

Street Tree Review Panel Report for A38 Prolonged and

unreliable journey times affecting the A38 corridor, which is set to worsen without any intervention. Worcestershire County Council developed BREP to address these issues. ...

The BREP was approved by Cabinet and the Department for Transport (DfT) following the submission of a Full Business Case (FBC).

The BREP Phase 3 schemes address the Major Road Network priorities by:

- Congestion affects the strategic role of the A38, delaying traffic that is trying to reach the SRN via M5 junction 4, M5 junction 5 and M42 Junction 1 or using the corridor as a diversionary route, as well as traffic using the corridor to access urban areas and key employment areas south of Birmingham. Improvements to the corridor will provide efficient and reliable access to the M5 via Junction 4 and M42 via Junction 1.

- Without improvements, existing congestion at junctions will continue to worsen leading to increased journey time and increased cost to the economy. The traffic modelling shows that in 2040, in the Do-Minimum scenario, junction capacity is exceeded at multiple locations on the corridor and journey times are increased.

enable the network to better cater for planned development and support delivery of the Local Plan requirements.

programmes. These schemes will improve safety and security for non-motorised users crossing the A38 and in the surrounding area, resulting in a reduced number of collisions and subsequent economic active mode user benefits.

Summary of Proposals:

Scheme E at the A38 / A448 (Oakalls Roundabout) will provide increased visibility and signalisation of the roundabout and its approaches. Improved crossing facilities, footways, and active travel infrastructure are also included.

On Stratford Road specifically, the carriageway on both the eastbound and westbound side is being widened to accommodate two lane entry and exit from the roundabout. Two new Toucan crossings are being introduced to provide improved crossing facilities. A poplar tree is located on A448 Stratford Road.

Figure 1 shows the location of the tree. The latest scheme design can be found on the A38 BREP Webpage: [Latest scheme E Design](#) and in Appendix A.

