

DECISION-MAKER:	PLANNING RIGHTS OF WAY PANEL		
SUBJECT:	FACILITATION OF PHASE 1 OF SCN10 – A3024 BURSLEDON ROAD		
DATE OF DECISION:	12 MARCH 2019		
REPORT OF:	HEAD OF TRANSACTIONS AND UNIVERSAL SERVICES		
<u>CONTACT DETAILS</u>			
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STATEMENT OF CONFIDENTIALITY		
NOT APPLICABLE		
BRIEF SUMMARY		
<p>Approval is sought for the removal of Council owned trees to facilitate Phase 1 of SCN10 – A3024 Bursledon Road, and to replant with two trees for every one removed. Approximately nine sycamore trees, two ash trees and one willow tree would need to be removed to enable widening of the path. All are young or early mature, some with limited potential. Two mature Scots pine trees are required to be removed to facilitate a Toucan Crossing as part of the scheme.</p> <p>Under the Policy Relating to Trees on Council Owned Land (1957, 1982) all trees in this ownership are protected as if by a Tree Preservation Order. The approval of the Plans Sub-Committee (now Planning and Rights of Way Panel) is required before any felling, lopping, topping or any other arboricultural works take place, except in special circumstances such as where trees are dead, dying or dangerous, or require seasonal pruning. Under this policy approval is sought by the panel.</p>		
RECOMMENDATIONS:		
	(i)	Remove approximately nine sycamore, two ash, two Scots pine and one willow.
	(ii)	To replant two trees for every one removed.
REASONS FOR REPORT RECOMMENDATIONS		
1.	Cycling Southampton is SCC's ambitious 10 year strategy for developing and growing cycling in the city. Within the strategy the Southampton Cycle Network (SCN) has been defined as a statement for how SCC wants the cycle network in Southampton to have a safe, integrated and easy to use network of cycle facilities.	
2.	The sycamore, ash and willow trees are located in an area with tree cover immediately to the north which will continue to provide visual amenity locally, and also intercept pollution, noise and visual impact from the A3024 for local residents.	

3.	The loss of these trees can be mitigated with nearby and wider planting with a size of stock able to provide instant impact. A wider species range may be selected to provide a more resilient tree population within the local area.
ALTERNATIVE OPTIONS CONSIDERED AND REJECTED	
4.	<ul style="list-style-type: none"> • To retain the mixed broadleaved species and not widen to the north. This would lead to the cycle way being sub-standard in this short section, reverting to a substandard shared use path where pedestrians and cyclists are forced to interact on a narrow section of footway. • To not upgrade to the Toucan Crossing. This would result in the retention of a crossing that is not disability compliant, and would not gain a valuable contribution to the scheme that creates a dedicated crossing across this arm of the A3024. It also allows a better cycle connection into the surrounding residential area. • To adhere to the original plan and route for the Cycle Freeway. This would have resulted in much greater tree loss. On-site discussion and subsequent redesign have resulted in greater tree retention.
DETAIL (Including consultation carried out)	
5.	A3024 Bursledon Road is one of the key multi modal routes into Southampton from the east connecting Hedge End, M27 Junction 8 with Bitterne and the City Centre. Through Highways England's Roads Investment Programme (RIS1) the A3024 was identified for improvements as part of the M27 Southampton Junctions project to improve journey times into Southampton from the M27. The project involved improvements to junctions along that corridor with expansion of Northam Rail Bridge, junction improvements, new traffic signal technology, and cycle and pedestrian facilities. A public consultation was held on the proposals in Autumn 2017.
6.	Cycling Southampton is SCC's ambitious 10 year strategy for developing and growing cycling in the city. Within the strategy the Southampton Cycle Network (SCN) has been defined as a statement for how SCC wants the cycle network in Southampton to have a safe, integrated and easy to use network of cycle facilities.
7.	SCN10 runs from Hedge End to Southampton Central Station via Thornhill and Bitterne Village. It has been classified as a Cycle Freeway – the highest cycle provision standard under Cycling Southampton. A Cycle Freeway carries high volumes of cyclists and will have extensive safe segregation along the length of the corridor from both vehicles and pedestrians.
8.	Investigations have been made into the route alignment along Thornhill in order to achieve the goal of segregation from pedestrians and vehicles. An on road solution has been investigated and ruled out as there is insufficient space in the existing carriageway and as such an off road solution is required. The route available passes adjacent to trees and vegetation. A design review has indicated that the existing path cannot be widened towards the carriageway as, due to the need to stabilise the existing bank, it will require the removal of more trees than would be required by widening to the north as proposed.

