HM Government

COVID-19 Secure: Safer Public Places – Urban Centres and Green Spaces

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17 July 2020 (Version 1.2) Updated to reflect additional requirements on face coverings.

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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 enable their use while facilitating social distancing during the coronavirus pandemic. This is national guidance which applies in England only and does not impose any legal obligations.

On 4 January the Prime Minister announced a national lockdown for all of England. Owners and operators should consult the latest information on what activity is allowed and what premises are allowed to remain open under current restrictions. Further information can be found here.

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. Links to available guidance in devolved administrations are in the appendix.

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 and implement the temporary adaptations and interventions that are needed to facilitate social distancing in public places in line with government advice.

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.

This version is up to date as of 6 January 2021. You can check for updates at https://www.gov.uk/guidance/safer-public-places-urban-centres-and-green-spaces-covid-19. 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” and “green” spaces

The focus of this document is those urban centres and green spaces likely to experience high footfall.

Urban centres– are 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.

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

Social distancing is an important measure to help minimise the transmission risk of coronavirus. 2m or 1m with risk mitigation (where 2m is not viable) are acceptable.

2.2 Protecting people who are at higher risk

Guidance to protect those identified as clinically extremely vulnerable can be found here. The guidance sets out advice on additional measures those at risk from COVID-19 can take to keep themselves safe.

2.3 Face coverings

In England, there are some places where the public and employees must wear a face covering by law. People are also strongly encouraged to wear face coverings in any other enclosed public spaces where there are people they do not normally meet.

Further information on where and when face coverings are required can be found. here. Please be mindful that there are exemptions for some individuals and groups to not wear face coverings.

Face coverings do not replace social distancing. If a member of the public has symptoms of coronavirus (cough and/or high temperature, and/or loss of, or change in, normal sense of smell or taste - anosmia), they and their household must isolate at home: wearing a face covering does not change this. They should arrange to have a COVID-19 test as soon as possible.

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.

Please be mindful that the wearing of a face covering may inhibit communication with people who rely on lip reading, facial expressions and clear sound.

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, sanitation facilities and toilets

Objective: To ensure that toilets are kept open and to promote good hygiene, social distancing, and cleanliness in toilet facilities

Public toilets, portable toilets and toilets inside premises should be kept open and carefully managed to reduce the risk of transmission of COVID-19.

Steps that will usually be needed:

- Using signs and posters to build awareness of good handwashing technique, the need to increase handwashing frequency and to avoid touching your face, and to cough or sneeze into a tissue which is binned safely, or into your arm if a tissue is not available.
- Consider the use of social distancing marking in areas where queues normally form, and the adoption of a limited entry approach, with one in, one out (whilst avoiding the creation of additional bottlenecks).
- To enable good hand hygiene, consider making hand sanitiser available on entry to toilets where safe and practical and ensure suitable handwashing facilities including running water and liquid soap and suitable options for drying (either paper towels or hand driers) are available.
- Setting clear use and cleaning guidance for toilets, with increased frequency of cleaning in line with usage. Use normal cleaning products, paying attention to frequently hand touched surfaces, and consider use of disposable cloths or paper roll to clean all hard surfaces.
- Keep the facilities well ventilated, for example by fixing doors open where appropriate.
- Special care should be taken for cleaning of portable toilets and larger toilet blocks.
- Putting up a visible cleaning schedule can keep it up to date and visible.
- Providing more waste facilities and more frequent rubbish collection.

2.6 Volunteering

Organisations have a duty of care to volunteers, to ensure as far as reasonably practicable they are not exposed to risks to their health and safety. They will

therefore need to take a risk-based approach to the restarting of services. Links to further guidance can be found in the appendix.

2.7 Staying safe outside the home

Remember – 'Hands, Face. Space':

- Hands – wash your hands regularly and for 20 seconds.
- Face – wear a face covering in indoor settings where social distancing may be difficult, and where you will come into contact with people you do not normally meet.
- Space – stay 2 metres apart from people you do not live with where possible, or 1 metre with extra precautions in place (such as wearing face coverings or increasing ventilation indoors)

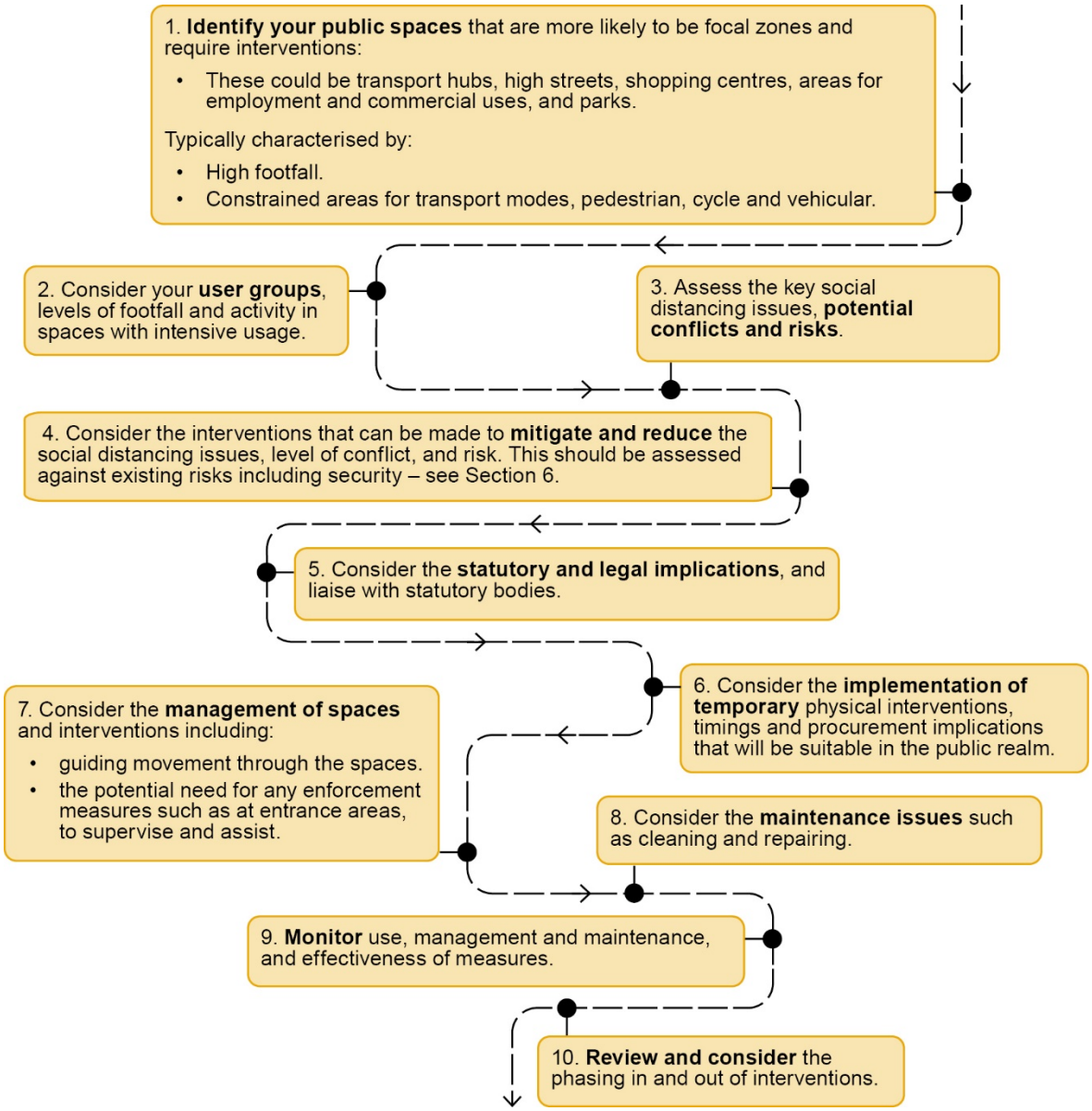
Owners and operators and the public should consult the latest information on gatherings found here.

