HM Government

# Coronavirus (COVID-19): Safer Public Places - Urban Centres and Green Spaces

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# Contents

# 1. Introduction

# 1. Introduction

This publication is a guidance document focusing on the design principles for safer urban centres and green spaces. The Public Health (Coronavirus Regulations) (England) Regulations 2020 impose temporary statutory restrictions and are under constant review. This guidance contains information and examples of interventions that may be undertaken by the owners and operators of public spaces to keep people safe as and when the restrictions are relaxed and urban spaces become busier. This guidance applies in England only and does not impose any legal obligations.

This guidance is primarily for owners and operators of public places including but not limited to:

• Local councils and town/city centre managers
• Landowners
• Commercial landlords responsible for public places
• Management companies

This document provides a framework for identifying the issues associated with the use of public places in light of the need for social distancing. It focuses primarily on areas which are likely to have high footfall. It also includes practical interventions, which are temporary, for adapting and managing public places.

It is intended to enable the owners and operators of public spaces to plan for the temporary adaptations and interventions that will be needed as the restrictions on leaving the home are gradually reduced.

This publication has been prepared by the Ministry of Housing, Communities and Local Government, (MHCLG). It is based on advice from technical experts and input from key industry groups associated with the ownership and management of urban and green spaces.

Public health is devolved in Scotland, Wales and Northern Ireland. This guidance should be considered alongside local public health and safety requirements. For advice to local councils, landowners, commercial landlords responsible for public places and management companies in other parts of the UK please see guidance prepared by the Northern Ireland Executive, the Scottish Government and the Welsh Government.

We expect this document will be updated over time – this version is up to date as of 13 May 2020. You can check for updates at www.gov.uk/coronavirus. If you have any feedback regarding the content of this document and inform future guidance, please email to saferplaces@communities.gov.uk.

This document is one of a set of documents about safer public places that MHCLG will be publishing. This document is designed to be relevant for urban settings and green spaces.

## 1.1 How to use this guidance

This document sets out guidance across the main types of places in urban centres and green spaces that the government advises should be assessed and adapted as necessary to operate safely in line with social distancing measures.

Practical interventions are set out within the blue boxes.

Each owner/operator is advised to translate the principles and examples in this guidance into the specific actions they need to take, alongside other guidance produced by the Government.

## 1.2 What we mean by "urban centres" and "green spaces"

The focus of this document is those urban centres and green spaces likely to experience high footfall, particularly as government guidance on staying at home is gradually eased.

**Urban centres** – focus on publicly accessible areas such as high streets, transport hubs and shopping areas.

**Green spaces** – are publicly accessible open spaces focussed in, but not limited to, urban and suburban contexts including parks, burial grounds and cemeteries.

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# 2. Principles for safe urban centres and green spaces

Owners and operators of public places should take into account the latest advice on social distancing from the government when identifying key issues in urban centres and green spaces.

# 2. Principles for safe urban centres and green spaces

Guidance on social distancing, face coverings, cleaning and communications can be found below.

## 2.1 Social distancing

Public Health England (PHE) has advised maintaining 2 metres (6ft) distance from others (outside of your immediate household) to reduce the risk of transmission of coronavirus. Where social distancing is not possible, owners and operators as well as the general public, are advised to do everything they can to reasonably reduce the risk. Links to further guidance can be found in the Appendix.

## 2.2 Protecting people who are at higher risk

Individuals who are shielding (and have been advised they are included within the clinically extremely vulnerable group, see definition in Appendix) are advised to stay at home. People who are clinically vulnerable and may be at higher risk of severe illness (for example, people with some underlying medical conditions, see definition in Appendix) have been advised to take extra care in observing social distancing. Links to further guidance can be found in the Appendix.

## 2.3 Face coverings

Government has produced updated guidance on 'Staying Safe Outside Your Home' which can be viewed online (see link in the Appendix). The guidance recommends that if you can, wear a face covering in an enclosed space where social distancing isn't possible and where you will come into contact with people you do not normally meet. This is most relevant for short periods indoors in crowded areas, for example, on public transport or in some shops. Evidence suggests that wearing a face covering does not protect you. However, if you are infected but have not yet developed symptoms, it may provide some protection for others you come into close contact with.

Face coverings do not replace social distancing. If you have symptoms of COVID-19 (cough and/or high temperature), you and your household must isolate at home: wearing a face covering does not change this. A face covering is not the same as the surgical masks or respirators used by healthcare and other workers as part of personal protective equipment. These should continue to be reserved for those who need them to protect against risks in their workplace, such as health and care workers, and those in industrial settings, like those exposed to dust hazards.

Face coverings should not be used by children under the age of 2 or those who may find it difficult to manage them correctly. For example, primary age children unassisted, or those with respiratory conditions. It is important to use face coverings properly and wash your hands before putting them on and after taking them off. Links to further guidance can be found in the Appendix.

## 2.4 Cleaning

Owners and operators are advised to implement cleaning protocols to limit coronavirus transmission in public places. It is advised that touch points (e.g. handrails and gates) should be particular areas of focus for increased cleaning. Links to further guidance can be found in the Appendix.

## 2.5 Hygiene - hand washing

To help everyone maintain good hygiene, consideration should be given to:

