Department of Transport document 2/95 "The Design Of Pedestrian Crossings"

which whilst talking about formal pedestrian crossings advises "2.3.2 Pedestrians must be able to see and be seen by approaching traffic. Visibility should not be obscured or restricted by, for example, parked vehicles, trees or street furniture….The designer is responsible for anticipating not only the problems for maintenance but also the particular visibility problems for wheelchair users and children"

"2.6.1 Crossings should be installed so that adjacent drainage collects surface water from the crossing area. Care should be taken to ensure that, even after remedial surface treatment, excess water does not collect at the crossing point. Dropped kerbs must always be provided across the crossing width and the section of footway between the lowered kerb-line and the adjacent footway should be ramped with a slope having a desired gradient of 1 in 20 but not steeper than 1 in 12. Tactile paving should be installed across the dropped kerb and in a strip stretching back to the building line. (See 2.7 'Facilities for Disabled Pedestrians'.)

2.8 Lighting 2.8.1 It should be remembered that pedestrian crossings are often used at night as well as during the day. It is necessary to ensure that the crossing can readily be seen against the background of other lights and signs."

Department for Transports “Manual for Streets”
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/341513/pdfmanforstreets.pdf
They have the following diagram on page 93 which illustrates how you measure the visibility splay on a bend (which is the most similar example I can find) where you need to measure the X and Y distances which would show how much of the trees would need to be removed

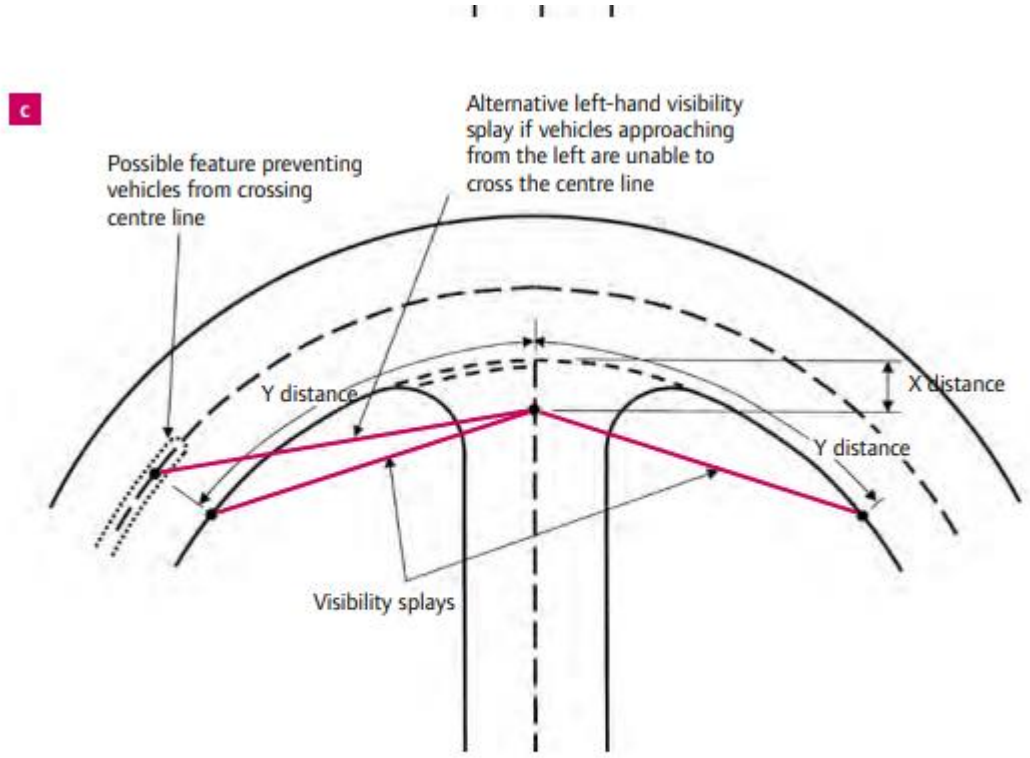

Figure 7.18 Measurement of junction visibility splays (a) on a straight road, (b) and (c) on bends.

Picture showing below vehicles park all around that area which would be another hazard