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:



4. Management of urban centres

When considering the steps set out in chapter 3, 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.

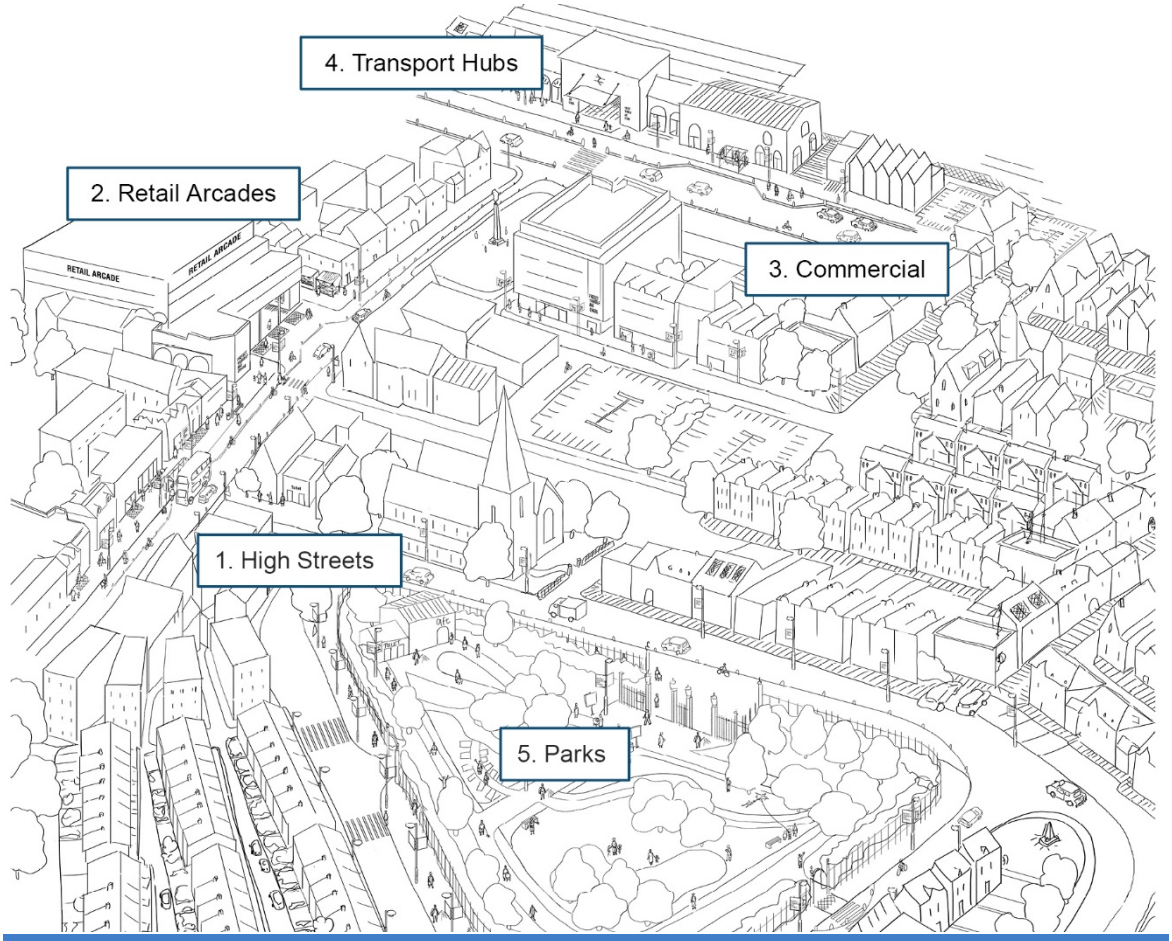


Figure 1: Overview - typical urban centre illustration

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.
- The impacts of inclement weather, which may change pedestrian behaviour, for example greater likelihood of congregation in covered areas and a potential change in behaviour when being asked to queue in uncovered outdoor spaces and follow one-way systems.
- Disabled people and others 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 disabled people and others with additional needs to be kept under consideration and may call for a balanced approach.

- Signs and verbal communications to remind pedestrians of distance requirements. This could be through spray markings and signs at entrances and movement intersections. Consider the particular needs of those with protected characteristics, such as blind and partially sighted people.
- Local authorities have powers to pedestrianise roads and widen footways – see the Department for Transport's guidance on Reallocating Road Space (in appendix).

This is what you should be considering for pedestrian movement:

- One-way movement of pedestrians to maintain 2m distancing, or 1m with risk mitigation (where 2m is not viable).
- Signs to encourage pedestrians to wait and allow others to pass at entryways 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 signs, using barriers, and the use of marshals as appropriate.
- "Do not join the queue" signs provided at popular destinations, when capacity reached.
- Where possible and safe to do so, consider how queues can be positioned in more sheltered areas, such as under awnings to protect those queuing from inclement weather.
- Work with your local authority or landlord to take into account the impact of your processes (such as queues) on public spaces such as high streets and public car parks.

- Ensuring any changes to entries, exits and queue management take into account reasonable adjustments for those who need them, including disabled people.

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, amending capacity if appropriate. On street parking could be suspended to facilitate other measures.
- Signs to inform pedestrians and road users of changes to road layouts.
- Consider additional parking or facilities such as bike racks, to reduce use of public transport.
- Security risks, and the impact of measures on disabled people and others with additional needs, need to be kept under consideration. This includes access for blue badge holders and may call for a balanced approach.

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. As a result it could be challenging to maintain social distancing in these areas without interventions to facilitate social distancing.

As well as physical interventions such as signs, posters, or barriers to direct people flows, owners and operators may consider the use of Marshals, Stewards or their equivalents. These staff can provide in-person advice and support in particularly busy areas of the high street or town centre to aid compliance with Covid-19 rules and social distancing requirements. Further advice on the potential roles and responsibilities of Marshals or their equivalents can be found here.

Businesses and venues in high streets and town centres maintain ultimate responsibility for the queues related to their premises, they should work with their local authority or landlord to ensure that queues do not impact negatively on public places.