- Sufficient provision of automated hand sanitising dispensers in public places.
- Where possible, providing hand towels as an alternative to hand dryers in handwashing facilities.
- Using signs and messages to build awareness of good handwashing technique and other respiratory hygiene behaviours, e.g. around coughing and sneezing in public places.
- Configuration of toilet facilities to ensure they are kept clean, with social distancing achieved as far as possible and with best practice handwashing followed.
- Provision of more waste facilities and more frequent rubbish collection in public places.
- Minimising use of portable toilets.
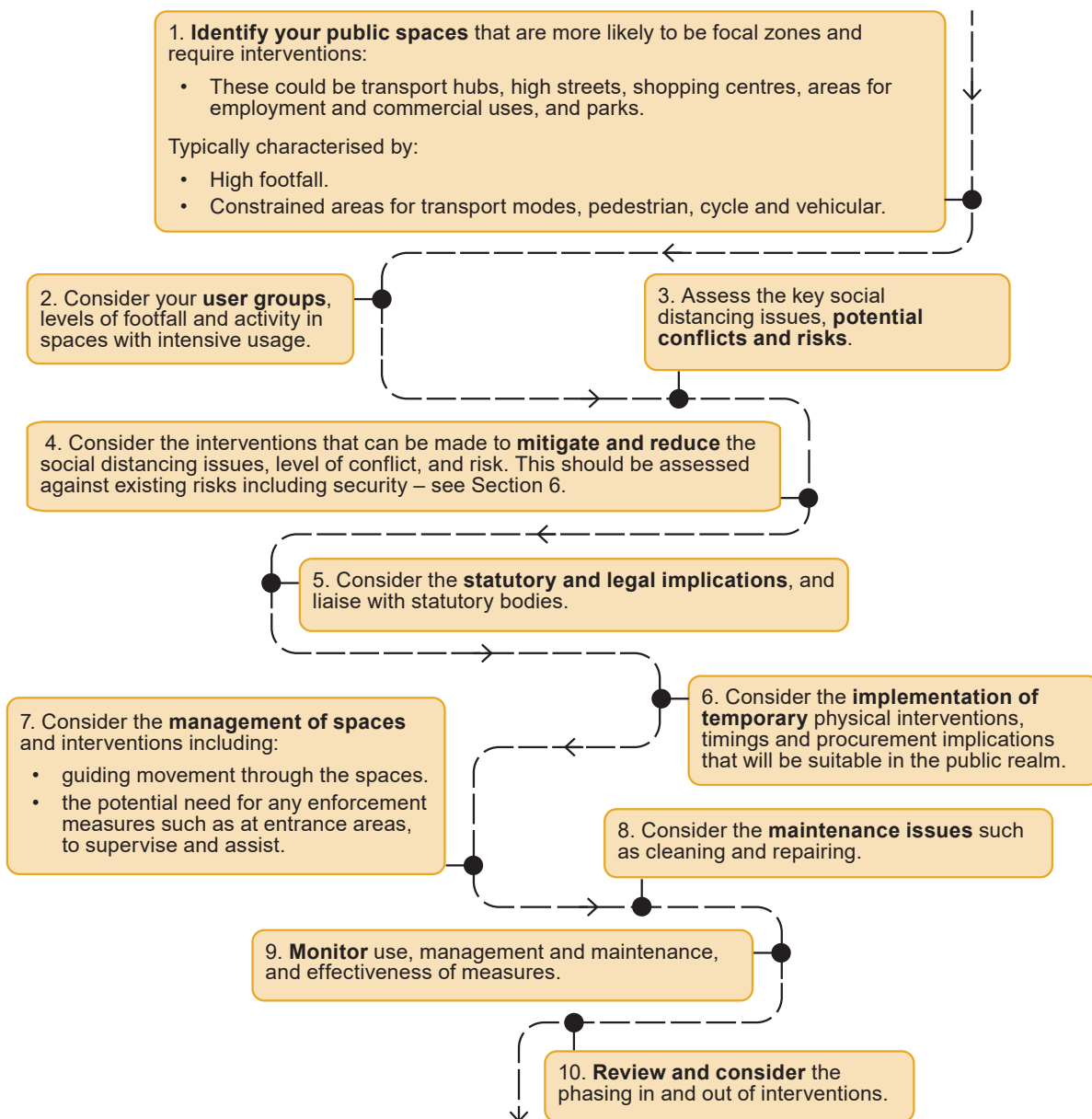- Enhanced cleaning for facilities that are heavily used.

# 3. Identification of issues in urban centres and green spaces

Using the latest government advice on social distancing, this decision tree sets out a process to identify issues and interventions for maintaining social distancing in urban centres and green spaces.

# 3. Identification of issues in urban centres and green spaces

It will be important to identify the key design issues and potential temporary interventions related to social distancing in urban centres and green spaces. This will be particularly important in focal zones, which are those areas with the densest development and where high levels of footfall are expected. The following steps could be applied:

1. **Identify your public spaces** that are more likely to be focal zones and require interventions:

   • These could be transport hubs, high streets, shopping centres, areas for employment and commercial uses, and parks.

   Typically characterised by:

   • High footfall.
   • Constrained areas for transport modes, pedestrian, cycle and vehicular.

2. Consider your **user groups**, levels of footfall and activity in spaces with intensive usage.

3. Assess the key social distancing issues, **potential conflicts and risks**.

4. Consider the interventions that can be made to **mitigate and reduce** the social distancing issues, level of conflict, and risk. This should be assessed against existing risks including security – see Section 6.

5. Consider the **statutory and legal implications**, and liaise with statutory bodies.

6. Consider the **implementation of temporary** physical interventions, timings and procurement implications that will be suitable in the public realm.

7. Consider the **management of spaces** and interventions including:

   • guiding movement through the spaces.
   • the potential need for any enforcement measures such as at entrance areas, to supervise and assist.

8. Consider the **maintenance issues** such as cleaning and repairing.

9. **Monitor** use, management and maintenance, and effectiveness of measures.

10. **Review and consider** the phasing in and out of interventions.

# 4. Management of urban centres

When applying the decision tree, owners and operators are advised to consider the common issues and temporary interventions that have been identified for urban centres. Common issues outlined in this chapter include managing high footfall and queues around shops and busy high streets. It also suggests potential interventions to these issues from pavement markings to digital signs.

## Have you considered how to manage:

- [ ] pedestrian space?
- [ ] pedestrian movement?
- [ ] queues?
- [ ] traffic management?

# 4. Management of urban centres

## 4.1  Social distancing in urban centres

To ensure social distancing in urban centres, owners and operators are advised to consider the utilisation of pedestrian space, movement of people, queuing requirements and traffic management. The focus should be on temporary interventions in areas of highest footfall, particularly those that provide a range of attractions and services as they pose the greatest risk. This guidance should be read alongside guidance and advice produced by the Department for Transport regarding the reallocation of road space for active travel and social distancing. Links to further guidance can be found in the Appendix.

Every urban centre will have its own unique issues and temporary interventions that can be introduced to enable social distancing. However, there will be some common issues. The diagram below identifies key urban centres that are likely to be focal zones. These are likely to be areas of constrained space and with high levels of footfall.
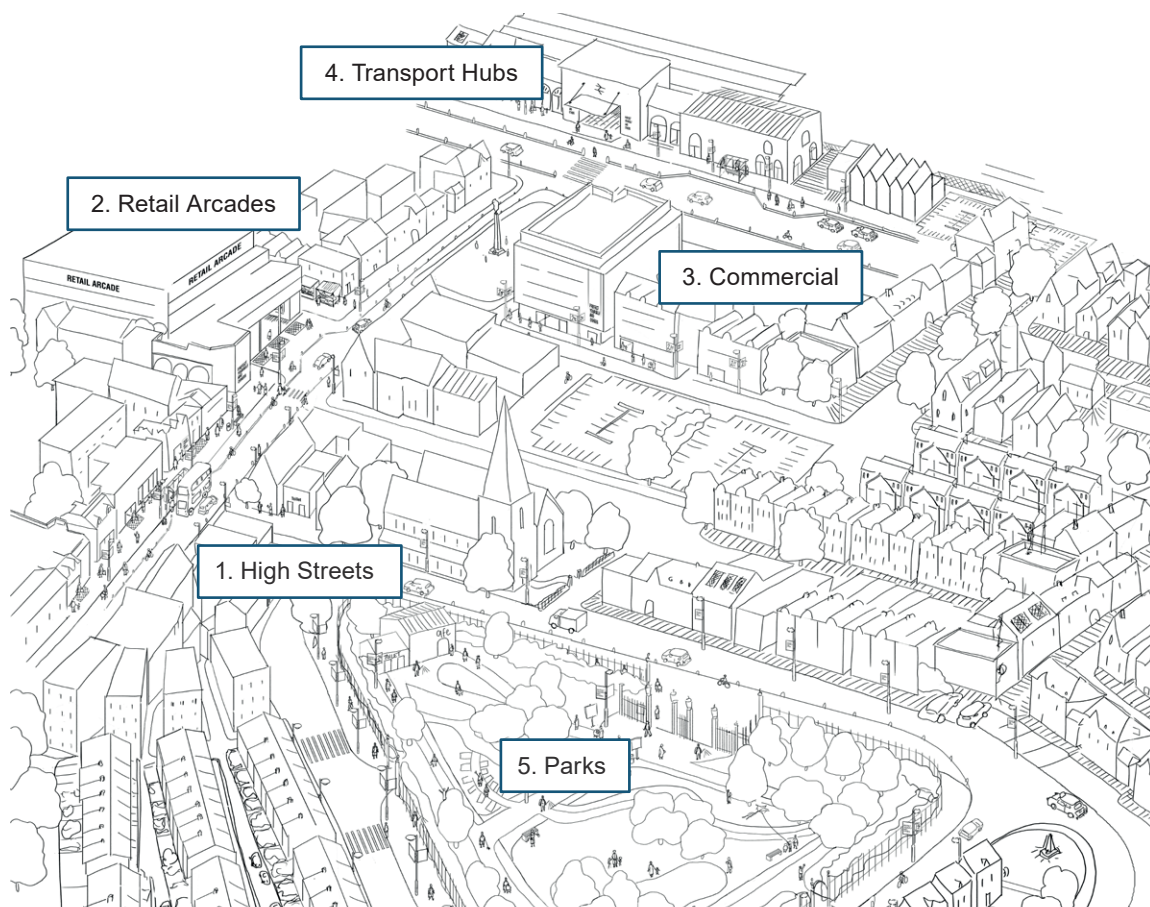
Figure 1: Overview - typical urban centre illustration

