

From: Hand, Alex
To: Hand, Alex
Subject: Café Club - Table & Chairs Application
Date: 04 July 2019 10:06:39
Attachments: image002.png
image003.png

Dear Licensing

Re: Café Club

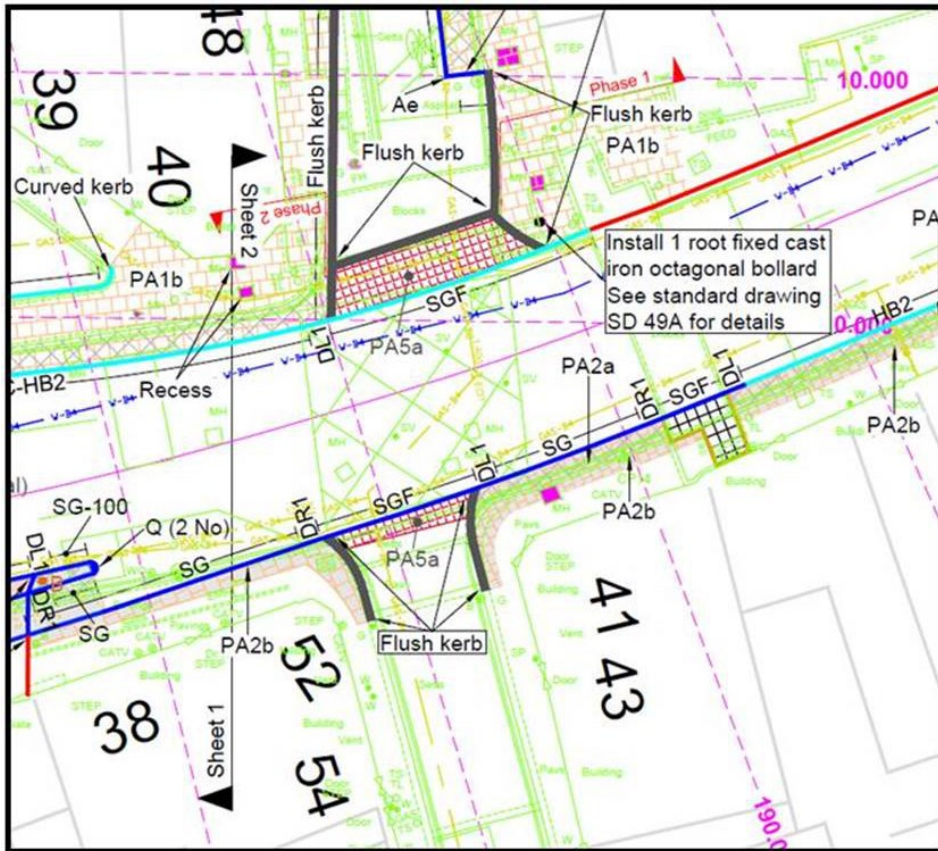
As the Highway Authority we have to balance our statutory duty of maintaining the use of the highway for all road users, including pedestrians and those with disabilities of all types along with requests from businesses to provide tables and chairs outside their premises. Each application is considered on its merits and takes into account the usable width of the footway, the proposed extent of tables and chairs and likely level of pedestrian footfall (the amount of pedestrian traffic). The statutory guidance provided by the Department for Transport called '[Inclusive Mobility](#)' was written in consultation with DPTAC, which was the national statutory disability consultative committee. Whilst the guidance does not specifically refer to tables and chairs in the highway, it does advise on recommended minimum footway widths, see below for details. Clearly each location is different, with different highway layout factors and pedestrian footfall levels that make assessment of tables and chairs licenses a matter of fact and judgement. What is important to consider is that licenses can be revoked if subsequent problem issues emerge, and often traders slightly adapt the layout of their tables and chairs if problem issues emerge, the council can of course give informal advice to seek to rectify issues if they arise. However in many locations, tables and chairs that are sensibly placed can rapidly become part of the streetscene and add to street vitality for the enjoyment of customers and to business viability.

Specifically with regard to The Café Club located at the junction of Rose Lane and King Street informal advice was given prior to the formal submission. A narrow row bench seat is considered de minimus and does not need a license, as it is considered of very low impact to the usable width of the footway. However the applicant wished to have tables and chairs. Therefore advice was given that very narrow tables and chairs set with a barrier hard up against them to provide a tapping rail for visually impaired pedestrians could perhaps be feasible given that the footway on Rose Lane has been widened and should allow for approximately 1.5m footway width which would confirm to Inclusive Mobility advice for a person to pass a wheelchair user. Space on the King Street frontage remains unchanged, my preference would be that tables and chairs are not sited there, but that a narrow bench might be tolerable.

Having read the various representations made by other interested parties, it is clear that there are concerns about pedestrian safety at this busy junction and that space for pedestrians should be unobstructed.

It is for members to determine what the appropriate balance should be between the applicant and the public's use of the highway.

Plan showing the recently road improvement scheme that widened the Rose Lane footway adjacent to the Café Club:



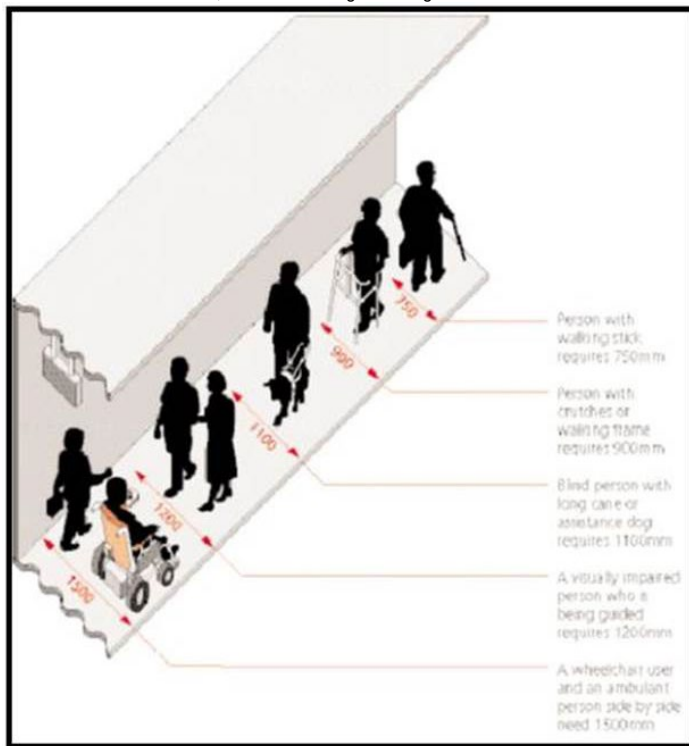
Inclusive Mobility:

3.1 Widths

A clear width of **2000mm** allows two wheelchairs to pass one another comfortably. This should be regarded as the minimum under normal circumstances. Where this is not possible because of physical constraints **1500mm** could be regarded as the minimum acceptable under most circumstances, giving sufficient space for a wheelchair user and a walker to pass one another. The absolute minimum, where there is an obstacle, should be **1000mm** clear space. The maximum length of restricted width should be **6 metres** (see also Section 8.3). If there are local restrictions or obstacles causing this sort of reduction in width they should be grouped in a logical and regular pattern to assist visually impaired people.

It is also recommended that there should be minimum widths of **3000mm** at bus stops and **3500mm to 4500mm** by shops though it is recognized that available space will not always be sufficient to achieve these dimensions.

Where there are streetworks, such as hoardings this diagram is shown:



regards

Kieran

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Finalist in the 'Housing initiative' category for the LGC Awards 2019