

Highways and Infrastructure

Footway Crossings

**Policy and information for
applicants**

January 2021



Birmingham
City Council

Footway Crossings

Policy and Information for Applicants January 2021

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1. Introduction

If residents wish to drive across the footway to gain access to park on their property, they are required under Section 184 of the Highways Act 1980 (“the Act”) to have an authorised vehicle access crossing constructed by the local authority known as a **Footway Crossing**. A footway crossing is where the footway is strengthened to take the weight of a car or light goods vehicle and the kerb is dropped to form a ramp. In cases where vehicles access a property by means other than an authorised crossing the council will take appropriate enforcement action

If you wish to apply for a footway crossing, you can apply here:

https://www.birmingham.gov.uk/info/20109/parking/660/apply_for_a_dropped_kerb/6

(further information is available in section **23 Application Arrangements** on page 13).

The construction of a footway crossing by the Highway Authority does not give the occupier of the premises any particular rights, except to drive across the footway to gain access to their property with a private light goods or similar vehicle. Where heavier vehicles are required to cross the footway to access a commercial property all applications are evaluated and managed by the local engineering team on an individual basis.

Section 184 of the Highways Act 1980 allows any occupier of any premises adjoining or having access to a highway maintainable at public expense to apply to the local authority for a footway crossing. As the highway authority for roads in Birmingham the council sets minimum requirements for a footway crossing application to be accepted. In determining whether to use its powers to construct, the council, must consider the need to prevent damage to the footway/verge and, in determining the works to be specified, shall also have regard to:

- the need to ensure, so far as reasonably practicable, safe entry to and exit from premises;
- the need to facilitate, so far as reasonably practicable, the passage of vehicular traffic on the highway network; and
- the need to maintain safe pedestrian passage.

In determining permission, the council will also need to consider any environmental and other factors, such as the presence of trees, green spaces, other obstacles to construction and the impact the application will have on the requirements for on-street parking in the vicinity.

A vehicle parked on private property is not permitted to overhang the highway, as under the Highways Act 1980 this can constitute an obstruction of the public highway.

The highway authority, in light of the above considerations, may:

- i. approve the request with or without modifications;
- ii. may propose alternative works; or
- iii. may reject the request.

Each case will always be considered on its own merits.

This policy replaces all previous footway crossing policies and will be used to evaluate all new applications without exception.

The engineer’s decision as to whether the application is approved or declined is final.

2. Planning Permission

In addition to needing the council's permission as the highway authority, planning permission is also required to build a footway crossing if the property is:

- a flat or flats, maisonette, a house multiple occupancy with more than 6 rooms or any other building that is not a dwelling house (as defined by the Planning Acts), or the vehicular access is outside the curtilage of that dwelling;
- a listed building;
- served by a classified road;
- within a conservation area
- where a grass verge that is not part of the highway has to be crossed.

A list of classified roads within Birmingham is attached to this document in Appendix 1.

It is the applicant's responsibility to provide a hard standing/driveway on their property. As well as planning requirements for the footway crossing any impermeable private driveways of over 5m². in area also require planning permission. This is to protect against rainwater from running off directly onto roads, as this can contribute to flooding.

Planning permission is also generally required for hard standings associated with commercial premises.

Please visit the planning website on <https://www.birmingham.gov.uk/planning> for further information about the planning process and associated fees.

3. What May be Included in Charges

All costs to alter the highway when constructing the footway crossing to provide a legal vehicular access to private property are to be paid by the applicant. The footway crossing service is provided on a cost recovery basis only.

Application fee - This covers the cost of an initial site visit by an inspector to evaluate the location to ensure it meets the application criteria and safety requirements. For a successful application the footway crossing will be marked up and measured and a quotation sent to the applicant.

Statutory Undertakers Inspection – When statutory undertaker's equipment is located where the footway crossing is proposed the utility company owning the equipment charges to inspect the site to be able to quote for adjusting or relocating the equipment as part of the works.