## Issues in urban centres

*Issues for maintaining social distancing in urban centres may include:*

- High footfall and areas of dense population, particularly at peak times.
- Multiple queues due to restricted entry and exit points into different areas or shops.
- Pedestrian movement flows varying as different people move to different shops and facilities.
- Constraints on pedestrian movement from unnecessary obstacles such as planters, transport stops, landscape features and bins.
- Need to provide space for regular, safe, formal and informal road crossing points.
- Need to accommodate people entering and exiting spaces from different types of transport e.g. cars, bikes, foot, bus, train and metro in the same area.
- Higher levels of traffic congestion and increased need for vehicle access.
- Multiple landowners and stakeholders operating in the same areas requiring a coordinated approach.
- Ability to wash hands or hand sanitation.
- People with disabilities and other groups who may have additional needs to be kept under consideration.

## Potential interventions that could support social distancing

*This is what you should be considering for the utilisation of pedestrian space:*

- Footway widening to accommodate distancing between pedestrians, including the use of temporary barriers in the carriageway; changes to parking bays, loading bays and cycle lanes.
- Reduce unnecessary obstacles, for example planters, and add markings/tape on seating to maintain social distancing. Security considerations and the impacts of measures on people with disabilities and other groups needs to be kept under consideration and may call for a balanced approach.
- Signing and communications to remind pedestrians of distance requirements. This could be through spray markings and signage at entrances and movement intersections.

*This is what you should be considering for pedestrian movement:*

- One-way movement of pedestrians to maintain 2m (6ft) distancing.
- Signing to encourage pedestrians to wait and allow others to pass at entry ways or along footpaths.
- Provide separate entry and exit routes for pedestrian access with clear signs.
- Maximise access to entry and exit routes to minimise queues.
- Move bus stops/shelters to areas which can accommodate queuing in line with social distancing requirements.

*This is what you should be considering for queuing:*

- Defined areas to indicate where pedestrians should stand when queuing using spray markings or temporary barriers.
- Management of multiple queues for different businesses through clear signing and the use of marshals as appropriate.
- "Do not join the queue" signs provided at popular destinations, when capacity reached.

*This is what you should be considering for traffic management:*

- Traffic lanes could be closed, made one way or completely pedestrianised. Links to further guidance can be found in the Appendix.
- Consider the need for delivery access, timing and essential access for street works and maintenance.
- Consider car parking layout and spacing, reducing capacity if appropriate. On street parking could be suspended to facilitate other measures.
- Signing to inform pedestrians and road users of changes to road layouts.
- Security considerations, and the impact of measures on people with disabilities and other groups, need to be kept under consideration. This includes access for blue badge holders and may call for a balanced approach.

Figure 2: Sign to promote social distancing – London

## 4.2  Social distancing in high streets and town centres

High streets are the main street in a town or city and are the typical location for most shops, banks, offices and other businesses. High streets typically have high levels of footfall within constrained and complex urban environments. They have a wide variety of different and competing user groups and modes of transport. High streets have peak usage times in the morning, lunch time, late afternoon and at the weekend. It is within high streets that conflict in achieving social distancing is most likely to arise.
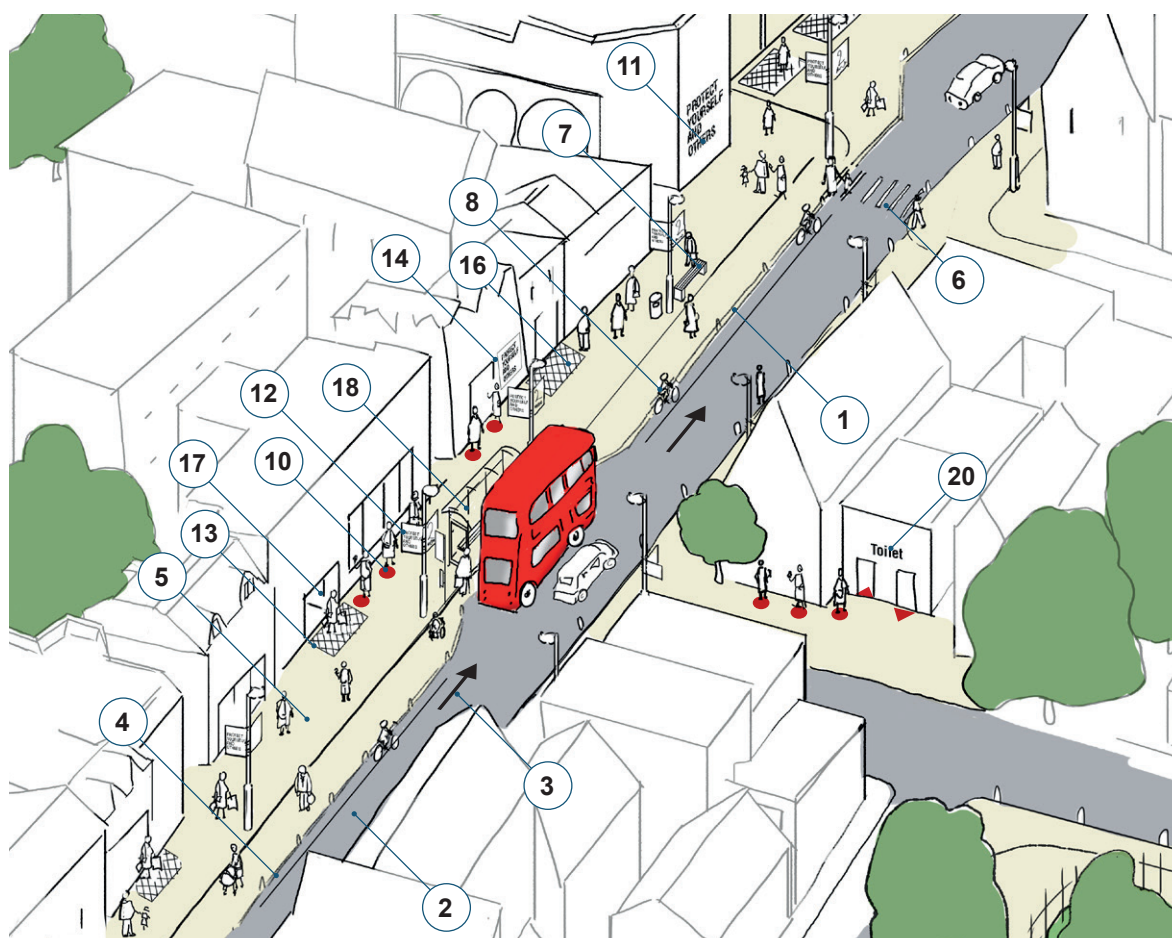
Figure 3: Social distancing interventions in high streets and town centres

