



Social Distancing Within the Highway

A Toolkit

Date 21/10/2020

Transport & Infrastructure



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Introduction

Cornwall Council is committed to helping local communities stay as safe as possible as we collectively manage the effects of the current Covid-19 pandemic.

This toolkit has been developed in order to assist local communities in managing the specific needs of your local area.

The Council is keen to enable and empower communities to take action at a local level. We are here to support you as you put measures in place to protect and support residents, businesses and customers, while maintaining a safe environment for all.

The Background

Covid-19 has required us all to start to think differently about how our lives will look in the future. The effects have been felt throughout our towns and villages, and as we move through the gradual re-opening process, we will need to look closely at the impact on all of our public spaces, including our roads and streets. High level guidance has been issued by Government agencies, and the purpose of this Toolkit is to translate the aims and objectives of this guidance into a series of simple and practical measures that can be applied locally where needed.

Clearly every town and village throughout Cornwall will face its own particular set of issues, with some coping well without intervention, while others may require complex reorganisation for safety to be assured. No document can cover all eventualities, but it is hoped that this Toolkit will answer some of the most frequently asked questions, and signpost you to further information where necessary.

Suggested Measures

The table below provides examples of situations where meaningful benefit might be achieved through added on site awareness or measures. Each situation should be carefully considered to ensure that measures are reasonable and proportionate to the issue and local surroundings and respectful of neighbouring businesses.

Low Level interventions should be locally led and will be the quickest and most straight-forward means by which local communities can introduce simple social distancing measures. The Highways team do not need to be involved unless you

require advice from them. High level interventions such as road closures will, due to their nature, require authorisation from Cornwall Council. To help inform this, it is desirable that you have the support of your Town or Parish Council (T&PC) and Local Cornwall Councillor (LCC). Such requests should be sent to either the Highway & Environment Manager (H&EM) handee@cormacltd.co.uk (East), handew@cormacltd.co.uk (West) or Community Link Officer (CLO) in the first instance in order to be considered. For further information on The Highways and Environment – Network Management boundaries please refer to the Frequently Asked Questions.

If approved, the Council can then lead on the regulatory process and implementation. Cornwall Council will also contact the emergency services and public transport operators, where required.

General Delivery Timescales

We were able to deliver many of the low-level interventions described in the table within a couple of weeks to enable businesses to safely re-open on 15 June 2020. Any new requests for similar measures should also be able to be delivered in a similar timescale. As most of the high-level intervention options require licencing or regulation orders, they will take longer to put in place. It is therefore crucial that requests for high level intervention that have support from your T&PC and LCC are brought forward to your relevant H&EM or CLO at the earliest opportunity in order to allow for longer lead times. It may also be that a staged delivery approach is worthy of consideration, giving time to assess the effectiveness of initial measures before considering further steps.

IMPORTANT – before implementing any temporary measure to assist in maintaining safe social distancing, specific consideration must be given to providing appropriate disabled access. This will include, but is not limited to, providing safe passage along the highway, rest areas, access to disabled parking facilities and the like.

Funding

Cornwall Council was allocated £152,000 of the £250m funding available from the Government's emergency active travel fund. This has been used to positively support all towns and communities to manage social distancing as they opened up. This is in addition to any funding already allocated for improvements, such as the 'Town Funds'. We will continue to provide support to communities to implement measures to support social distancing.

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Table of Example Situations

Scenario	Low Level Intervention	High Level Intervention	Resources for High Level Intervention
Social distancing and street furniture	<p>Benches, bus shelters and the like. Consider use of temporary taped markings to remind of social distancing requirements on street furniture. Consider markings on pavements for overflow from bus shelters. Final resort consideration only for removal if consistently misused.</p> <p>INFORMAL consultation with T&PC</p>	Removal of street furniture needs to be in agreement with your H&EM and be removed by an approved Council contractor.	Storage
Queuing outside shops	<p>The Council will look favourably on intervention such as the temporary placing of markers/markings on the pavement to delineate 2m distances. Care must be taken to ensure that your action is not detrimental to adjacent properties/businesses and must leave sufficient room for safe passage past the queue or create any additional health and safety problems.</p> <p>Consideration must also be given for disability access.</p>	Provision of any barrier/queue marker or the like which changes footway width or forces pedestrians into vehicle paths. Any physical measure that makes an incursion into the carriageway will require a form of notification to Streetworks and internal CC liaison.	Barrier Daily checks Relevant Licencing Cones