Administration charge – This covers the cost of processing payments, raising orders with the footway crossing contractor, the statutory undertakers if required, arranging for other street furniture to be adjusted or replaced, quality control and final inspection.

Statutory undertaker's apparatus – This is a charge made by the utility company for adjusting or relocating its equipment to allow the footway or verge to be altered to facilitate the footway crossing.

On-street parking controls – In some cases where changes to parking bays or other parking controls such as yellow lines are required the applicant's charges will include amending the to the traffic regulation order and any related signage. To reduce the cost to the applicant associated with amending a Traffic Regulation Order, the council may wait until a number of amendments are required to the order before starting the legal process.

Small utility boxes – Water stop tap boxes, water meter boxes and other small utility boxes are adjusted by the footway crossing contractor for which there is a charge if present.

Fire hydrants - Are adjusted by the footway crossing contractor for which there is a charge if present.

Street furniture – Charges to relocate, remove or replace street furniture such as Lighting Columns, Signs, Bollards, litter bins, trip rail, guard rail etc.,

Traffic calming – Charges for altering speed humps and speed tables etc, where appropriate

Trees – Charges for tree removals where agreed and for installing a replacement tree including initial maintenance.

4. Refunds

All application fees are non-refundable.

Cancellation can only take place prior to construction work beginning.

Administration fees will not be refunded once the works order has been raised.

Utility company inspection costs or works costs will not be refunded if already carried out.

Only works not carried out at the cancellation time will be refunded.

5. Who Qualifies for a Reduction

The council may reduce the cost of footway crossing installation in certain circumstances. To qualify for a reduction, you must either;

- a) Have a severe and permanent mobility disability; or
- b) Look after someone who lives with you who has a severe and permanent mobility disability

The disabled person must have either:

- a) A blue badge for parking; or
- b) Use an outdoor wheelchair

and

- c) Receive either a Disability Living Allowance Higher Rate Mobility Component or Attendance Allowance; or
- d) The GP or consultant must complete and officially stamp part D of the application form.

6. Highway Safety

Any application for the construction of a footway crossing may be declined or modified on the grounds of safety. The applicant must ensure that adequate sight lines are maintained to allow safe access to their property.

The recommended and safest way to exit a private driveway is in a forward direction. In many cases there will not be sufficient space within the curtilage of individual residential properties for vehicles to enter and leave in a forward direction. However, as footway crossings are not generally intensively used, it may be acceptable for vehicles to reverse either onto or off the highway. Acceptability is likely to depend on the level of visibility along both the carriageway and footway, the volume of traffic, the width of the road and the presence of street furniture, traffic islands etc.

Situations where manoeuvring onto or off the highway may be hazardous include:

- access onto a section of road where traffic speeds are high;
- on the approach to traffic signal junctions where regular queuing takes place;
- access onto a roundabout;
- within the zig-zag markings of pedestrian crossings;
- immediately adjacent to pedestrian refuges, traffic islands which would prevent a vehicle turning in excess of 90 degrees in a single manoeuvre;
- at bus stops where use of a crossing could conflict with passengers waiting or make it difficult for disabled passengers to board or alight a bus; and
- in the immediate vicinity of a junction.

The above list is indicative, but not exhaustive.

7. Forecourt Dimension Requirements

Many applications are received for properties, where the depth of Garden frontage (i.e. from back of footway to building) is insufficient. To permit a motor vehicle to be parked at right angles to the footway and wholly within the curtilage of the property Figure 1 right shows an adequate parking arrangement.

Failure to have the requisite depth of frontage for a motor vehicle and adequate width to open car doors and access the property will result in the potential for vehicles to overhang the footway. This will create an obstruction to the free passage of pedestrians and will cause a potential danger, particularly to those pedestrians with impaired vision, wheelchair users or parents with pushchairs.