**Typical temporary interventions to consider for high streets and town centres:**

1. Widen footways by utilising the carriageway
2. Reduce traffic speeds using traffic calming measures
3. Pedestrianise and consider impact on traffic movement
4. Suspend on street parking to facilitate other measures
5. Minimise pinch points, whilst taking into consideration security and the needs of the disabled and elderly.
6. Safe, level crossing points
7. Seating areas for the disabled and elderly
8. Introduce cycleways
9. Phase delivery timings in loading bays
10. Queue marking indicators on pedestrian areas, focusing queues along the building frontage where appropriate
11. Signs on social distancing and circulation, particularly at conflict points such as junctions and crossings
12. Use existing street furniture (e.g. lamp posts) for signing to avoid impacting on pedestrian flows
13. Allow space where multiple queues meet
14. Signs to limit queue length, helping manage multiple queues and pedestrian flows
15. Stewards to help manage queues and pedestrian flows
16. Keep building entrances and footpaths clear, whilst taking account of the needs of the disabled, elderly and security considerations
17. Maximise access and introduce one-way entry and exit points
18. Signs reminding users to socially distance at bus stop waiting areas
19. Additional cleaning regimes and maintenance
20. Signs at public toilets for queuing, social distancing and automatic sanitising

Figure 4: Pavement markings for distance in pedestrian movement    London

Figure 5: Physical barriers to separate entrance and exit routes from retail stores – London

Figure 6: High vis banner advising social distancing at a bus stop – London

Figure 7: Widening of footways to accommodate queuing outside Iceland supermarket    London

Figure 8: Physical barriers to separate vehicular traffic and widen pedestrian space – London

Figure 9: Markings for social distancing, separating queues and the general public on the footway – London

Figure 10: Digital signs to inform on latest social distancing advice Watford



Figure 11: Physical barriers to separate vehicular traffic and widen pedestrian space London



Figure 12: Reallocated road space for walking and cycling Milan, Italy (Copyright REUTERS/Daniele Mascolo)



Figure 13: Pavement markings to encourage social distancing London



Figure 14: Pavement marker stickers for safe distance queuing outside shops & takeaways – London



Figure 15: Signing to encourage social distancing London

Case study

Manchester City Council is preparing to create an enhanced space for pedestrians and people on bikes on Deansgate, enabling visitors and workers to socially distance more easily as they return to shops and offices in this thriving part of the city centre.

The road closure will initially take place under a temporary "experimental" traffic order, allowing officers to assess the impacts of the measure and make any necessary changes, with a view to potentially bringing forward a permanent closure of part of Deansgate. The temporary closure will be carried out using removable bollards, which can be taken down over a short prescribed period once per weekday, allowing windows for local businesses to accept deliveries.

In other busy areas of Manchester, available space for pedestrians is set to be increased by using heavy-duty 'Rhino' barriers to create extended footways. The planned intervention will allow people to walk from public transport hubs to nearby shops or their place of work, while observing social distancing guidance.

Case study

In Leicester, the council has created a number of temporary cycle lanes to help create a safe route for people cycling around the city during the Covid-19 lockdown.

The City Council has coned off a 500m section of Saffron Lane between Aylestone Road and Hawkins Road, near Saffron Lane sports stadium; and introduced a 500m long section of temporary cycle track on Aylestone Road, between Almond Road and the former Granby Halls site.

The temporary cycle lane will help workers from the Saffron Lane and Aylestone areas access their work premises, as well as supporting access for workers commuting to and from the nearby Leicester Royal Infirmary. The council is looking at other locations around the city which could be suitable for cycling and walking routes to link up existing sections of cycling and walking infrastructure under the city's Connecting Leicester programme.

## 4.3 Social distancing in enclosed or semi-enclosed retail areas

Enclosed and semi-enclosed retail areas are likely to have high peak time footfall levels and restricted access and exit points. In addition, they will have delivery and servicing requirements.
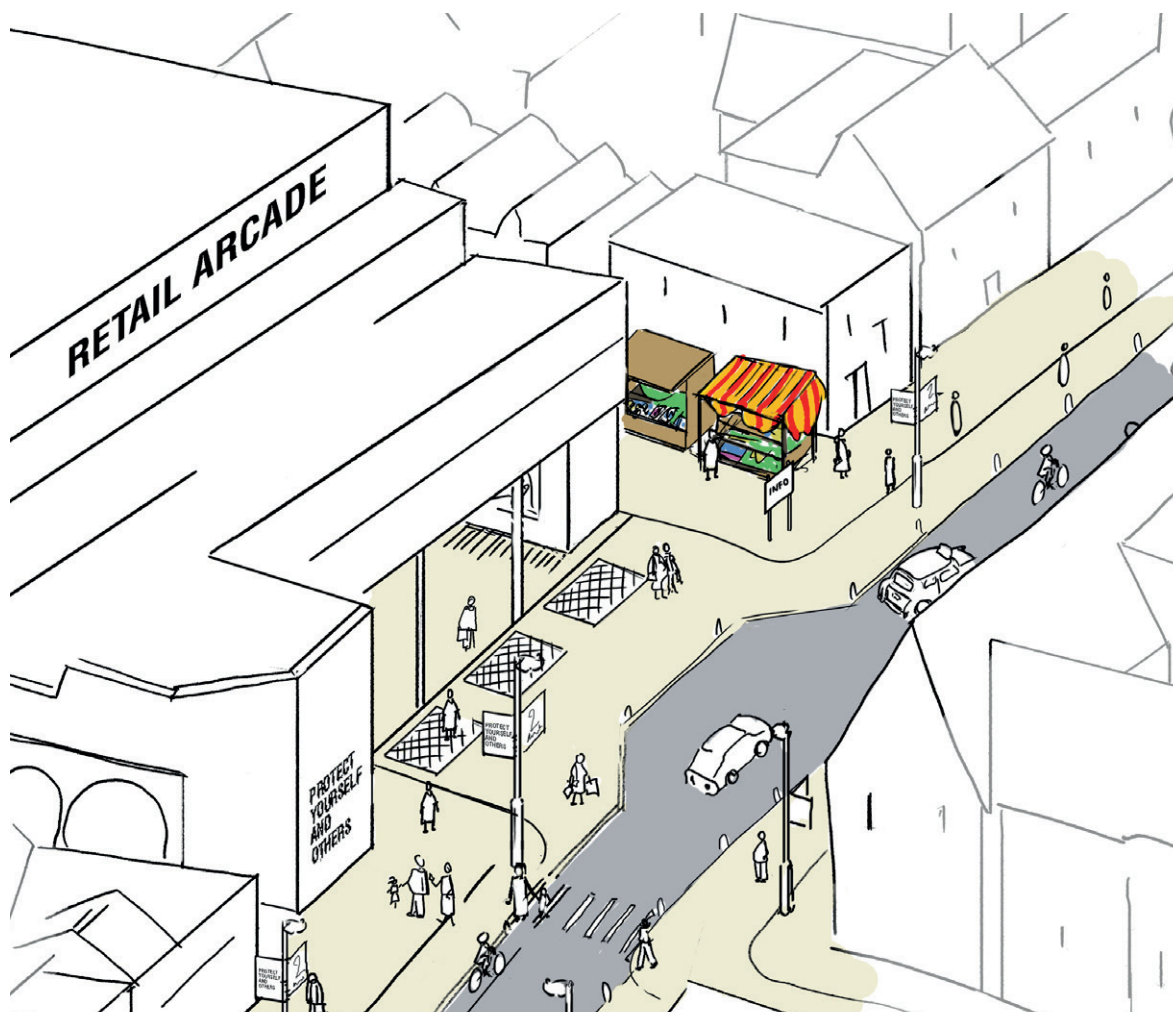