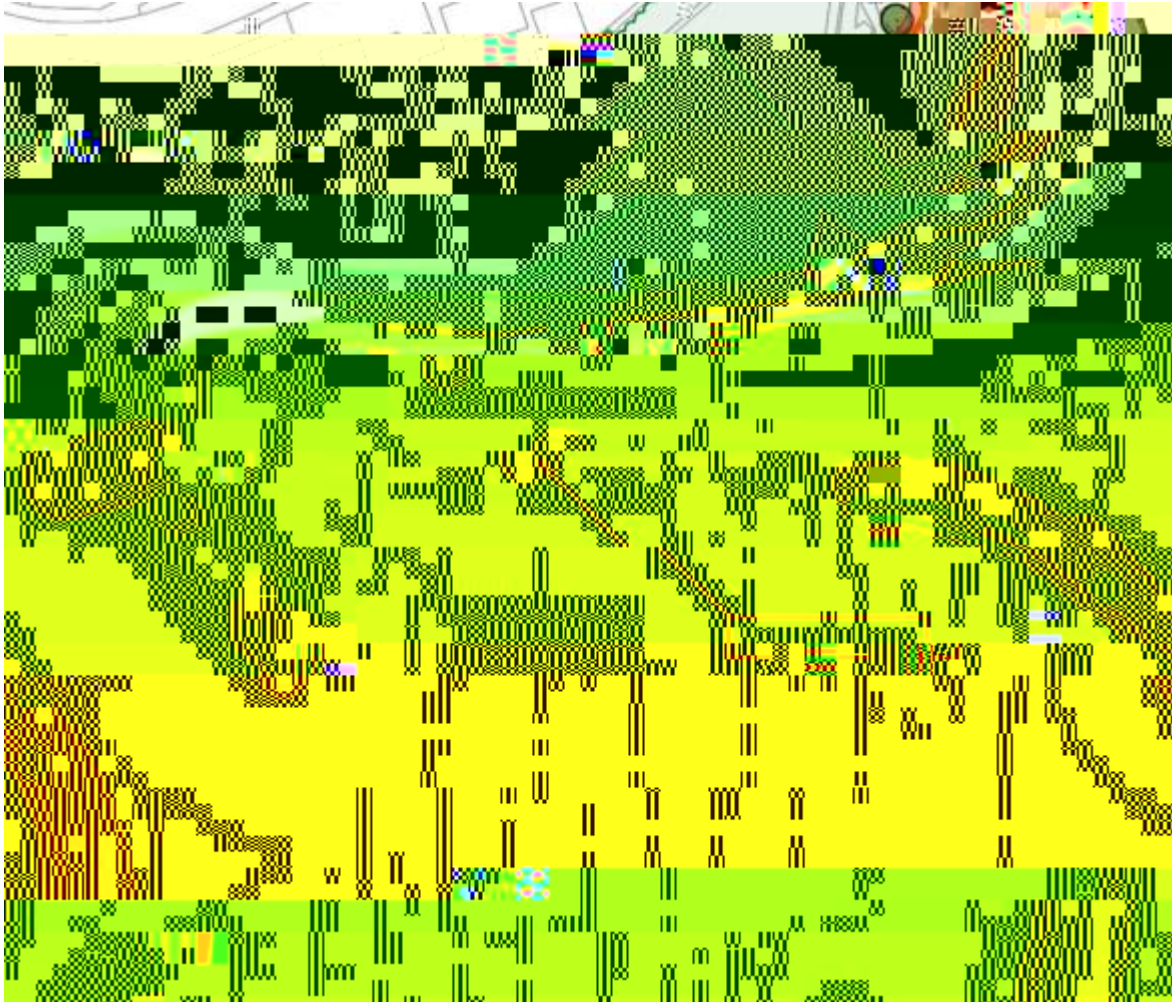


Figure 1 – Extract of Scheme E Landscaping proposals

Why the removal of the tree is proposed:

It is proposed that the tree is removed for three principal reasons:

The following construction activities are required in very close proximity to the poplar tree: A new kerbline, new carriageway widening, carriageway resurfacing, footway, verge works and landscaping. The tree would cause great difficulty in delivering the works safely due to its location. Without the removal of the poplar tree, the works in this area could not be implemented, which would cause significant problems to the operation of the roundabout through reducing capacity. This would be contrary to the Business Case and would prevent the objectives of BREP being achieved.

has been proposed, it includes native species reflecting those currently found on-site, but with regard to recommendations from Worcestershire County Council's Landscape Character Assessment Supplementary Guidance. Native planting will be of local provenance, as detailed within the Forestry Commission's Practice Note on Using Local Stock for Planting Native Trees and Shrubs. BREP's Arboriculturist will oversee construction work on site to ensure that as many trees as possible are protected and/or retained. The Contractor is also responsible for landscaping and planting the replacement trees under the supervision of WCC.

The trees that are removed will be repurposed into wood chippings and delivered off site to be used as a raw material (for example for landscaping or animal bedding) or processed into biomass fuel.

In the verge area in the vicinity of the poplar tree, 4 x 3.5m-4.25m *Acer campestre*

Figure 2 – Poplar tree under consultation (shown on the right in the photograph)

Assessment of consultation responses

In total 39 communications were received in response to this consultation. An additional two communications were received after the consultation period had finished (8th June and 10th June) however these were included in the assessment.

Each representation has been reviewed and summarised into common themes to be assessed. The outcome of the review is summarised in the following table:

Project Manager's Recommendation:

The engineering works on Stratford Road, are imperative in order for BREP to achieve its objectives. There are not any alternative engineering solutions which would allow the tree to be retained. This necessitates the proposed removal of the poplar tree.

The comments have each been carefully considered. There has not been any information provided which identifies any new factors/constraints for consideration, or suggests an alternative which is possible.

It is therefore recommended to proceed with the removal of the poplar tree on this basis.

Comments from

Decision of Street Tree Review Panel:

The Street Tree Review Panel agreed with the recommendations of this report to remove the poplar tree.

Appendix A – Scheme General Arrangement B2367222-JAC-HGN-E-DR-CH-0001 C01 Scheme E