FIGURE 1

Regrettably, there are numerous locations across the city where an adequate depth of frontage does not exist but where crossings have previously been approved and installed. These locations require vehicles to be parked at an acute angle or length ways to the property, which is not ideal. Such a situation promotes the need for excessive manoeuvring over and across the footway as the vehicle is 'shunted' into position. This excessive manoeuvring has safety implications and can no longer be supported as an acceptable option and no further such applications will be authorised. In addition, to accommodate this parking arrangement, this requires an increased length of boundary wall to be removed and an associated increased length of kerb adjustment; which can then impact upon the availability of the on-street parking facilities.

This is particularly relevant in some of the older more established residential streets where house frontages are relatively narrow, and adjacent crossings are 'side by side'. At these locations

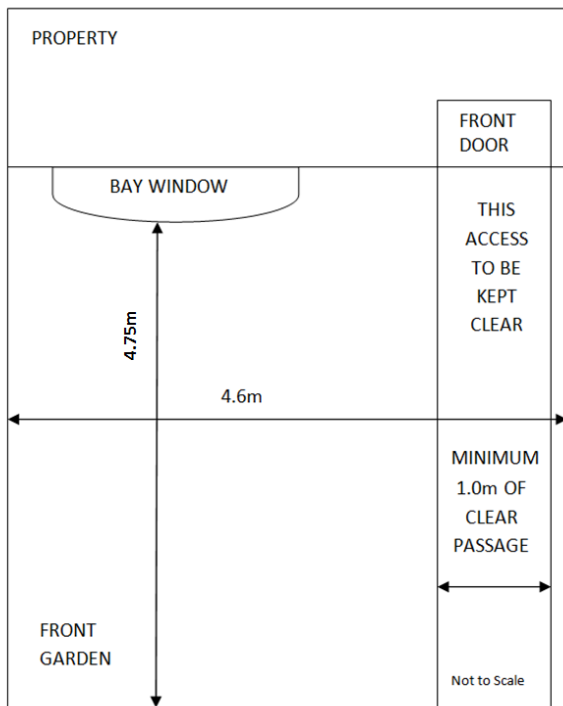


FIGURE 2

'extended length' crossings provided to each property (if permitted) would virtually remove any on streetcar parking capability.

To take account of the increase in size of the average car, the vehicle hard standing within the property frontage must have the following dimensions:

Footway crossing installations will only be allowed where the frontage depth is a minimum of 4.75m and width is at least 4.6m wide allowing parking at right angles to the carriageway only. (See Figure 2) All footway crossings meeting the required dimensions would still only be accepted if requirements relating to visibility, safety and having no negative impact on existing parking facilities on the highway, are met.

No part of a vehicle parked within a property frontage may project on to or over the highway (this includes the footpath). The crossover section of the footway or verge may not be used as a parking area and no part of the footway crossing is exempted for the purpose of footway parking.

Once application approval is given, all walls and fences must be removed and a hard standing built to enable the parking of a vehicle on the curtilage before the footway crossing can be built. This is to ensure correct levels are achieved at the back of footway.

Requests for bays to be parallel to the highway will not be accepted. This would require an unacceptable number of vehicle movements over a footway and possibly cause a hazard and nuisance to pedestrians. It is expected that a vehicle should be able to enter and leave a frontage in one manoeuvre.

8. Hard Standings / Driveways

Where gravel or a similar loose material is used on the hard standing, the problem of some being carried on to the highway by the movement of vehicles must be considered. This is especially true where the driveway surface comes up to the boundary of the highway.

Where material of this type is used, concrete or bituminous surfacing should be laid in a 500mm strip from the boundary to the start of the gravelled area. This will help to reduce any problem of material being carried onto the highway.

If the material from the driveway is carried onto the highway it will be the responsibility of the occupier to remove it.

9. Hard Standing / Driveway Gradient

A footway crossing will not be allowed where the parking area within 5m of the rear of footway is of greater gradient than 1 in 10 (10%). This could cause difficulties for the driver entering and exiting the driveway and reduce the visibility of pedestrians and vehicles on the highway. These gradients can also cause some vehicles to catch on the ground causing damage to both the vehicle and the footway.