Figure 16: Social distancing interventions in enclosed or semi enclosed retail areas

**Typical temporary interventions to consider for retail areas**

1. Queue marking indicators and barriers outside main entrance
2. Maximise access and introduce one-way entry and exit points
3. Phasing of access and opening times
4. Keep building entrances clear
5. Identify waiting zones

6. Phase delivery timings in loading bays
7. Signs on social distancing and circulation
8. One-way circulation for street markets
9. Queue markings for street stalls
10. Signing and information provided at widened entry and exit points for markets

Figure 17: Social distancing measures at supermarkets Walsall



Figure 18: A yellow stripe painted in the middle of a pedestrian street to help people comply with social distance guidelines   Aalborg, Denmark, (Copyright Henning Bagger/Ritzau Scanpix/via REUTERS edited)



Figure 19: Signs for queuing at shop fronts – London



Figure 20: Stewards to direct queuing at shops London

# 4.4 Social distancing in public places around commercial buildings

The public spaces around commercial buildings will typically be around office buildings, office developments and business parks. The ownership of these spaces is likely to vary with many spaces associated with private landowners. The use of these spaces will be heavily influenced by the working patterns of the tenants of these offices. Commercial spaces will typically have higher volume and density of use at the start of the working day particularly 8-9am and at the end of the working day between 5-6pm. Owners and operators should be aware that businesses and other commercial operations may implement staggered opening times to support the facilitation of social distancing in public spaces or on public transport. Any changes to opening hours / hours of operation and the impact this may have on foot traffic in public spaces should be considered.
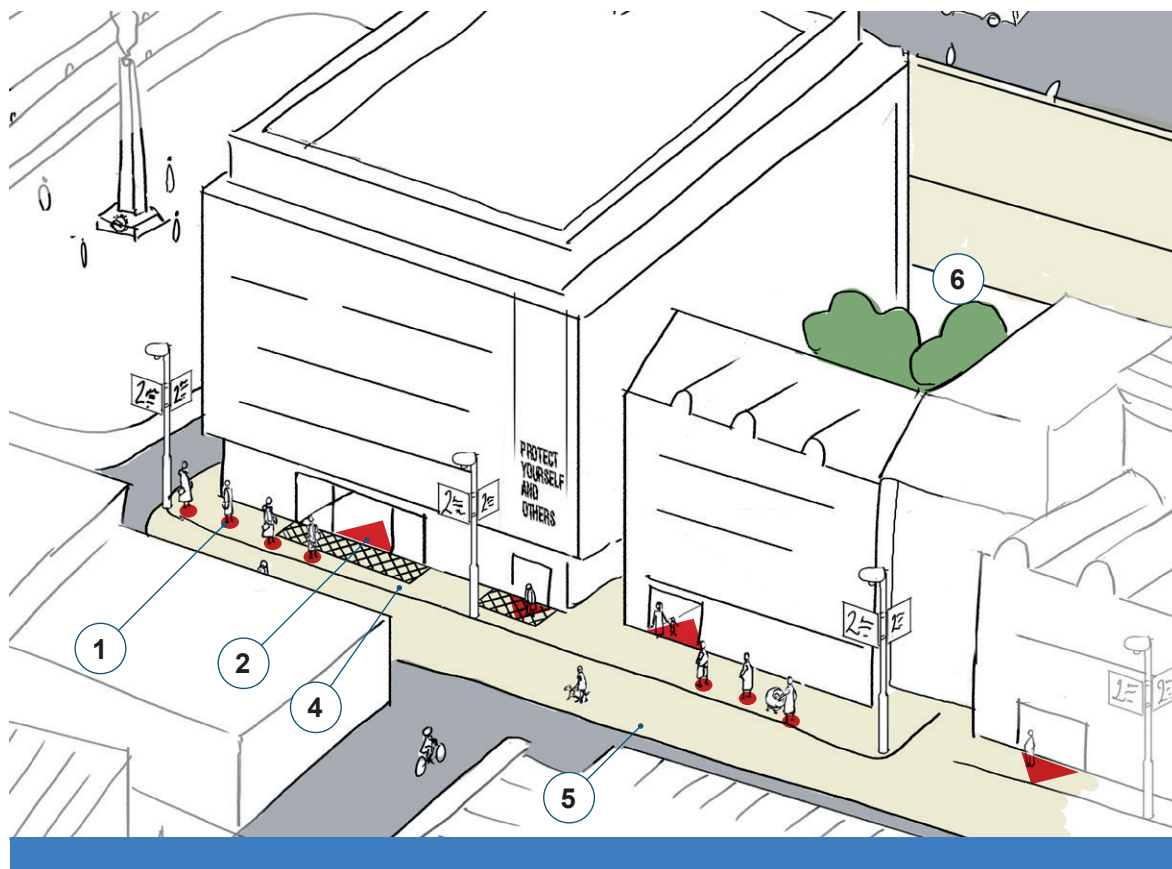


**Typical temporary interventions to consider for commercial areas:**

1. Queue marking indicators outside office entrances
2. Maximise access and introduce one-way entry and exit points
3. Phasing of access and opening times
4. Keep building entrances clear
5. Widen footways by utilising the carriageway
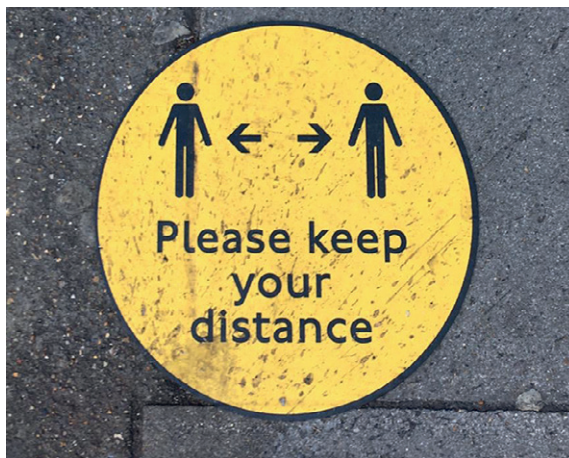6. Phase delivery timings in loading bays