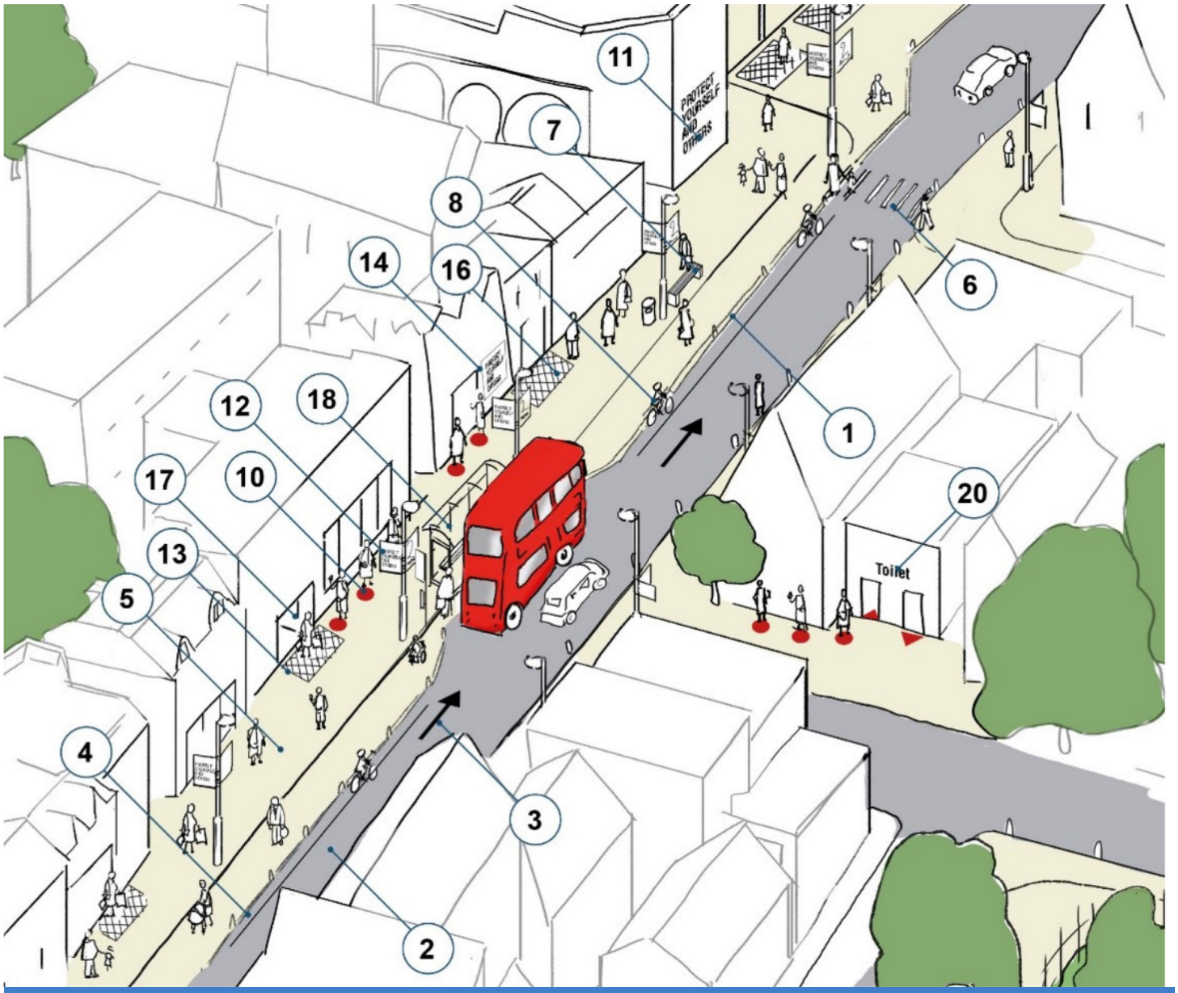


Figure 3: Social distancing interventions in high streets and town centres

Typical temporary interventions to consider for high streets and town centres (some of which are illustrated above):

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 disabled people and older people
6. Safe, level crossing points
7. Seating areas for disabled people and older people
8. Introduce cycle routes
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. lampposts) for signs 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. Marshals or their equivalents to help manage queues and pedestrian flows
16. Keep building entrances and footpaths clear, whilst taking account of the needs of disabled people, older people, and security considerations
17. Maximise access and introduce one-way entry and exit points
18. 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
21. Where possible and safe to do so, consider how queues can be positioned in more sheltered areas, such as under awnings to protect those queuing from inclement weather.

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

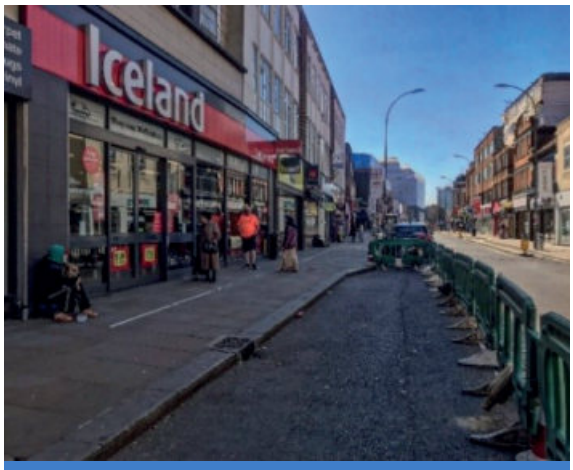


Figure 7: Widening of footways to accommodate queuing outside Iceland supermarket – London

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

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: Signs to encourage social distancing– London

Case study

Manchester City Council created an enhanced space for pedestrians, disabled people, and people on bikes on Deansgate, enabling visitors and workers to socially distance more easily.

The road closure took 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 was 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 was increased by using heavy-duty 'Rhino' barriers to create extended footways. The planned intervention allowed 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 city council has created 11 miles of 'pop-up' temporary cycle tracks known as 'key worker corridors' to help create safer routes for people cycling around the city during the Covid-19 pandemic.

This began with a city council decision to reallocate carriageway space along a 500m section of Aylestone Road, close to Leicester Royal Infirmary, in response to a need for a route to and from the hospital for key workers.

The council had pledged to provide 10 miles of 'pop-up' cycle tracks over 10 weeks, as part of its comprehensive Covid-19 transport recovery plan. It delivered nearly 11 miles in 10 weeks over the summer of 2020, aided by funding from the Government's Emergency Active Travel Fund.

A Tube-style map of all of the 'pop-up' routes, plus existing routes, has also been created, and is available to download or pick up from the city centre Bike Park at Leicester's Town Hall.

Use of the key worker corridors has helped more than double walking and cycling numbers along some of these routes compared to the same period last year.

In addition to the temporary cycle tracks, the council has altered the timings at traffic lights to give more priority to pedestrians and cycles, and has widened pavements in some shopping areas to allow more space for social distancing.

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.

In addition, owners and operators of enclosed and semi-enclosed retail areas should be mindful of any legal requirements regarding the wearing of face coverings.

To understand whether an area should be classified as indoor, and as such be subject to COVID-19 rules and guidance applicable to indoor settings, owners and operators should refer to the definitions laid out in *The Smoke-free (Premises and Enforcement) Regulations Act 2006.* An area that falls under either definition of **enclosed** or **substantially enclosed** should be considered **indoor** and as such COVID-19 rules and guidance applicable to indoor settings, such as wearing a face covering, apply**.** These are:

- An **enclosed** area is an area with walls and doors without any gaps. An enclosed structure may be permanent, such as a building, or temporary such as a marquee.
- A **substantially enclosed** area would be a structure with a roof / ceiling, with an opening or openings in the walls, where the opening in the wall, or the aggregate total of openings in the wall is less than half of the area of the total wall space.

When considering openings in walls, no account should be taken of openings in which doors, windows or other fittings can be opened or shut.

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

Typical temporary interventions to consider for retail areas (some of which are illustrated above):

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. Signs and information reminding the public to use face coverings where legally required
11. Signs 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

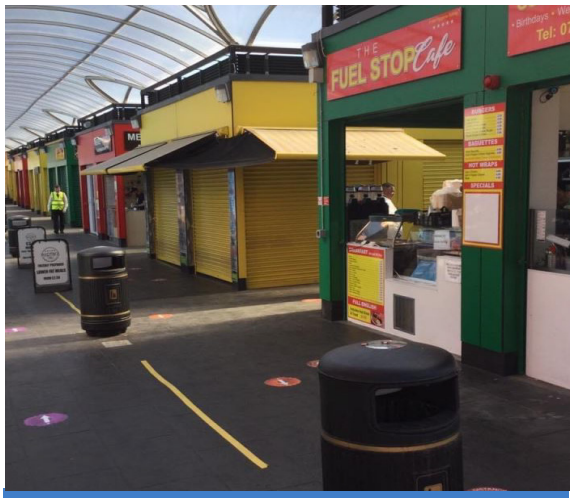


Figure 21: One way flow markings - Knowsley

Figure 22: Marshals / Stewards helping the public - Blackpool

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 facilitate 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.