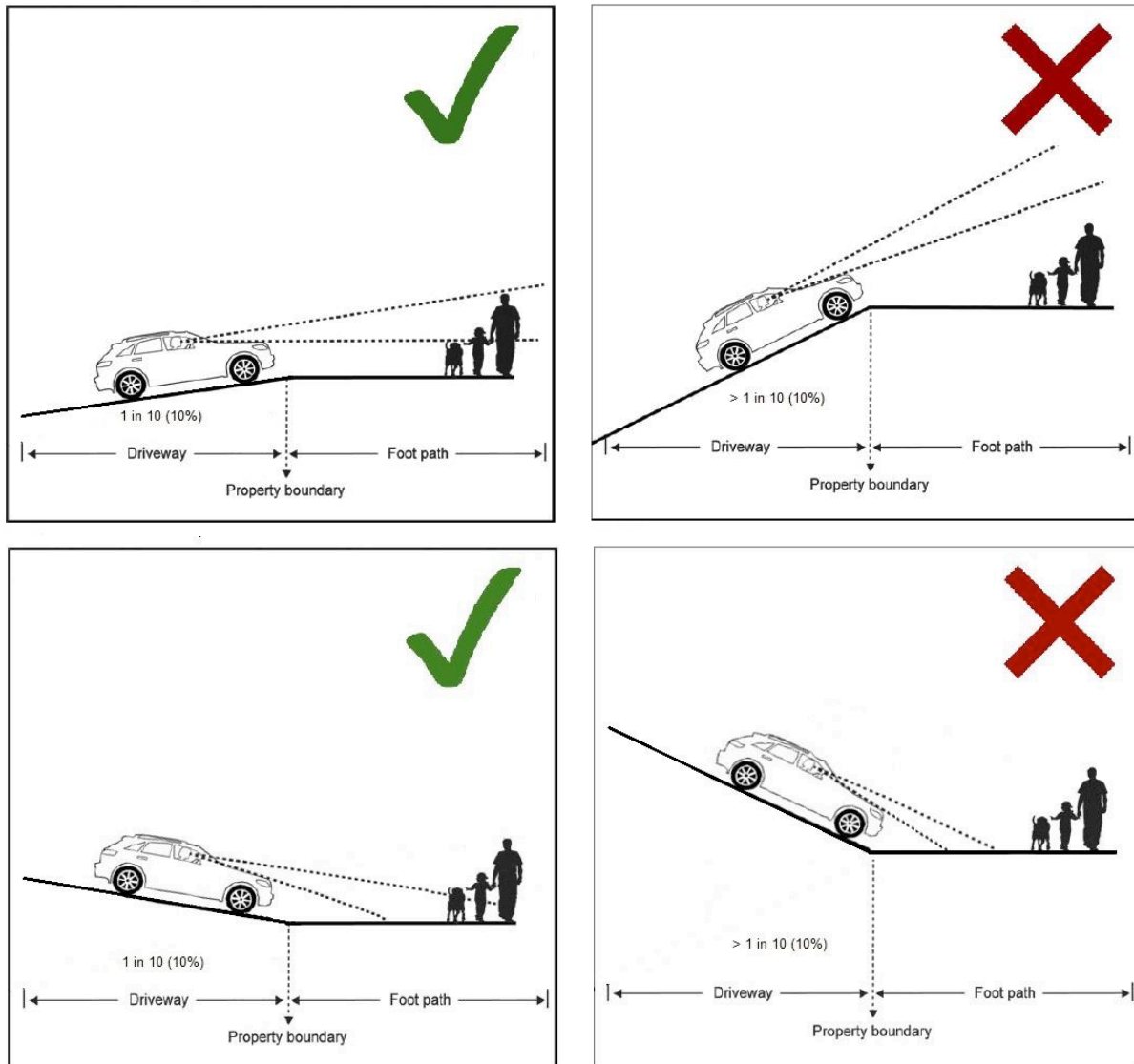


FIGURE 3

10. Footway Crossing Placement

To minimise any reduction in on-street parking provision, the footway crossing should generally be sited to the side of the frontage, not in the centre. The parking space should not obstruct the main pedestrian access to the property.