Figure 22: Signing to encourage social distancing
London



Figure 23: Parking guidance for commercial offices
London

## 4.5 Social distancing in areas surrounding transport hubs

The areas around transport hubs typically include bus stations, train stations and tram stations. These areas may have high levels of footfall with large numbers of people congregating and waiting. There is typically interchange with other modes of transport like taxis, cycle hubs and private car use. The Department for Transport has produced separate guidance to help transport organisations and operators implement social distancing measures and should be read alongside this document (link can be found in the Appendix).
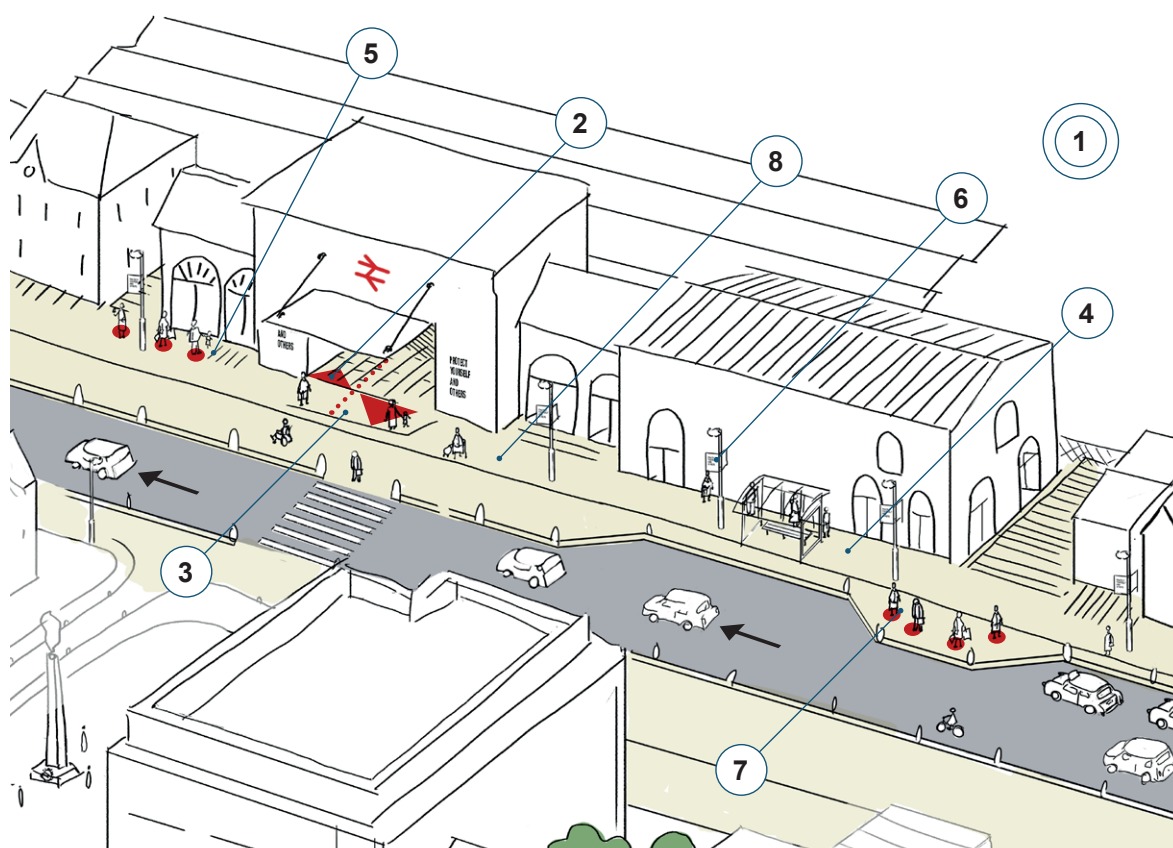


Figure 24: Social distancing interventions in areas surrounding transport hubs

**Typical temporary interventions to consider for transport hubs:**

1. Develop a zonal plan for station hub highlighting destinations, conflict zones and desire lines
2. Queue marking indicators and barriers outside main entrance
3. Maximise access and introduce one-way entry and exit points
4. Allow space where multiple queues meet
5. Identify waiting zones

6. Signs on social distancing and circulation
7. Taxi, bus, cycle and pick up to have waiting zones with identified routes through
8. Consider reallocation of station forecourt to provide more space for interchange. Consider appointment of marshals to help manage the flow of people into, and out of transport hubs

Figure 25: One way entrance and exit access with queueing markers    Manchester


Figure 26: Signs for queues at transport hubs    London


Figure 27: Separation of cycle lanes from vehicular movement – Berlin (Copyright, Reuters images)


Figure 28: Pop up cycle lanes being installed. – Berlin (Copyright, Reuters images)


Figure 29: Signs attached to existing street furniture    London


Figure 30: Social distancing markers – London


Figure 31:  Footway widening outside station entrance    London

# 5. Management of  green spaces

When applying the decision tree, owners and operators are advised to consider the common issues and temporary interventions that have been identified for green spaces. Common issues outlined in this chapter include managing high footfall and restricted entry and exit points. It also suggests potential interventions to these issues from signage to floor markings and widening of footpaths.

## Have you considered how to manage:

- [ ] pedestrian space?
- [ ] pedestrian movement?
- [ ] queues?
- [ ] traffic management?

# 5. Management of green spaces

Green spaces will typically include parks, recreation grounds, publicly accessible playing fields, public open spaces associated with housing developments and public burial grounds. These areas are likely to be enclosed by a variety of boundary treatments with 'pinch point' at entrances. The surrounding streets tend to have limited space. Green spaces will have high levels of use during warmer weather and daytime hours. Those in urban centres typically have high levels of footfalls and greater likelihood of congestion at entrance and exit points.

## 5.1 Overview of issues and interventions in parks and burial grounds

Every park and green space will have its own unique issues and potential interventions that could be introduced to enable social distancing but there are likely to be some commonalities.

### Issues around parks and green spaces

*Issues for maintaining social distancing around parks and green spaces may include:*

- High levels of footfall particularly in warmer weather, during the day and in dense urban centres.
- Addressing different needs of multiple user groups including pedestrians, cyclists, those visiting graves or remembrance gardens, young people, families, older people and those with disabilities.
- Restricted entry and exit points limiting the flow of people and potentially creating queues.
- Need to accommodate different users moving in different patterns across these spaces.
- Visitor car parking, loading and maintenance access.
- Ability to wash hands or hand sanitation.
- Playgrounds and outdoor gyms remain closed.
- Outdoor sports courts can be open but people must follow the Government's rules on social distancing.

**Potential interventions that could support social distancing**

*This is what you should be considering for the utilisation of pedestrian space:*

- Footway widening to accommodate distancing between pedestrians, including through use of temporary barriers, changes to parking bays, and cycle lanes.
- Reduce unnecessary obstacles, for example planters and add markings/tape on seating to maintain social distancing. Security considerations and the impacts of measures on people with disabilities and other groups needs to be kept under consideration and may call for a balanced approach.
- Signing and communications to remind pedestrians of distance requirements. This could be through spray markings and signing at entrances

*This is what you should be considering for pedestrian movement:*

- One-way movement of pedestrians to maintain 2m (6ft) distancing.
- Signing to encourage pedestrians to wait and allow others to pass at entry ways or along footpaths.
- Provide separate entry and exit routes for pedestrian access with clear signs.
- Enlarge entrances and exits to minimise queues.