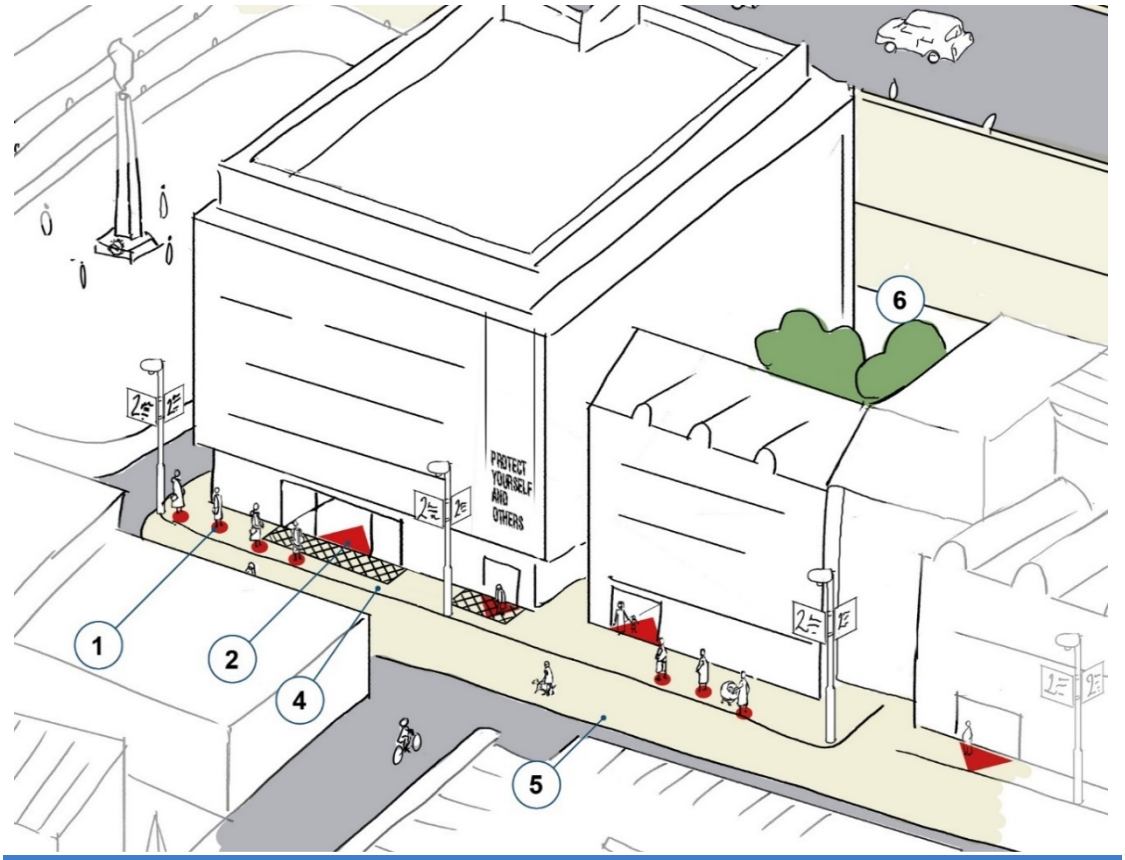


Figure 23: Social distancing interventions in areas around commercial buildings

Typical temporary interventions to consider for commercial areas (some of which are illustrated above):

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
7. Where possible and safe to do so, consider how queues can be positioned in more sheltered areas, such as under awnings, to protect those queuing from inclement weather

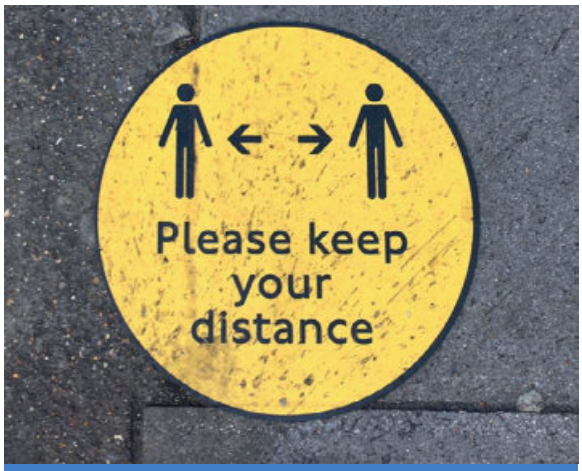


Figure 24: Signs to encourage social distancing– London

Figure 25: Parking guidance for commercial offices– London

Case study

Hertfordshire County Council have implemented measures to encourage and enable social distancing in 15 town centre and high street locations across the county.

Public health and highways experts worked closely to understand the challenges facing the high streets and to identify the most critical locations for adaptation. Areas with high footfall and narrow footways culminating in high concentrations of people were identified as the priorities.

Measures were drawn up for each of the locations with the aim of maximising the space available to pedestrians and help accommodate activity such as queuing. In addition to help support business some areas have been extended to enable the use of outside space for trading.

The measures were shared with the Local County Councillor. the District and Borough Councils, and Business Improvement Districts where applicable in advance of changes on the ground. Once in place, and following feedback from the communities, further amendments were made to ensure interventions were effective and balanced the needs of various users.

The initial measures consisted largely of temporary barriers and signs. The council always intended to work with the towns to identify other ways to help reinforce social distancing measures whist enhancing the appearance and operation of the public realm, with a view to them being in place for some time. As a result in a number of locations, temporary barriers have been replaced with planters bollards, gates and parklets.

The Department for Transport's signs are being complemented with bespoke "Stay Safe Hertfordshire" communications including signs, social media, and branding. The county council hopes to include district council branding as well. These measures have been developed in conjunction with the behavioural change team at Hertfordshire County Council. Drawing on behavioural science principles will help to maximise the impact of the measures, and encourage visitors to town centres to comply with social distancing guidelines.

Going forward, the council continues to work with its behavioural change team to help assess the changes and understand how people are responding to the measures. This includes the public's acceptance of the measures, adherence to 2m social distancing and changes to the dominant modes of transport being used in busy urban areas.

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).