In order to limit the impact on neighbouring property, a footway crossing will only be provided over the section of footway abutting an applicant's property unless it joins with another authorised footway crossing.

11. Footway Crossing Widths

The width of a footway crossing and its position relative to the frontage of the property may be influenced by a number of factors such as widths of carriageway, footway or verge, and the width and depth of the area available for parking. In general, the width of a crossing is limited to that necessary to facilitate the safe access and egress of the driveway.

The standard footway crossing width (lowered kerb length) is 2.75m or 3 lowered kerbs. This is the normal width appropriate in most cases. In exceptional circumstances, dependent on-site conditions, a maximum crossing width (lowered kerb height) for an individual property of 4.6m or 5 lowered kerbs may be applied. (See Figure 2 for the overhead layout of a footway crossing)

Where a boundary fence, wall or hedge to the property exists, this should be retained for that portion of the frontage not covered by the footway crossing. This is to protect the street scene and pedestrians from motor vehicles manoeuvring on parts of the footway that do not form part of the footway crossing.

Where more of the wall or fence running along the property boundary is removed than required by the size of the footway crossing, it should be understood that an item of street furniture such as a lighting column, telegraph pole or traffic sign may be erected at any time in the footway outside the area of a footway crossing, even though this may obstruct an area where there is no wall or similar feature.

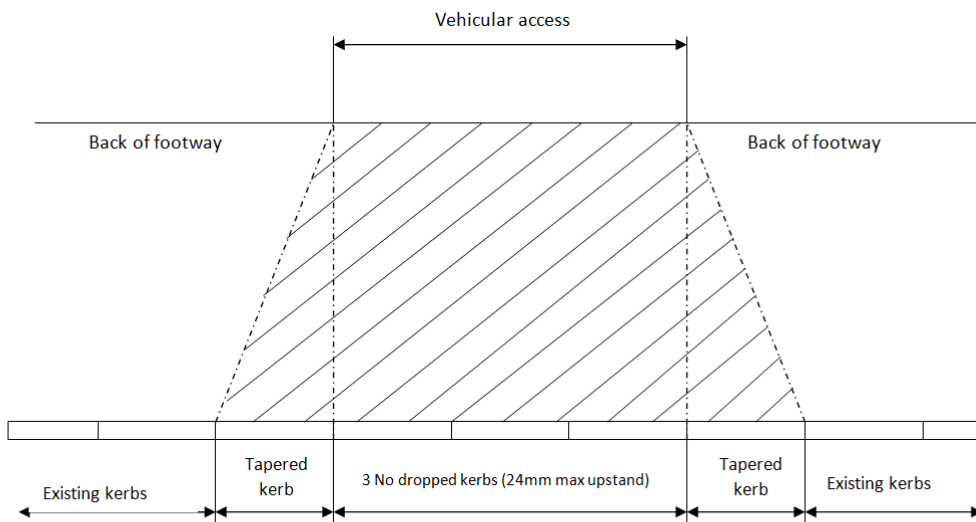


FIGURE 4

12. Shared Access

Where the occupiers of two adjoining properties share a driveway and wish to build a double width footway crossing to serve the two properties, one occupier should act on behalf of both parties in making an application.

In order to maintain the safety of pedestrians on the footway and to retain on-street parking provision, the maximum footway crossing width (lowered kerb height) for a shared access should not exceed 5.5m or 6 lowered kerbs.

The shared drive must normally be positioned centrally between both properties. Where one exists, the boundary fence, wall or hedge should be retained for that portion of any frontage not covered by the footway crossing.

Again, a minimum frontage depth of 4.75m will still be required.

13. Minimum Spacing Between Footway Crossings

Where a shared footway crossing is not feasible, then in order to provide an adequate refuge for pedestrians and prevent damage to vehicles tyres, individual crossings will be separated by at least a full height kerbstone no less than 200mm between dipped kerbs.