*This is what you should be considering for queueing:*

- Defined areas to indicate where pedestrians should stand when queuing using spray markings or temporary barriers.
- "Do not join the queue" signs provided at popular destinations, when capacity reached.

*This is what you should be considering for traffic management:*

- Traffic lanes could be closed, made one way or completely pedestrianised.
- Consider the need for delivery access and timing and essential access for street works and maintenance.
- Consider car parking layouts and spacing, reducing capacity as appropriate.
- On street parking could be suspended to facilitate other measures.
- Security considerations and the impact of measures on people with disabilities, access to blue badge holders, and other groups needs to be kept under consideration and may call for a balanced approach.

Case study

In Brighton & Hove the council has temporarily closed Madeira Drive to motor vehicle traffic to open up the sea front promenade for greater pedestrian use. The area will be stewarded from 8am to 8pm daily to ensure that businesses will maintain essential access to their properties, while maximising the usage of the area for pedestrians and cyclists.

The diagram below identifies some of the typical issues and potential interventions that could be considered to enable safer levels of social distancing within parks and green spaces.
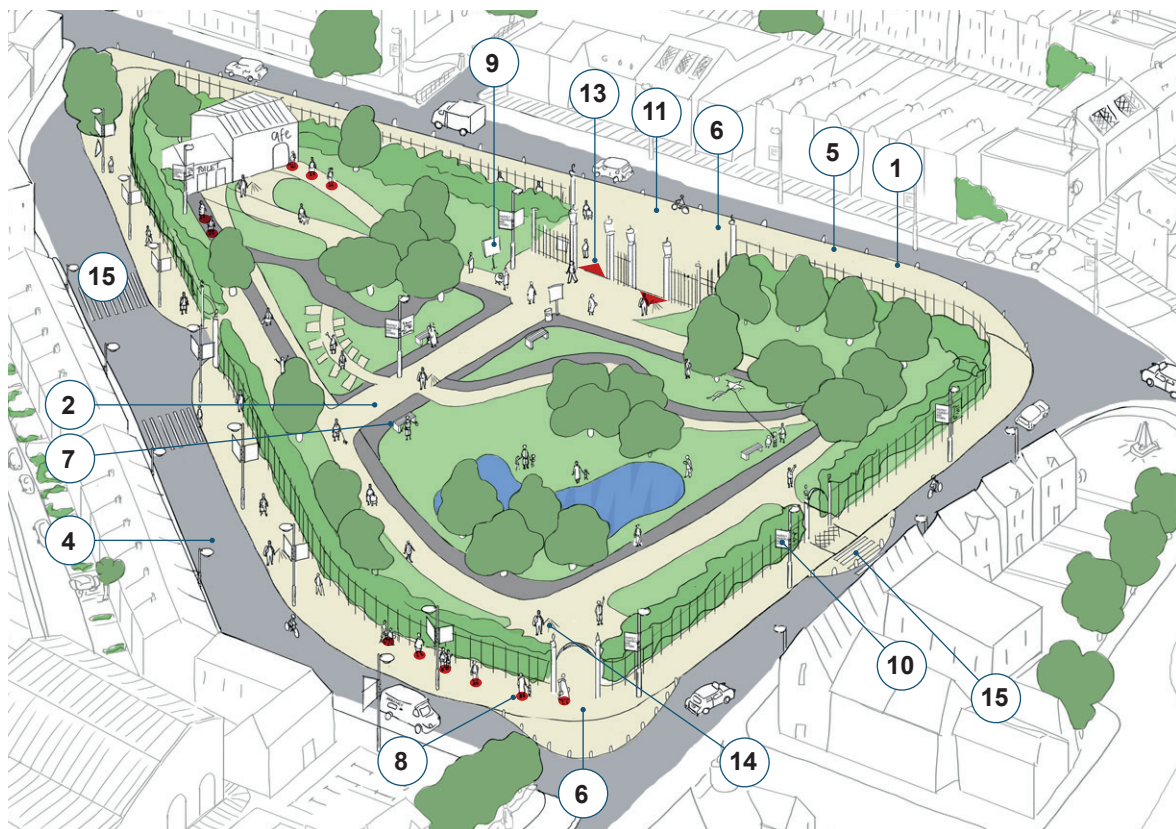


Figure 32: Social distancing interventions in areas around parks

1. Widen footways on approach streets to main entrance
2. Widen footways within park
3. Provide movement guidance around park including consideration for one way circulation
4. Reduce traffic speeds
5. Increase space for pedestrians and cycles beside park entrances
6. Minimise pinch points, whilst taking into consideration security and the needs of the disabled and elderly.
7. Reduce unnecessary obstacles, for example planters and add markings/tape on seating to maintain social distancing.
8. Queue marking indicators at main entrance, popular park destinations and toilets.
9. Signs on social distancing and circulation, particularly at conflict points such as junctions and crossings
10. Use existing street furniture for signing to avoid impacting on pedestrian flows
11. Allow space where multiple queues meet
12. Stewards to help manage queues and pedestrian flows
13. Maximise access and introduce one-way entry and exit points
14. Additional cleaning regime and maintenance
15. Safe level crossing points to access park

Figure 33: Parallel footpath created through recent social distancing use London


Figure 34: Social distancing floor markings – London


Figure 35: Public health information signing in park London


Figure 36: Signing to communicate social distancing London


Figure 37: Signing to communicate social distancing    Walsall


Figure 38: Signing at park entrances to guide and inform – London. Signs should be kept out of rights of way

# 6. Additional communication, technology and regulatory considerations

In considering the design interventions, owners and operators should also take account of signing and communications, opportunities through technology and regulatory considerations.

# 6. Additional communication, technology and regulatory considerations

## 6.1 Temporary signing and communication considerations

Owners/operators are advised to provide clear and concise information to the public on how to adhere to social distancing. They are advised to emphasise the latest government advice on safety procedures and carefully consider social distancing guidelines in public places. This could include:

- Using simple, clear and accessible images and messaging to explain guidelines, with consideration for groups whose first language may not be English or where alternative formats may be required.
- Showing the maximum number of people who can queue safely (accounting for social distancing).
- Signs and announcements about safe travel and maintaining social distancing. Signs should be placed strategically to maximise impact.
- Information on changes for disabled users and how they can continue to access public places in a safe way.
- Providing stewards in the busiest areas.
- Marking appropriate spaces for queuing, accounting for queues and space required by neighbouring premises whilst taking security considerations into account.

## 6.2 Additional digital considerations

Owners/operators may want to consider the use of data and digital tools to make it easier for people to maintain social distancing, and to aid decision making regarding the management and modification of spaces. This could include:

- Making data available that shows the current footfall of spaces, especially those spaces that are prone to overcrowding; access to data and digital tools will allow people to more effectively plan their journeys and choose alternative spaces or use spaces at other times of day.
- Owners/operators should consider using data and digital tools to monitor the usage of spaces, and to make modifications to the access and use of those spaces as required.

