

## NEWRIVER, FOUR ASHES PUBLIC HOUSE, FOUR ASHES

### APPLICATION BY FOUR ASHES LIMITED FOR AN ORDER GRANTING DEVELOPMENT CONSENT FOR THE WEST MIDLANDS INTERCHANGE

PINS REF: TR050005

### CONNECT TECHNICAL NOTE 01 – OBJECTION ON BEHALF OF NEWRIVER TO PROPOSED RIGHT TURN BAN AT THE A449 STAFFORD ROAD / STATION ROAD JUNCTION

4<sup>TH</sup> APRIL 2019

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#### 1.0 Introduction

1.1 Connect Consultants Limited ('Connect') is a firm of transport planning and highway design consultants that have been instructed by NewRiver in relation to the Four Ashes Public House at Four Ashes.

#### 2.0 Background

2.1 The Transport Assessment ('TA') for the proposed West Midlands Interchange development is Document 6.2 of the application, dated July 2018, which was produced by WSP. It is Technical Appendix 15.1.

2.2 Within the Executive Summary of the TA, on page 12, the report notes the following:-

*"There will be a number of other improvements to the local highway network and these are:*

- alterations to the junction layout at the A449 / Station Drive junction with a banned right turn to reduce inappropriate through traffic;"*

2.3 The proposal is to ban right turns from the A449 (South) to Station Drive.

2.4 The proposed right turn ban is the substance of NewRiver's objection.

2.5 The TA (paragraph 5.2.12-5.2.16) only considers one option (banned right turn) to mitigate the issue relating to *"inappropriate through traffic"* using Station Drive. Connect contacted WSP by email on 25<sup>th</sup> March 2019 to establish what other options were considered to mitigate this development impact.

- 2.6 WSP's response advises that several options were considered, and an extract from WSP's email of 28<sup>th</sup> March 2019 is provided below.

*"Other options considered were completely closing Station Drive, to the west of the bridge, provision of carriageway narrowing beneath the bridge, signed banned turns and potential CPO of land to the south to provide an additional lane along Station Drive.*

*The recommendation from SCC was to do what was physically possible to ban movements into Station Drive, but ensure they were re-provided for elsewhere within the network – these being via the proposed A449 roundabout."*

- 2.7 Access to existing locations via the right turn movement is considered in section 5 of the WSP TA, but access to the Four Ashes Public House is not specifically considered, nor have WSP been able to provide any specific consideration of access to the public house.

### **3.0 NewRiver Objection**

- 3.1 Public houses, such as the Four Ashes Public House, secure their trade from local businesses / residents as well as from passing traffic.
- 3.2 For the Four Ashes Public House, passing trade is typically derived from drivers using the A449, in both directions, and from Station Drive. Banning the right turn movement from the A449 (South) to Station Drive will substantially reduce the likelihood of drivers travelling northbound on the A449 visiting the public house. While the option exists for these drivers to travel past the public house and U-turn at the proposed roundabout to the north, in many cases drivers would carry on their journey and stop at the next opportunity, rather than doubling back.
- 3.3 Passing trade is also derived from traffic using Station Drive to access the employment area to the east of the railway. The banned right turn will impact on passing trade opportunities from this traffic.
- 3.4 NewRiver therefore object to the mitigation as proposed on the basis that it would significantly undermine the public house operation.

### **4.0 Resolution of Objection**

- 4.1 Ideally, NewRiver would like the proposers of the West Midlands Interchange to devise mitigation which fully considers the needs of the public house, and does not undermine its operation.
- 4.2 NewRiver recognise that this will be challenging and therefore NewRiver's preferred alternative to the proposed right turn ban as mentioned within the WSP TA would be to close Station Drive at the railway bridge, thus maintaining full access to the public house from the A449.

- 4.3 Even with this option, there would still be an impact on the public house due to reduced passing trade from Station Drive traffic, as well as access from the east side of the railway line being impeded.
- 4.4 NewRiver Retail therefore puts forward this alternative option as its preference over banning the right turn movement. However, NewRiver's ideal outcome is to have a mitigation scheme with no adverse effects on the public house. Therefore, this preference is put forward without prejudice to NewRiver's rights to claim against any damage caused by the mitigation proposals. It is simply the case that NewRiver consider the option of closing Station Drive at the railway bridge to be less damaging than banning the right turn.

## **5.0 Potential Impacts of Retaining the Right Turn Movement**

- 5.1 Banning the right turn movement will assist the operation of the A449 / Station Drive junction as right turn phases at signal junctions are known to have a disproportionately large effect on junction capacity.
- 5.2 In this case, an alternative capacity benefit could potentially be derived from banning the southbound right turn movement into Four Ashes Lane from the A449 (North).
- 5.3 Connect contacted WSP on 4<sup>th</sup> April 2019 to request that the junction operation be assessed with the right turn movement from the A449 to Station Drive retained, and with a road closure at the Station Drive railway bridge, potentially considering the banning of the right turn from A449 to Four Ashes Lane. Connect will review and make reference to these assessments if required.