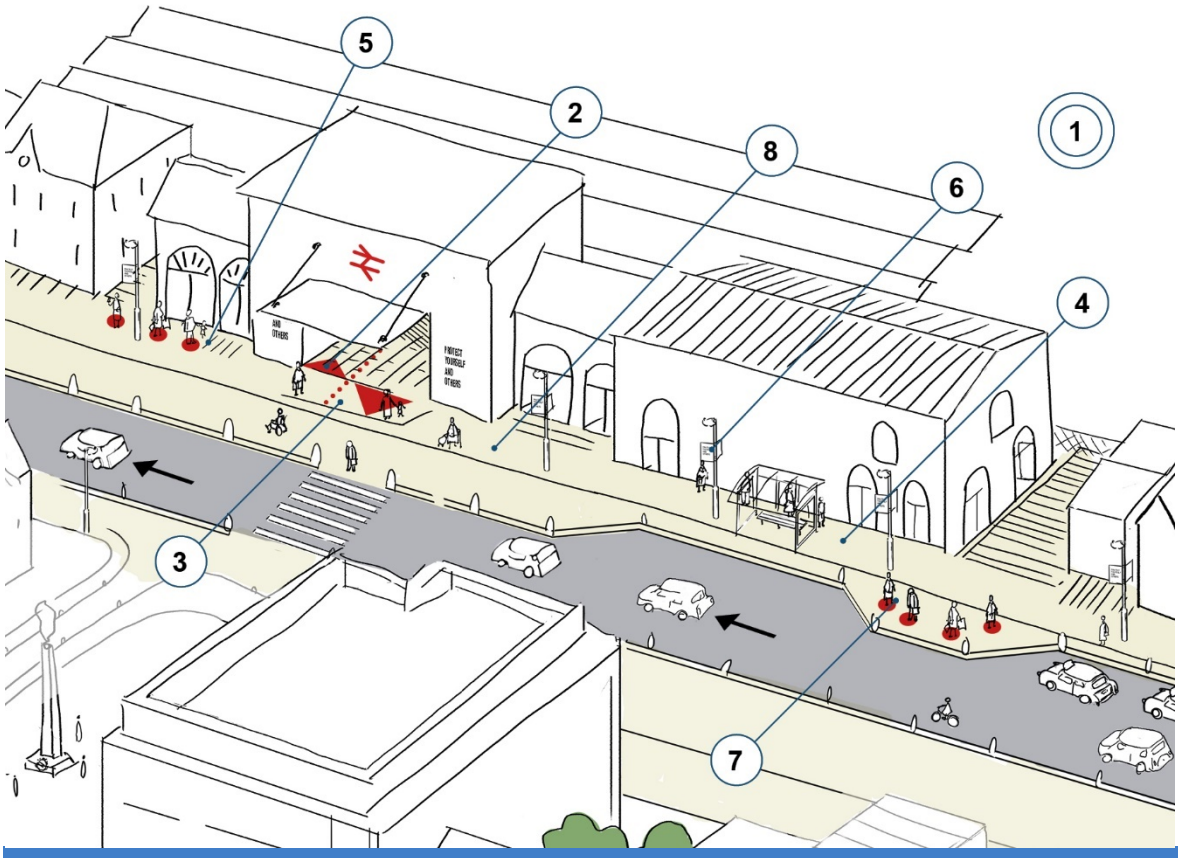


Figure 26: Social distancing interventions in areas around commercial buildings

Typical temporary interventions to consider for transport hubs (some of which are illustrated above):

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.
9. Consider appointment of marshals to help manage the flow of people into, and out of transport hubs
10. Where possible and safe to do so, consider how queues can be positioned in more sheltered areas to protect those queueing from inclement weather

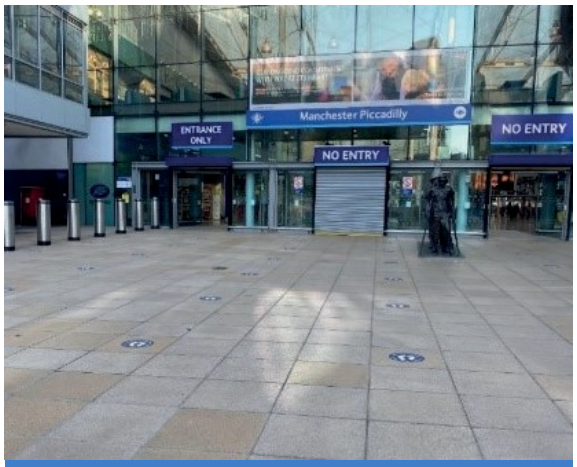


Figure 27: One-way entrance and exit access with queueing markers – Manchester

Figure 28: Signs for queues at transport hubs – London

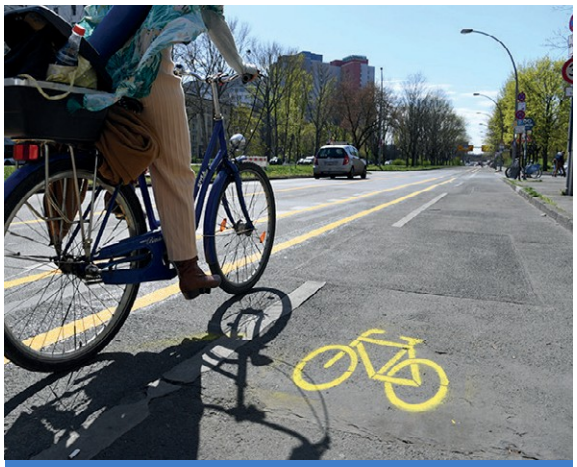


Figure 29: Separation of cycle lanes from vehicular movement – Berlin (Copyright, Reuters

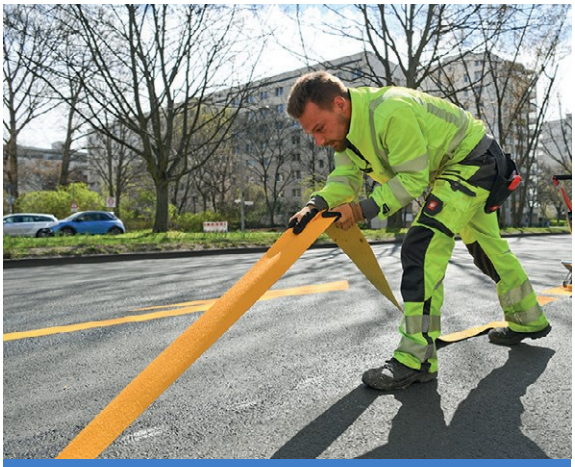


Figure 30: Pop up cycle lanes being installed. – Berlin (Copyright, Reuters images)

Figure 31: Signs attached to existing street furniture – London

Figure 32: Social distancing markers – London

Figure 33: Footway widening outside station entrance – London

4.6 Social distancing for outdoor stalls, outdoor seating and in marketplaces

Owners and operators should consult the latest information on what activity is allowed and what premises are allowed to remain open under current COVID-19 restrictions. Further information can be found here.

Outdoor markets, marketplaces and outdoor seating provision are common in many urban areas and are an area where people may congregate for shopping and recreational purposes.

Government welcomes the use of outdoor space to maximise the safe usage of a retail or hospitality services, however this must be done in line with COVID-19 Secure guidance. Interventions to facilitate social distancing should be in place and temporary structures should not impede other users of the area such as pedestrians or vehicles.

Some markets may be held in covered areas. Owners and operators of markets held in covered areas should determine if the market should be considered as **indoor** as per the definitions provided in section 4.3 of this document.

Facilitating outdoor stalls

Local authorities should support businesses in setting up outdoor stalls where permitted under COVID-19 regulations.

- **Need for a licence** – Some local authority licence procedures cover both the provision of on street trading and outdoor furniture, particularly where some trade is external to the business's permanent structure and takes place in the open air. Local authorities should look to merge procedures or provide for joint applications, where possible.

- **Enforcement of licences -** Given the current situation, local authorities should not seek to undertake enforcement action which would result in unnecessarily restricting safe outdoor stalls during this period, having regard to their legal obligations and access to footways.

- **Timescales for approval** – When considering new applications local authorities should minimise the time taken to process applications. The Government has introduced legislation in the Business and Planning Act 2020 on Pavement Licences. This means that if a local authority does not determine an application for a pavement licence within 10 working days from the day after the application is made, the application for the licence will automatically be deemed granted.

- **Licence charges –** Recent legislation in the Business and Planning Act 2020 has introduced a capped fee of £100 for applications pertaining to pavement licences and street trading.
- **Equality of access** - Local authorities should ensure that safe outdoor stalls, outdoor seating, or other pavement furniture such as A-boards will not restrict movement for pedestrians, particularly disabled people, for example, where adjacent footways are already narrow. Local authorities should consider the impact of any plans on blind and partially sighted and/or wheelchair users and encourage space to be taken from roads, maintaining a detectable kerb between pedestrians and additional obstructions.
- **Security** – Local authorities should encourage operators to consider security implications of new measures, particularly the risk from interaction with vehicles. Regarding the consideration of pavement licensing applications, local authorities should consider consulting with Police Licensing Teams, Designing Out Crime Officers and Counter Terrorism Security Advisors for relevant advice on security matters. Where appropriate, Highway Authorities or Traffic Authorities may also require consultation on road protection.
- Guidance on the pavement licence provisions introduced in the Business and Planning Act 2020 can be found here.