- Data and digital tools may also be needed to anticipate and plan for the changing use of public places over time, to expect and mitigate the potential for overcrowding at certain sites during peak usage times, and to take any necessary corrective measures to make it easier for people to socially distance.
- Consider how existing e-booking systems can be utilised to support the effective capacity management of public spaces, such as outdoor sports courts and provide key guidance for usage.

While undertaking any of the actions advised, account should be taken of risk of transmission through touch. In addition, you must have regard for your regulatory and statutory duties such as those in relation to cyber security and data protection.

## 6.3 Additional security and enforcement considerations

A revised layout may present new security risks, particularly where multiple queues are created. Owners and operators of public places are advised to consider the security implications of temporary interventions to support social distancing.

To mitigate new security risks, we recommend that queuing is organised within areas that have existing protection such as vehicle security barriers. Where this is not possible  you should consider: routing queues behind permanent physical structures (e.g. street furniture, bollards, trolley parks & bike racks) to provide a visual deterrent and delay; closing off vehicle access to shared spaces; adjusting servicing and delivery times; reducing the opportunities for vehicles (including potentially hostile vehicles) to interact with pedestrians; erecting robust barriers; introducing a reduced speed limit mandated using traffic calming. Operators and authorities should not remove any security features / useful street furniture items without considering protective security in the round. Links to additional guidance can be found in the Appendix.

## 6.4 Regulatory considerations

As an owner and/or operator of urban and/or green spaces it is important to consider all relevant legal obligations before implementing interventions recommended by this guidance. We set out some examples which may be relevant below. As set out above, this guidance document does not impose any legal obligations and there may be processes required prior to you being able to implement the guidance.

**Traffic Regulations**

The Department for Transport has produced additional statutory guidance under section 18 of the Traffic Management Act 2004 to support changes to network management. Links to further guidance can be found in the Appendix.

**Permitted Development Orders**

Where interventions are needed such as temporary structures, planning permission may be permitted under the General Permitted Development Order (GPDO) 2015 Part 12 of Schedule 2 to the GDPO permits local authorities to erect, construct, maintain and improve a range of small structures and operations required in connection with the operation of any public service administered by them. New Part 12A of Schedule 2 to the GDPO enables emergency development by local authorities and Health Service Bodies and can be used by local authorities in responding to the spread of coronavirus, including the erection of temporary buildings, this right expires on the 31 December 2020.

**Fire Safety Regulations**

The Regulatory Reform (Fire Safety) Order applies to all non-domestic premises – including any building, tent or moveable structure – and requires the person responsible for a premises to undertake a fire risk assessment, review it regularly and put in place and maintain fire protection measures to mitigate the risk to life from fire. Where coronavirus and social distancing measures have impacted on the premises, it is recommended that the responsible person reviews their fire risk assessment to ensure it is suitable and sufficient. Guidance on fire risk assessments is available here- https://www.gov.uk/workplace-fire-safety-your-responsibilities/fire-risk-assessments.

Responsible persons who do not have the time or expertise can ask a competent person to undertake the fire risk assessment. The National Fire Chiefs Council has made available guidance on choosing a competent risk assessor - https://www.nationalfirechiefs.org.uk/Finding-fire-risk-assessor.

# 7. Appendix

# 7. Appendix

## Definitions

| | |
|---|---|
| People who are shielding | https://www.nhs.uk/conditions/coronavirus-Covid-19/people-at-higher-risk-from-coronavirus/whos-at-higher-risk-from-coronavirus/ |
| Respiratory hygiene | https://www.gov.uk/government/publications/wuhan-novel-coronavirus-infection-prevention-and-control |
| Vulnerable people | https://www.nhs.uk/conditions/coronavirus-Covid-19/people-at-higher-risk-from-coronavirus/if-youre-at-very-high-risk-from-coronavirus/ |

## 7.1 Where to obtain further information

Coronavirus (Covid-19): guidance

https://www.gov.uk/government/collections/coronavirus-covid-19-list-of-guidance

Our plan to rebuild: The UK Government's Covid-19 recovery strategy

https://www.gov.uk/government/publications/our-plan-to-rebuild-the-uk-governments-covid-19-recovery-strategy

Guidance: Staying safe outside your home

https://www.gov.uk/government/publications/staying-safe-outside-your-home/staying-safe-outside-your-home#face-coverings

Coronavirus: guidance for employees, employers and businesses

https://www.gov.uk/government/publications/guidance-to-employers-and-businesses-about-covid-19

Coronavirus: cleaning of non-healthcare settings

https://www.gov.uk/government/publications/covid-19-decontamination-in-non-healthcare-settings

## 7.2 Safer Places Guidance Documents

Working safely during coronavirus (COVID-19)

https://www.gov.uk/guidance/working-safely-during-coronavirus-covid-19

Coronavirus (COVID-19): implementing protective measures in education and childcare settings

https://www.gov.uk/government/publications/coronavirus-covid-19-implementing-protective-measures-in-education-and-childcare-settings

Coronavirus (COVID-19): safer transport guidance for operators

https://www.gov.uk/government/publications/coronavirus-covid-19-safer-transport-guidance-for-operators

## 7.3 Security Guidance

Staying secure during coronavirus: Centre for the Protection of National Infrastructure

https://www.cpni.gov.uk/staying-secure-during-covid-19-0

Risk to pedestrians during Covid-19: Centre for the Protection of National Infrastructure

https://www.cpni.gov.uk/system/files/documents/4b/fb/The%20risk%20to%20pedestrians%20from%20Vehicle.pdf

## 7.4 Additional Department for Transport Guidance

Reallocating road space in response to COVID-19: statutory guidance for local authorities

https://www.gov.uk/government/publications/reallocating-road-space-in-response-to-covid-19-statutory-guidance-for-local-authorities

Temporary Traffic Regulation Order guidance:

https://www.gov.uk/government/publications/traffic-orders-advertising-during-coranavirus-covid-19

Manual for Streets

https://www.gov.uk/government/publications/manual-for-streets

Code of Practice for Street Works and Road Works

https://www.gov.uk/government/publications/safety-at-street-works-and-road-works

Guidance on planning cycling and walking networks:

https://www.gov.uk/government/publications/local-cycling-and-walking-infrastructure-plans-technical-guidance-and-tools

Traffic Signs Manual:

https://www.gov.uk/government/publications/traffic-signs-manual

## 7.5 Additional relevant external information

Temporary parking enforcement guidance:

https://www.britishparking.co.uk/COVID-19-Local-Authority-advice

## 7.6 Examples of existing local activity

London Borough of Hammersmith & Fulham

https://www.lbhf.gov.uk/articles/news/2020/04/hf-introduce-temporary-wider-pavements-help-shoppers-social-distancing

Brighton & Hove City Council

https://new.brighton-hove.gov.uk/news/2020/madeira-drive-first-road-be-allocated-walkers-and-cyclists

London Borough of Hackney

https://news.hackney.gov.uk/council-to-introduce-emergency-road-safety-measures-to-help-maintain-social-distancing/

Leicester City Council

https://news.leicester.gov.uk/news-articles/2020/april/second-temporary-cycle-track-installed-to-continue-route-into-city/

HM Government