	INFORMAL consultation with adjacent premises.		
Insufficient width of pavement for safe passage	<p>Removal of all temporary street furniture (A frames, notice boards) to maximise available width. INFORMAL consultation with local businesses, business forums, T&PC to engage support.</p> <p>Where insufficient width still exists, consider advisory “one way” pedestrian walkways by means of temporary signage.</p> <p>INFORMAL consultation with T&PC, CLO</p>	<p>Removal or re-siting of unnecessary permanent street furniture (litter bins, benches. etc) to increase available width for pedestrian movement in discussion with your H&EM and removed by an approved Council contractor.</p> <p>Where footfall is regularly very high, consider provision of formal “one way” pedestrian walkways by means of signage. If incursion into carriageway is required, this will need barrier support and will require notification to Streetworks. A temporary traffic regulation order (TTRO) may be required. Likely timescales of up to 5 weeks to implement.</p>	<p>Barrier</p> <p>Daily checks</p> <p>Relevant Licencing</p> <p>Longer lead in time</p> <p>Finance</p> <p>Storage</p>
Overhanging vegetation/overgrown urban footpaths	<p>Where vegetation is reducing available safe width for pedestrians to pass, every effort should be taken locally to identify landowner responsible (usually the adjacent property owner). Approaches can be coordinated through</p>		

	the relevant T&PC with a request to cut back. Formal approach can be made via H&EM if this is unsuccessful.		
Reminder signage within queues or at entrance to busy footfall areas	“Home-made” type signage within the highway will be looked on favourably providing it contains appropriate language, is small and does not obstruct easy passage along the highway. Particular consideration should be given to disability access when considering appropriate sites for erection.	Consider provision of DfT approved signage at gateway zones to busy pedestrianised areas. https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/885186/covid-19-temporary-signs-for-pedestrians-drivers-and-cyclists.pdf Before selecting as viable option thought must be given as to suitable siting positions to ensure that available pedestrian space to pass is not compromised.	Relevant signs Cones Daily checks
Provision of planters/barrriers/other crowd control measures in pedestrianised zones or on suitable pavements	Temporary measures of this sort specifically designed to guide pedestrians safely and at appropriate social distance will be considered favourably by the Council. INFORMAL Consultation with adjacent residents/businesses and T&PC		
Reduction in speed limit		Any speed limit reduction must be	Design Consultation

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(20mph) to allow for shared space zones		<p>accompanied by a legally enforceable Traffic Regulation Order (TRO) or TTRO. This process is likely to take up to 5 weeks to implement, even with accelerated government authority.</p> <p>Discussion and agreement should be achieved at local level before nomination brought forward.</p>	<p>Signage Labour Enforcement costs High financial implication Ongoing monitoring for effectiveness</p>
Provision of formal pedestrianised zones		<p>In removing pedestrian hotspots all consideration to suggested changes must ensure that this does not lead to other health and safety problems.</p> <p>Any formal pedestrianised zone must be accompanied by a legally enforceable TRO or TTRO as above.</p> <p>Procedure as for speed limit reduction above.</p>	Same as for speed limit above
Congestion around schools	<p>Liaison required with schools in first instance to note measures that they are considering. Staggered drop off and pick up times, advisory one-way walking routes and the like should all be considered where appropriate.</p> <p>transport@cornwall.gov.uk</p>	<p>Provision of “school street” where traffic is formally restricted at drop off and pick up times requires a TRO or TTRO. Procedure as for speed limit reduction above.</p>	Same as for speed limit above

Moving or changing on street parking, taxi ranks etc	Consider placing temporary advisory signage requesting that space is left unoccupied. INFORMAL consultation locally and with T&PC.	All formal moves will require a TRO or TTRO. Procedure as for speed limit reduction above.	Same as for speed limit above

This document was last updated on 21 October 2020, when Cornwall was a 'Tier 1' area. It will be reviewed periodically to reflect any changes in guidance.

If you would like this information in another format please contact:

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