact assessment/considerations will need to be carried out.

6.6 **Human Resources Implications**

None directly arising from this report.

6.7 **Health and Safety Implications**

None directly arising from this report.

It should be noted that these measures are intended improve public safety and will be designed to specified safety standards.

6.8 **Social, Environmental and Economic Implications**

Social – reducing risks and facilitating safer and securer environment for resident/visitors to enjoy the city and therefore allowing human interaction to occur.

Environment – The City centre has a number of historic assets (conservation areas, Listed Buildings, Archaeology etc.). The introduction of HVM measures will add further structures to the wider street scene and as such due diligence will be need to consider final choice and positions of the interventions.

Economic – the provision of HVM will ensure that the City centre can continue to host the plethora of events, activities and festivals without having the added cost of looking to provide temporary HVM installations.

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**Background Papers:** None
APPENDIX A

Examples of passive permanent measures

Examples of active permanent measures

Examples of temporary measures