

Plane – *Platanus acerifolia* on the north east junction of Farringdon Road and Roseberry Avenue. Inspected by Grayham Tindal 15/10/18.



Image 1

There is visible wounding to the southern side of the base of the tree from ground level to approx. 50cm in height. The extent of the affected area is 70cm of the circumference. The diameter of the trunk at ground level was measured as 103cm (circumference at base 3.25m). Therefore 22% of the radius have been damaged and exposed. The probable cause of damage is vehicle impact by HGV or other long wheel based vehicles turning left when travelling south on Farringdon Road. There is no visible evidence of recent damage (within the last 6-12 months) at the base of the tree. As can be seen in images 1, 5 & 6 there is no other visible damage to the trunk. No fungal fruiting bodies were visible or present at the time of inspection. The crown and leaf area were considered normal for this age and size of tree, with no indication of a loss of vitality.

Within the centre of the wound area there is a cavity on roadside which extends 40cm into trunk/base of tree. This is approximately 20cm at its widest point. The extent of the cavity is approximately 39% of the total diameter of the tree at ground level. The increased stresses on the surface of a tree resulting from its hollowing are only believed to be significant when the defect reaches 60-70% of the stem diameter. However, the extent of decaying or condition of wood around this cavity is not known. Therefore it is reasonable to assume the extent of the defect is greater than 39% of the total diameter. It is my opinion that further investigations would not be able to confirm the exact extent of the defect given the position at or just below ground level.



Image 2

If this tree was positioned within a field or woodland and only subject to natural stress loading, I would consider it appropriate to retain and for the cavity/decay to be monitored on an annual basis. Due to the historical evidence of vehicle impact damage, this tree is at an increased risk of the abnormal stresses associated with a vehicle impact. Given the presence and position of the cavity and decay, there is an increased risk of catastrophic tree failure in the event of vehicle strike. Therefore to reduce the risk I believe there are only two reasonable solutions to consider. The first option would be to ban the left turn for south bound traffic on Farringdon Road or the second would be for the tree to be removed via a controlled fell. Both options will require further investigations as there are pros and cons to both solutions. Indecision will place TFL at significant financial and reputational risk in the event on an incident, given the target area, there are substantial risks to both property and persons in the event of a catastrophic failure.





Image 3





Image 4





Image 5





Image 6