

The Former Ship Inn, Aldwick Street, Bognor
Proposed One Stop Store
Applicants Response to Stage 1/2 Road Safety Audit For One Stop Stores

Item No.	Audit Team Recommendations	Applicants Response
5.1	Carriageway levels should be reviewed and drainage provided at the proposed buildouts as necessary.	We have not been involved with the design of the build out proposals. These designs have been previously issued to WSCC, and subsequently approved as the desired construction details in agreement with WSCC as part of the s.278. If additional further drainage is deemed necessary, then by agreement with WSCC, a drainage channel could be incorporated to maintain the kerbside drainage channel continuity, unless another reasonable solution can be suggested, if needed or warranted by WSCC. However, it is reiterated that these details are previously approved.
5.2	A 'Delivery Management Plan' should be prepared setting out routing of delivery vehicles and how deliveries would be managed and supervised by trained members of store staff.	The 'Delivery Management Plan' would be: <u>Route of delivery vehicles</u> The applicants preferred delivery point would be for large delivery vehicles to use the area adjacent to the building, along Aldwick Street, as no reversing is necessary, thus reducing any potential for nose to tail impacts. Smaller vehicles such as newspapers, etc., (up to 3.5 Tonne) would use the car parking area. <u>Peak periods would be avoided</u> No deliveries prior to 9.30am (except for newspaper deliveries which would be via a small transit type vehicle, via the parking area of the store). Also, no deliveries between 3.30pm and 6.00pm, avoiding the schools and end of working day rush-hour periods. Cont....

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		<u>Store manager will monitor the flow of vehicles</u> Periodic adjustment of the peak periods would be made by the store manager, to reflect any local traffic changes or congestion immediately surrounding the store, EG Peak periods due to school holidays, Christmas traffic and consideration of any local roadworks, etc. <u>CCTV Coverage of delivery areas</u> The store would place 24hr CCTV covering the delivery area and roadways in both directions of the roadway delivery point, so that all potential matters are fully covered with a secure and clear video system, having a month long recording period. <u>General Management</u> All deliveries would be managed, coordinated and supervised by senior store staff.
5.3	Carriageway widths and swept path should be sufficient for vehicles to manoeuvre.	With regard to the s.278 build-outs, have not been involved with the design of the proposals, which consider the carriageway widths and swept-path proposals of vehicles in general at the roadway. These designs were issued to WSCC for approval as part of the s.278, and carriageway widths can be reviewed as part of that application. However, in terms of the delivery vehicles, reference is to be made to the swept path tracking plans issued as part of this application, which form an integral part of the proposals, and are an integral part of the Planning Permission. One should note that there is sufficient space for vehicles to pass the delivery vehicle when adjacent to the building.
5.4	No issues raised.	n/a

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5.5	Pedestrian routes approaching the store should be formalised.	A pedestrian crossing point to the highway will be provided as part of the s.278 proposals. This is with the build-out, which is shown on all tracking plan drawings.
5.6	No issues raised.	n/a