9.	To facilitate the widening approximately nine sycamore trees, two ash trees and one willow tree would need to be removed. All are young or early mature. They are located in an area with tree cover immediately to the north which will continue to provide visual amenity locally, and also intercept pollution, noise and visual impact from the A3024 for local residents.
10.	Further tree loss and damage will be minimised and avoided by the use of no-dig construction where trees are adjacent to the proposed cycle freeway, by hand digging under supervision by an appointed arboriculturalist where construction requires excavation.
11.	The creation of a toucan crossing (T87/88/91) at the junction of Hinkler / Bursledon Road requires two mature Scots pine trees to be removed to allow. This is a valuable contribution to the scheme in it creates a dedicated crossing across this arm of the A3024. It also allows a better cycle connection into the surrounding residential area.
12.	The Scots pines shall be replaced by four trees of the same species (Scots pine) in available space opposite the trees proposed for removal. They shall be 7-9 metres tall at the time of planting.
13.	The broadleaved trees shall be replaced by a mixture of deciduous and evergreen broadleaved and coniferous species as close to their original position as possible, in a quantity that space for mature size allows. Remaining numbers shall be planted in a suitable location within the city. All trees will be in excess of four metres in height at the time of planting.

RESOURCE IMPLICATIONS

Capital/Revenue

14.	SCC made a successful bid to the Government's National Productivity Improvement Fund (NPIF) for £3.7m to carry out advanced delivery of proposals on Bursledon Road including the traffic signal improvements and Cycle Freeway. Funding also includes Section 106 contributions specific to the Bursledon Road/Hinkler Road junction.
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Property/Other

15.	None identified.
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LEGAL IMPLICATIONS

Statutory power to undertake proposals in the report:

16.	The power to undertake the proposed tree works comes under the Highways Act 1980.
17.	The trees are not protected by any statutory legislation, but under Council Policy are treated as if protected by a Tree Preservation Order. Accordingly, members should assess the impact of the proposal on the amenity of the area and whether the proposal is justified, having regard to the reasons and additional information put forward in support of it.

Other Legal Implications:

18.	None identified.
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RISK MANAGEMENT IMPLICATIONS

19.	None identified.
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POLICY FRAMEWORK IMPLICATIONS	
20.	The project affects a number of SCC Policies, Plans and Strategies, to include: <ul style="list-style-type: none"> • Cycling Strategy • Health and Well Being Strategy • Clean Air Strategy
21.	Trees under Southampton City Council ownership are protected as if they have a Tree Preservation Order on them under policy first ratified on 11 th June 1957 and later reviewed and approved on 26 th February 1982. This places the responsibility for decisions to lop, top or fell trees with the Planning and Transportation Committee (now called the Planning and Rights of Way Panel) unless the tree is either dead, dying or dangerous or the works are part of the annual pruning requirements for the city. The trees in question are healthy specimens and therefore this report has been brought to the Planning and Rights of Way Panel for a decision.

KEY DECISION?	Yes
WARDS/COMMUNITIES AFFECTED:	Bitterne Ward
<u>SUPPORTING DOCUMENTATION</u>	
Appendices	
1.	None

Documents In Members' Rooms

1.	None
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Equality Impact Assessment

Do the implications/subject of the report require an Equality and Safety Impact Assessment (ESIA) to be carried out.	No
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Data Protection Impact Assessment

Do the implications/subject of the report require a Data Protection Impact Assessment (DPIA) to be carried out.	No
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Other Background Documents

Other Background documents available for inspection at:

Title of Background Paper(s)	Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)
1.	None