



What are we going to do?

- Anti-Terrorism Traffic Regulation Orders (ATTROs) help to keep people safe from the threat of terrorism by enabling the police, working with local authorities, to put protective security measures in place to reduce vulnerability to, or mitigate the potential impact of, attacks on or near roads.
- The Act amends the law governing ATTROs to enhance their effectiveness and simplify their implementation.

Key quote

“ATTROs are an important legislative tool that enable us to deploy protective security measures to protect the public from terrorism at many major events each year. These amendments will provide additional flexibility to work more collaboratively with Local Authorities and private industry partners enabling us to further improve public safety”

**Assistant Commissioner Neil Basu,
National Lead for Counter Terrorism
Policing**

How are we going to do it?

The Act amends the Road Traffic Regulation Act 1984 (the 1984 Act) to:

- Waive the requirement to publicise an ATTRO in advance where, in the opinion of a Chief Police Officer, such publicity would undermine the purpose of the order;
- Expressly enable a local authority to charge the beneficiary of an ATTRO, such as an event organiser, for the costs associated with the order, where appropriate; however, the Act makes it clear that charges relating to an ATTRO may not be imposed on the organisers of a public event or assembly, such as a protest march or political rally.
- Enable someone other than a police officer manning a security gate (for example, local authority staff or private security personnel employed for an event) to be authorised to exercise discretion to allow accredited vehicles or persons through; and
- Place on a statutory footing the powers of the police to deploy obstructions, such as bollards and vehicle security barriers, to enforce compliance with temporary traffic restrictions imposed under section 67 of the 1984 Act.

Background

- Section 22C of the 1984 Act provides for ATTROs, under which vehicle or pedestrian traffic can be restricted for the purposes of “avoiding or reducing, or reducing the likelihood of, danger connected with terrorism” or “preventing or reducing damage connected with terrorism”.
- The legislation underpinning ATTROs generally works well, but we have identified a number of changes that can be made to improve the way these orders operate.
- At present, the cost of making and implementing an ATTRO is met by the relevant police force, however a local authority may already charge the beneficiary for the costs of certain other traffic regulation orders made under the 1984 Act.



Counter-Terrorism and Border Security Act 2019

Traffic Regulation Fact Sheet

What types of temporary events could be covered by an ATTRO?

- Events range from high profile, public ceremonial or sporting events which happen on a regular basis, to an international summit or a visit by a VIP.

Why are amendments to the legislation being introduced now?

- Radicalisation and terrorist activity is constantly evolving. This legislation is in response to the developing threat landscape, and it is right that we keep our counter-terrorism framework under review so that it can respond effectively to emerging trends in the terrorism threat. In recent years the UK, as well as a number of other countries, has experienced terror attacks in which vehicles are used as weapons. Hostile vehicle mitigation measures are now widely deployed to protect the public at a wider range of sites and events than when ATTRO provisions were first introduced 13 years ago, and the site and events management model has evolved too.

Will the changes made by the Act apply throughout the UK?

- The Act amends the Road Traffic Regulation Act 1984. The 1984 Act only applies to England, Wales and Scotland.

How much would an event organiser typically be charged to cover the cost of an ATTRO?

- The cost can range from a few hundred pounds to around £10,000 depending on the complexity of the order.

What protection measures can an ATTRO enable?

- An ATTRO enables the restriction of vehicular and/or pedestrian traffic and this may be achieved in practice by the permanent or temporary installation of physical equipment such as bollards and vehicle security barriers, gates and fences to protect against, or to mitigate the potential impact of, a terrorist attack.

Key facts

- Approximately 40 ATTROs are made annually.
- An ATTRO is made by a traffic authority (for example, local authorities or Highways England) on the recommendation of the Chief Officer of Police.