Using road closures to enable outdoor stalls

Road closures and other such measures are given effect by Traffic Orders, which local authorities already have the powers to make. The Department for Transport has made the process of making Traffic Orders easier through emergency legislation which came into force on 23 May.

Reallocating space, for example by closing roads to pedestrianise them, widening pavements or suspending parking bays, can provide extra space which can be used for outdoor markets.

As part of their social distancing interventions, local authorities should be considering:

1. Designating streets with a high proportion of restaurants, bars, cafés as markets to make it easier for businesses to set up outdoor takeaway stalls and;

2. Changing the layout of streets, for example through pedestrianisation, to create more space for outdoor stalls and making the best use of those already pedestrianised.

To make it easier for local authorities to set up new markets, the government has extended planning freedoms to allow land to be used to hold outdoor markets for longer, without the need for a planning application. This will provide local authorities with greater flexibility to set up markets, for instance on streets, car parks or other public land. These rights also allow for any moveable structure, such as a market stall, to be set up on the land at any time up to 23 March 2022.

In addition, the government has introduced short term measures to double the length of time for land to be temporarily used for other purposes and for moveable structures to be set up on the land during 2020 and 2021.

As part of any road closures or changes to road layouts, local authorities will need to consider security risks, as well as how to maintain access for deliveries, emergency services, Blue Badge holders and other functions such as rubbish collection.

Hygiene

It is important that hand hygiene is considered in areas with outdoor stalls, outdoor seating or markets. This includes:

- Making hand sanitiser and hand washing facilities available.
- Setting clear use and cleaning guidance for toilets to ensure they are kept clean and social distancing is achieved as much as possible.
- Taking special care for cleaning of portable toilets.
- Provision of more regularly emptied rubbish bins for used cleaning materials.

Further guidance is available for businesses from the Department for Business, Energy and Industrial Strategy (see appendix).

Supporting marketplaces and areas with outdoor seating

Marketplaces and areas with outdoor seating are likely to have high footfall levels at peak times and restricted entry and exit points. Circulation around marketplaces and streets with a high proportion of restaurants, bars and cafes, where outdoor seating is introduced, will be an important factor.

Owners and operators of these areas may wish to consider the use of Marshals, stewards or their equivalents. These staff can provide in-person advice and support in areas of high footfall to aid compliance with COVID-19 rules and social distancing requirements. Further advice on the potential roles and responsibilities of Marshals or their equivalents can be found here.

Temporary weekly markets and outdoor seating areas will have different servicing and delivery requirements to permanent structures that will need to be considered.

Owners and operators should also consider how inclement weather may impact the behaviour of those in outdoor market or seating areas. Examples of potential changes in behaviour include a greater likelihood of congregating in covered areas, and/or less inclination to queue.

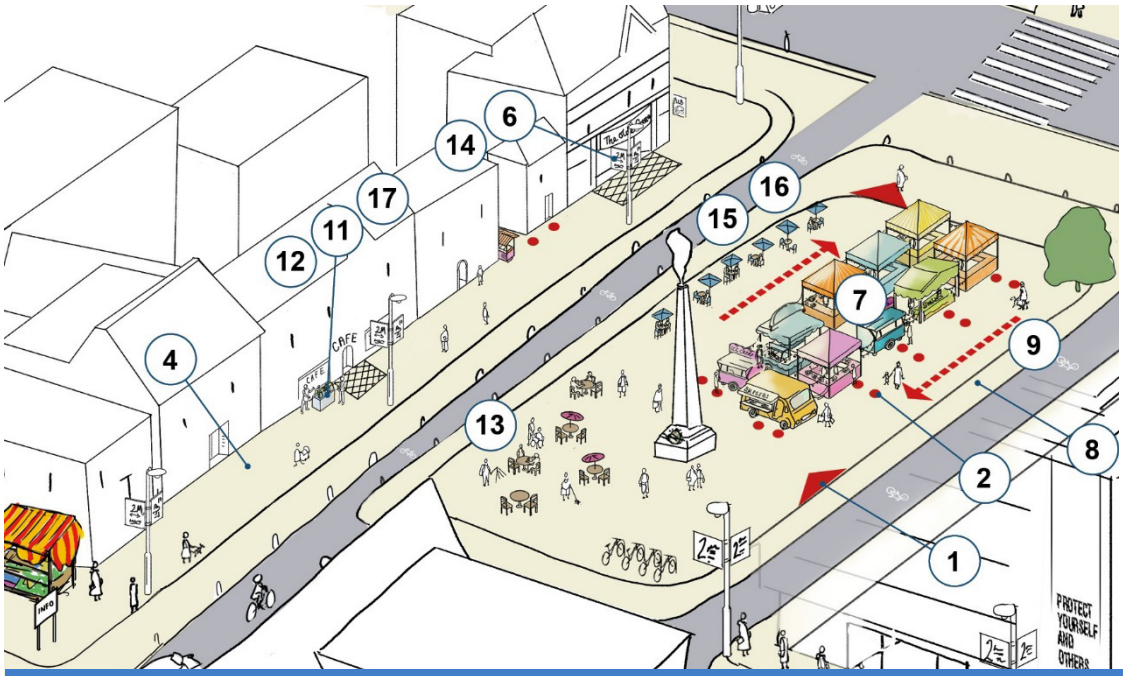


Figure 34: Social distancing interventions in areas around commercial buildings

Typical temporary interventions to consider for outdoor stalls, outdoor seating and in marketplaces (some of which are illustrated above):

1. Maximise access and introduce clear one way entry and exit points.
2. Provide queue markers with waiting zones.
3. Phasing of access and opening times
4. Keep adjoining building entrances clear
5. Consider phasing market setting up and business opening times and deliveries to minimise impact on the public realm
6. Signs on social distancing and circulation
7. Consider varying the layout of your market
   based on the available space, for example
   back to back stalls or staggering stalls
8. Consider enlarging the footprint of the market by capitalising on additional pedestrianised areas where possible
9. One-way circulation for street markets
10. Signs and information provided at widened entry and exit points for markets
11. Where there is adequate space, businesses can consider providing outdoor stalls and/or seating
12. When considering placing seating and/or stalls outside ensure pavements are not obstructed, taking into account the needs of disabled people, wheelchair users, blind or partially sighted people or other disabilities
13. When considering placing seating and/or stalls outside ensure that their placement does not impact or impede other queues, street furniture or pedestrians in a way that prevents social distancing
14. Consider the use of signs to limit queue lengths
15. Consider designating seating areas using temporary measures such as physical barriers, pavements markings to maintain distance between pedestrians and customers
16. If outdoor seating and tables are provided, ensure there is adequate space to maintain social distancing between customers from different households
17. Consider the impact of other street furniture associated with business operations on the public realm ensuring that they do not create obstructions or

impede pedestrians e.g. A-boards, umbrellas, heaters etc.

18. Consider opportunities to pedestrianise streets, either temporarily or permanently to support markets, walking and cycling
19. Ensure that stalls will not create unnecessary barriers, particularly taking account of the needs of disabled people19. Ensure that stalls will not create unnecessary barriers, particularly taking account of the needs of disabled people
20. Consider whether space can be taken from the road and try to maintain a detectable kerb between pedestrians and additional obstructions where possible
21. Where possible and safe to do so, consider how queues can be positioned in more sheltered areas, such as under awnings to protect those queuing from inclement weather.

