

**Updated 26 June 2020**

## **Covid-19: City Streets – explaining the changes**

### **Why is the City of London Corporation making changes to City Streets?**

The latest Government guidance requires people to work from home if they can and to practice social distancing. While most people who work in the Square Mile can work from home, some people will begin travelling to and through the City over the coming weeks.

Car parking space is extremely limited and any increase in the use of cars, taxis and private hire vehicles is likely to lead to congestion and an increase in air pollution and road danger. Returning to work needs to be primarily by walking, cycling and public transport so we need to create space on the streets to facilitate this.

### **What are the changes?**

Temporary on-street measures include introducing:

- more space for walking and cycling, including increased cycle parking
- timed closures to motor vehicles on some streets (7am–7pm Monday to Friday), allowing limited access to premises for people with access needs, deliveries and servicing
- closures of streets to through traffic or other changes in operation, e.g. switching to one-way or giving priority to buses
- an advisory 15 miles per hour speed limit
- signage to promote social distancing and encourage considerate behaviour

### **Where will the changes be?**

Change is required across the Square Mile and will be delivered in phases over the summer. Visit our [webpage](#) for details on individual streets.

### **Have the changes been finalised?**

Final approval for Phase 1 and Phase 2 has been granted. Further proposals are subject to City Corporation Committee approval and in some cases agreement with Transport for London (TfL) with neighbouring boroughs.

### **When will the changes start?**

We started implementing changes on the 4 June with the first phase of changes largely complete. Work on Phase 2 will start on the 6 July. Programme details are available on our webpage.

### **Why are you setting an advisory 15mph?**

Reducing the speeds of vehicles decreases the likelihood of a collision and the severity of injury in the event of one. Drivers are more likely to give way to people walking if average speeds are below 15mph.

The introduction of an advisory 15mph speed limits as part of these measures is in-line with the City Corporation's [Transport Strategy](#). The strategy includes a proposal for a City-wide 15mph speed limit

as one of the steps to reduce road danger and deliver Vision Zero (eliminating death and serious injuries on the City's streets by 2040).

### **Will the surrounding streets be busier or more dangerous?**

The City Corporation is working with Transport for London (TfL) and our neighbouring boroughs to ensure that any impacts to the wider street network are minimised. While some streets may be busier, we do not expect this to make them more dangerous. We will be monitoring collision data and air quality data to ensure that any impacts on the street network is captured and can be reported back to Committee.

The measures have been designed to be flexible and can be adapted if needed. If there are any safety critical issues these will be rectified.

### **How will you monitor the changes?**

A monitoring strategy will be in place, and we will seek feedback from residents, businesses and street users. An online survey is available on our [webpage](#) for you to provide feedback of your experience of the changes once the changes are implemented on street.

### **What about access for emergency service vehicles?**

Access for the emergency service vehicles will be maintained although there may be some changes in routing. We will liaise with the emergency services as we develop proposals.

### **What is an essential vehicle?**

Vehicles driving in the Square Mile during the Covid-19 period should be limited to those that absolutely need to be there. Where possible limit vehicles coming into the area and/or re-time the trip outside of 7am – 7pm.

Essential vehicles may include:

- Delivery vehicles accessing off street premises
- Cars parking in on site car parks
- Essential trades/maintenance vehicles
- Construction vehicles to sites within the Square Mile
- Emergency service vehicles
- Vehicles used by disabled people who need to access premises.

### **What is access to off-street premises?**

Access to off-street premises means that vehicles can use streets within restricted hours to enter or exit an off-carriageway parking, loading or servicing area. These will mostly be within buildings.

### **Can residents continue to access properties?**

Our plans will not stop any direct access to resident properties for access, deliveries or trades people, but it may mean that the route taken to get to and from properties will be different and in some cases there may be longer routes.

### **What about people that need to use motor transport?**

We understand that some people need to use a vehicle for their journey and may need access to or near their destination. Equality Analysis for Phase 1 and Phase 2 has been undertaken and we will seek to minimise impacts to all groups with protected characteristics. Equality Analysis will also be undertaken on future phases.

For example:

- We will incorporate pick up and drop off areas on streets where we are creating additional space for walking and cycling, these will allow direct access to the kerb.
- We will allow access to disabled parking bays and for pick up/drop off on streets that have timed access restrictions for general traffic.
- We will avoid suspending any disabled parking bays, where possible. Where it is necessary to do this, we will seek to provide an alternative parking bay as close as possible to the original location.

We continue to liaise with the City of London Access Group on the proposals and will be gathering feedback from the public once changes are implemented. This will allow us to make adjustments if necessary.

### **Will any disabled parking spaces be removed?**

We will avoid suspending any disabled parking bays, where possible. Where it is necessary to do this, we will seek to provide an alternative parking bay as close as possible to the original location.

### **What about access for taxis and private hire vehicles?**

Access restrictions will apply to taxis and private hire vehicles, but some exemptions may be introduced.

For example, taxis and private hire vehicles will be able to use streets with timed access restrictions when dropping off or picking up disabled passengers or those with limited mobility. Pick-up and drop-off arrangements will be reviewed as the detailed changes for each street are developed and will be kept under review.

We will work with the taxi and private hire industry to ensure their drivers are aware of the changes.

### **How does this affect our specific loading bay / underground car park?**

Details of changes on individual streets will be detailed on our [website](#). Access to off-street loading bays and car parks should not be affected, but the routes to access them may need to change.

### **Can we get deliveries to our building, i.e. goods/parcels etc?**

Yes, deliveries can still take place, but we would like businesses to limit the number and frequency of deliveries where possible. This could include asking staff to avoid receiving personal deliveries to their work addresses.

On streets with timed restrictions it may not be possible to load or unload on-street. For residents - access for deliveries, tradespeople, taxis etc will be maintained but alternative routes may need to be taken.

### **What happens to freight and servicing?**

A guidance document is available for City occupiers, to request an electronic copy please email [citytransportation@cityoflondon.gov.uk](mailto:citytransportation@cityoflondon.gov.uk).

### **Where will the new cycle parking be located?**

Temporary cycle parking will be spread across the Square Mile. If there is spare cycle parking space in your building, please use this first so we can maximise the spaces available on-street.

### **Could pavements be signed to be used in one direction?**

We are not proposing one-way pavements as this will make walking less convenient particularly for people who need to use dropped kerbs or crossings. Markings on street will encourage social distancing.

### **Do the restrictions apply to motorcycles and mopeds?**

Yes, the restrictions are applicable to all forms of motor transport.

### **How will the changes be enforced?**

Changes that limit access to streets can be enforced using penalty charge notices. Contravening the restrictions could result in a charge of up to £130.

### **Where can I find detailed information about the proposals?**

The City of London Corporation has outlined its plans for changes to streets in the Square Mile in response to Covid-19. Visit our [website](#) for a summary of the plans.

Further details are also available in the below Committee reports:

- Phase 1 - [May 2020 Committee report](#)
- Phase 2 - [June 2020 Committee report](#)
- Phase 3 - [June 2020 Committee report](#)

Our website will be updated as further proposals are developed.

### **How can I contact the team?**

Email the team at [citytransportation@cityoflondon.gov.uk](mailto:citytransportation@cityoflondon.gov.uk).

### **How can I have my say on the changes?**

We are seeking feedback from residents, businesses and street users on the changes. An online portal is available for street users to provide feedback of their experience of the changes. Visit our [webpage](#) to complete the survey.

You can also write to [citytransportation@cityoflondon.gov.uk](mailto:citytransportation@cityoflondon.gov.uk). The measures have been designed to be flexible and can be adapted if needed.