NOT PERMITTED



PERMITTED

FIGURE 5

14. Second Footway Crossings

Normally, to limit any adverse impact on pedestrians using the adjoining footway and to minimise the loss of kerb side parking, only one footway crossing will be permitted per property. However, a second crossing may be permitted where:

- The property frontage abutting the highway is a minimum of 12m length, and
- The property fronts a classified road where a second footway crossing would enable the formation of separate entry and exit points and the garden is long enough to accommodate this so that vehicles do not have to reverse either onto or off the highway, or the property is in a street where the majority of properties have driveways and the demand for kerb side parking would not be adversely affected.

15. Extension to Existing Footway Crossing

Applications for extensions to existing footway crossings will be considered up to the maximum width allowed (4.6m or 5 lowered kerbs).

Quotations for extensions are normally for the extension only and do not include reconstruction of the existing part of the footway crossing. A quote for the whole footway crossing to be renewed can be provided on request.

We cannot guarantee that material used for the extension will match the material in the existing footway crossing. New materials rarely match in colour or texture compared with materials that were installed many years ago. Please see Section 19 materials to be used for further information.

Trees, other street furniture and apparatus will not be removed to facilitate an extension to an existing footway crossing. In these cases, an application will be refused.

16. Cul-de-Sacs and Turning Areas

Footway crossings at the end of cul-de-sacs and in turning areas may have an adverse effect on parking or cause conflicts between neighbours. In these cases, the council will consult with all residents that could be affected by the proposed footway crossing before making a decision. All valid objections will be taken into consideration.

17. Obstacles to Construction

If the proposed position of a footway crossing is obstructed by a road sign, lighting column, road hump or tree etc., the location should be altered to avoid the obstruction. If this is not feasible, a decision will have to be made by the council, or other agency as appropriate, as to whether the obstruction should be removed or relocated, although there may be limited scope to do so.

In relation to specific obstructions to construction, the following conditions apply:

Street trees – Footway crossings will not normally be allowed where the construction will require either the removal or severe cutting of the roots of a street tree unless it is dead, diseased, dying, or considered to be at the end of its life. In all cases, permission to proceed will be required from the council following a review using the 'Footway Crossings in Relation to Trees Policy' (Appendix 2). The general presumption will be to refuse an application if there is a conflict with a street tree. However, where permission is granted a replacement tree will be located nearby. Where only minor tree root pruning is required and approved by the tree officer this may allow the footway crossing installation. Trees will not be felled for a footway crossing extension.

Street lighting columns – Street lighting columns are arranged to provide an even level of illumination to the highway for safety reasons. Relocating them to facilitate a footway crossing installation may affect the level of illumination offered and if this cannot be overcome by technical means then the application will be refused.

Road humps and other traffic calming - Where an applicant requests a new footway crossing or seeks an extension to a footway crossing in circumstances where an existing road hump or similar feature is judged to create an unacceptable hazard or hindrance to the operation of the crossing, the application may not be approved.

Where a traffic calming feature is to be relocated, approval is subject to the satisfactory outcome of the formal consultation and legal process which is required to be completed before the application can be determined.

Traffic signals – Footway crossings should not affect the operation of traffic lights. The council will not allow a footway crossing on any side of the road where traffic regularly queues at traffic signals or within 20m of a set of traffic lights.

Crossing points – Footway crossings will not be permitted within the confines of the zigzag lines at a controlled crossing, such as a zebra or pelican crossing.

Statutory undertakers' apparatus - Work may be required to strengthen, remove, divert or lower statutory undertakers' plant or apparatus, such as telephone boxes, telegraph poles or chamber covers. All such work will be carried out by the relevant utility company. This work will normally be completed prior to the footway crossing being constructed.

On-street parking controls – Where approved, a footway crossing that affects a designated on-street parking bay or other restriction may require changes to the traffic regulation order (TRO). The legal process should be completed before construction of the new footway crossing begins.