Figure 35: Consideration of one-way circulation in marketplaces –London images)

Figure 36: Remove street clutter and obstacles to follow clear movement of pedestrians – London

Figure 37: Queueing system to steer customers to and through the market space – London

Figure 38: Where there is adequate footway space for safe passing and queueing, cafés and other food and beverage distributors could utilise the external street space. Businesses are encouraged to check whether they already have a licence – London

Figure 39: Queueing system to steer customers to and through the market space – Doncaster

Figure 40: Queueing system to steer customers to and through the market space – Basingstoke

4.7 Compliance, enforcement and managing local outbreaks

The police can take action against individuals if they meet in larger groups. This includes breaking up illegal gatherings and issuing fines (fixed penalty notices). Further information can be found here.

An owner, proprietor or manager carrying out a business (or a person responsible for other premises) who fails to fulfil the obligations placed on them in law, without reasonable excuse, commits an offence.

In England, local authority compliance and enforcement officers (such as Environmental Health and Trading Standards officers) will monitor business compliance, with police support provided if appropriate. Further information on restrictions against businesses can be found here.

The Government has also provided local authorities in England with new powers to take decisive action against premises that do not comply with COVID-Secure rules. These will enable enforcement officers to issue improvement and restriction notices to premises that are not meeting COVID-Secure business obligations. Further information can be found here.

Upper tier local authorities have powers to help manage local outbreaks. These include the power to close or impose measures in relation to specific premises, public outdoors places, or events. Further information on how national and local partners work with the public at a local level to prevent, contain and manage outbreaks can be found below.

- COVID-19 contain framework: a guide for local decision-makers
- Local authority powers to impose restrictions under coronavirus regulations

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 higher levels of use during warmer weather and daytime hours. Those in urban centres typically have high levels of footfall 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. Some parks and green spaces may have outdoor gym equipment and playgrounds, provide facilities for grassroots sport, and/or outdoor performances and events. Government has produced separate COVID-19 Secure guidance for owners/operators on managing these facilities that should be consulted alongside this document as appropriate.

Owners and operators should be aware that certain facilities may be required to remain closed by law. Owners and operators should review the latest restrictions here. More information on local authority powers to prevent local outbreaks can be found at section '4.7- compliance, enforcement and managing local outbreaks'.

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 disabled people.
- 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.

- The impacts of inclement weather that may cause a change public behaviour when being asked to queue in uncovered outdoor spaces and follow one-way systems.
- Increased footfall around park facilities such as playgrounds.

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 disabled people and others with additional needs, needs to be kept under consideration and may call for a balanced approach.
- Signs and communications to remind pedestrians of distance requirements. This could be through spray markings and signs at entrances

This is what you should be considering for pedestrian movement:

- One-way movement of pedestrians to maintain 2m distancing, or 1m with risk mitigation (where 2m is not viable).
- Signs to encourage pedestrians to wait and allow others to pass at entryways 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.
- Providing written or spoken communication on the latest guidelines to both workers and visitors inside the green space. Consider the particular needs of those with protected characteristics, such as blind or partially sighted people.
- “Do not join the queue” signs provided at popular destinations, when capacity reached.
- Ensuring any changes to entries, exits and queue management take into

account reasonable adjustments for those who need them, including disabled people.

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, amending capacity as appropriate.
- On street parking could be suspended to facilitate other measures.
- Consideration should also be given to the need for additional parking or facilities such as bike racks, to reduce use of public transport.
- Security considerations and the impact of measures on disabled people, access to blue badge holders, and others with additional needs, needs to be kept under consideration and may call for a balanced approach.

Identified below are some of the typical issues and potential interventions that could be considered to enable safer levels of social distancing within parks and green spaces, some of which are shown in the diagram.

Figure 41: 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 disabled people and older people.
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 signs 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 42: Parallel footpath created through recent social distancing use– London

Figure 43: Social distancing floor markings – London

Figure 44: Public health information signs in park – London

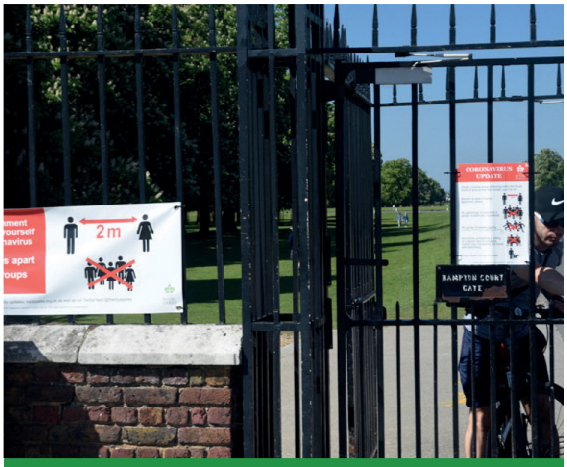


Figure 45: Signs to communicate social distancing – London

Figure 46: Signs to communicate social distancing – Walsall

Figure 47: Signs 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 signs and communications, opportunities through technology and regulatory considerations.

6. Additional communication, technology and regulatory considerations

6.1 Temporary signs 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.

In developing communications, owners/operators are advised to consider what behaviours they are seeking to encourage. Providing a clear rationale to explain why interventions have been made and why controlling infection is important can lead to greater adherence to guidance. Understanding the diverse experiences and perspectives of different communities can help to maximise the effectiveness of communications.

Potential communication methods 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 people and how they can continue to access public places in a safe way.
- Providing Marshals, stewards or their equivalents in the busiest areas to provide advice and support the public to comply with COVID-19 rules.
- Marking appropriate spaces for queuing, accounting for queues and space required by neighbouring premises whilst taking security considerations into account.

Owners/operators are advised to consider how they can gather feedback from the users of their spaces to ensure that the temporary interventions made are fit for purpose, and to identify any issues that may arise following implementation.

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.
- Owners/operators may want to consider the full range of digital engagement tools open to them, in order to consult and communicate proposed changes to the built environment, and then inform communities when those alterations come into effect. Digital engagement can support a broader, richer conversation with communities and help deliver a range of services that meet citizen needs and make it easier for people to socially distance.
- There is a broad range of public sector data that is made readily available to members of the public and to owners/operators of spaces and places; making the best use of this data to inform decision making, and to help build better services, will ensure that community needs are met. (See links in the Annex).
- 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 and warn users appropriately. In addition, you must have regard to your regulatory and statutory duties such as those in relation to cyber security and data protection.

When creating digital tools/solutions owners/operators should be mindful of the needs of those who may not have access to certain types of device, or may have sensory, mobility or other impairments, and to put in place mitigations to assist where possible.

Case study

West Berkshire Council has re-opened its local household waste recycling centres and provided an environment for residents and staff to safely socially distance. Working with an online booking app, a digital "Click and Tip" service was created, they have effectively managed the potential volume of traffic queuing for each site. The website allows residents to book a time and date from available slots.

The service allows the council's waste team to manage the number of bookable slots, adjusting their availability per half hour, to take account of resource and potential demand at each recycling centre. The digital service is fully end-to-end, from selecting a timeslot online, to checking-in arrivals on-site using a tablet, meaning there is minimal administration required for each booking.

To ensure inclusivity, there is also an assisted version of the service, although in the first month, over 90% of residents chose to book unassisted. During the process, residents are also offered a chance to subscribe to an email newsletter keeping them up to date on the council's response to Covid-19, which thousands have already done.

In the first month of operation, the service has been used more than fifteen thousand times and feedback from residents has been overwhelmingly positive.

Case study

Experts and analysts from Ordnance Survey (OS) have formed an Emergency Response Team to help the NHS, emergency services, and local authorities in their response to the Covid-19 pandemic.

Precise OS geospatial data is playing a crucial role in helping government departments, and a vast network of services, make the best possible decisions in the crisis. Over the last 10 weeks, OS have supported over 150 organisations by providing insight and support with accurate location data.

Emergency covid-19 data licence

In addition to the data available for the public sector under the new Public Sector Geospatial Agreement (PSGA), OS have now released an additional Covid-19 licence for developers building Covid-19 specific services.

The licence enables organisations, developers and individuals to use OS data, free at the point of use, for the specific purpose of supporting the national response to Covid-19. It is enabling developers to create web and mobile apps

which can draw on location data to help people more safely use public places and spaces.

OS and Natural England

Ordnance Survey and Natural England have created an online tool to help citizens stay safe when returning to outdoor activities. www.getoutside.co.uk/covid provides a wealth of up-to-date information on what to do and where to go safely outdoors.

The online tool offers practical information and advice on taking part in 24 different outdoor activities, e.g. canoeing, rock-climbing and fishing. The tool aggregates government information related to each activity and provides practical guidance to give people confidence they can safely take part in these outdoor pursuits.

Image: Greenspace topography map (Ordnance Survey]

6.3 Additional security and enforcement considerations

A revised layout may present new security risks, particularly where multiple queues are created or measures are introduced that create crowds of people such as new al-fresco dining or drinking areas. 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 large concentrations of people using pavement space, are 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.

Operators should be careful to avoid giving specific, credible and current information that could help a hostile identify an attractive target and carry out an attack. Be mindful of messaging, both at the site and particularly on-line, which covers detailed information about queue locations and times, the number of people expected, and suggesting removal of security features such as street furniture, bollards etc. Where it is necessary to provide this information for regular site users consideration should be given to promoting the protective security measures in place through deterrence communications.

For further information consult the National Counter Terrorism Security Office (NaCTSO) and Centre for Protection National Infrastructure (CPNI) for specific security advice related to COVID-19. 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 local authorities to make changes to road layouts. Links to further guidance can be found in the appendix.

National Grant of Planning Permission

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 2021.

A national grant of planning permission for England has been introduced so that local authorities themselves, or others on their behalf, can use land for the purposes of holding a market. This right also allows for the provision on the land of any moveable structure for the permitted use at any time up 23 March 2022. In addition, for 2020 and 2021 the length of the national grant of planning permission for the temporary use of land and the associated provision of any moveable

structure has doubled from 28 to 56 days, or from 14 to 28 days where applicable. This can be used generally.

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 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. Guidance on choosing a competent risk assessor is available here -https://www.nationalfirechiefs.org.uk/Finding-fire-risk-assessor.

7. Appendix

7. Appendix

7.1 Definitions

Clinically extremely vulnerable (shielding) and clinically vulnerable people	https://www.nhs.uk/conditions/coronavirus-covid-19/people-at-higher-risk/whos-at-higher-risk-from-coronavirus/

7.2 Where to obtain further information

Coronavirus (Covid-19): guidance

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

Guidance: Staying safe outside your home

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

Guidance: Face coverings: when to wear one and how to make your own

https://www.gov.uk/government/publications/face-coverings-when-to-wear-one-and-how-to-make-your-own

Guidance on shielding and protecting people who are clinically extremely vulnerable from COVID-19

https://www.gov.uk/government/publications/guidance-on-shielding-and-protecting-extremely-vulnerable-persons-from-covid-19/cev-from-2-dec

Enabling safe and effective volunteering during coronavirus (COVID-19)

https://www.gov.uk/guidance/enabling-safe-and-effective-volunteering-during-coronavirus-covid-19

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

Reopening High Streets Safely Fund guidance

https://www.gov.uk/government/publications/reopening-high-streets-safely-fund-guidance

Guidance to support local authority compliance and enforcement activity, including COVID-19 Secure Marshals or equivalents

https://www.gov.uk/government/publications/covid-19-local-authority-compliance-and-enforcement-grant/guidance-to-support-local-authority-compliance-and-enforcement-activity-including-covid-19-secure-marshals-or-equivalents

Coronavirus (COVID-19): guidance for local government

https://www.gov.uk/guidance/coronavirus-covid-19-guidance-for-local-government

The Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020

http://www.legislation.gov.uk/uksi/2020/632/contents/made

Wales: Creating safer public places: coronavirus

https://gov.wales/creating-safer-public-places-coronavirus

Scotland: Coronavirus (COVID-19): guidance on safer public spaces - urban centres and green spaces

https://www.gov.scot/publications/coronavirus-covid-19-safer-public-spaces-scotland-urban-centres-green-spaces/

Northern Ireland: Guidance for Urban Centres and Green Spaces (COVID-19)

https://www.communities-ni.gov.uk/publications/guidance-urban-centres-and-green-spaces-covid-19

7.3 COVID-19 Secure 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

Working safely during COVID-19 in Shops and Branches

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

Working safely during COVID-19 in restaurants, pubs, bars and takeaway services

https://www.gov.uk/guidance/working-safely-during-coronavirus-covid-19/restaurants-offering-takeaway-or-delivery

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

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

Coronavirus (COVID-19): transport and travel guidance

https://www.gov.uk/government/collections/coronavirus-covid-19-transport-and-travel-guidance

How to carry out a Covid-19 risk assessment
https://www.hse.gov.uk/simple-health-safety/risk/index.htm

Covid-19 Secure: Guidance for managing playgrounds and outdoor gyms

https://www.gov.uk/government/publications/covid-19-guidance-for-managing-playgrounds-and-outdoor-gyms/covid-19-guidance-for-managing-playgrounds-and-outdoor-gyms

Keeping workers/volunteers and customers safe during Covid-19 for providers of grassroots sport and gym/leisure facilities

https://www.gov.uk/guidance/working-safely-during-coronavirus-covid-19/providers-of-grassroots-sport-and-gym/leisure-facilities

Keeping workers and audiences safe during Covid-19 in the Outdoor Event Industry in England

https://www.eventsindustryforum.co.uk/index.php/11-features/14-keeping-workers-and-audiences-safe-during-covid-19

Operating Safely during Covid-19: Performing arts returning to training, rehearsal and performance

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

Coronavirus (COVID-19): disposing of waste

https://www.gov.uk/guidance/coronavirus-covid-19-disposing-of-waste

Coronavirus (COVID-19): advice on accessing green spaces safely
https://www.gov.uk/guidance/coronavirus-covid-19-advice-on-accessing-green-spaces-safely

7.4 Security Guidance

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

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

Guidance on the National Vehicle Threat Mitigation Unit

https://www.gov.uk/government/publications/national-vehicle-threat-mitigation-unit/the-national-vehicle-threat-mitigation-unit

Guidance on High street Protective security considerations
https://www.cpni.gov.uk/high-street-hospitality-protective-security-considerations

Guidance on increasing the protection of crowded places from security threats

https://www.gov.uk/government/publications/crowded-places-guidance

7.5 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

The Traffic Orders Procedure (Coronavirus) (Amendment) (England) Regulations 2020

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

Safer travel guidance for passengers
https://www.gov.uk/guidance/coronavirus-covid-19-safer-travel-guidance-for-passengers

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

Local Transport Note 1/20: Cycle Infrastructure Design

https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120

7.6 Additional digital/data sources

Data.gov.uk

https://data.gov.uk/

Ordnance Survey – repository for geospatial data

https://www.ordnancesurvey.co.uk/

7.7 Additional relevant external information

Temporary parking enforcement guidance:

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

7.8 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

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