Grass verges – Where an application for a footway crossing is proposed across an area of highway verge or grassed amenity area that is greater than three metres in width there will be a presumption that it will be refused because of the loss of green space and the adverse effect this

can have on drainage of surface water and on the general appearance of the street. In some cases, the Engineer may be able to consider a sustainable urban drainage solution where water drains through the footway crossing construction built over the verge. The Engineers decision is final.

Drainage - The applicant must provide suitable drainage to prevent surface water discharging onto the highway prior to the construction of the footway crossing. Enforcement of this requirement is possible under Section 163 of the Highways Act 1980. The applicant is advised to check their property for flood risk before applying using <https://flood-warning-information.service.gov.uk/long-term-flood-risk> as a dropped kerb may increase the chance of flooding from surface water or any water conveyed along the highway as a lowered kerb offers less protection than a full height kerb.

Lay-by parking – Footway crossings will not be approved which reduce parking spaces in purpose-built parking areas in lay-bys, car parks, etc.

18. Gates Across Vehicle Entrance

Gates – Any gates fitted outside a property must be fitted in a manner that they open inwards, away from the highway. It is an offence under Section 153(1) of the Highways Act 1980 to allow a gate to open outwards towards the highway.

19. Materials to be Used

The standard finish to footway crossings is bituminous surfacing. This surface can be used within hours of installation and is more economical to maintain. Only in exceptional circumstances will the footway crossing be finished in other materials (e.g. concrete or block paving). It is the council's decision on the choice of materials to be used and the Engineers decision will be final.

20. Programmed Footway Works

When the council carries out footway reconstruction or other resurfacing, existing footway crossings in poor condition will normally be included in the works without cost to the householder (including accommodation works on private land if necessary with the permission of the landowner).

When footway reconstruction is to take place and subject to the new footway crossing point satisfying all the criteria in this policy, householders who do not currently have a vehicle crossing will be given the opportunity to have one constructed during the works at a reduced cost. (Excluding any costs that are incurred in the removal or relocation of street furniture, street trees, statutory undertaker's apparatus or traffic calming features etc.).

21. Problems with your Footway Crossing

From the time of construction all footway crossings have a 12-month period where the contractor can be recalled to rectify any construction or maintenance issues. Any issues would normally be identified during the final inspection and be corrected at that time. Any subsequent issues should be reported immediately. An inspector will carry out a further inspection check to see if the works have deviated from the order or whether material failure has occurred. Any issues identified will be repaired at the cost of the contractor.

Where a vehicle's underside or undercarriage comes into contact with the surface of an existing domestic footway crossing the council will alter, if possible, the profile of the crossing on request, subject to full reimbursement by the householder of all associated costs. It should be noted that there is normally only limited scope in existing design parameters for altering the profile of the footway and that it is often necessary for the profile of the driveway to be altered to address the issue. Such alterations would be the responsibility of the householder to undertake

22. Redundant Footway Crossings

Any redundant footway crossing(s) must be removed and the footway reinstated at the applicant's expense if a new access is to be created.

23. Application Arrangements

Applications for a footway crossing access will be made using Birmingham City Council's web site (<https://www.birmingham.gov.uk/droppedkerbs>) or by telephoning 0121 303 6644 and requesting a postal application.

Applicants must ensure that all requirements in this policy are met before paying the un-refundable application fee. If unsure, applicants should contact the Dropped Kerb Section by telephoning 0121 303 6644 or e-mailing droppedkerbs@birmingham.gov.uk.

A quotation for a standard footway crossing will normally be provided within 10 working days of the application being received. If street furniture or utility apparatus is involved it could take much longer to provide a quote.

The quotation for the construction of the footway crossing, including administration and supervision costs will be valid for a period of six months from the date of the quotation. After this the time period a new application will be required, with a new inspection and decision made whether to proceed and issue a new quotation if appropriate.

Construction of a footway crossing will not commence until full payment is received and any other requirements such removing walls and fences and constructing a hard standing/driveway etc., are completed.

The council aims to construct a standard footway crossing within twelve weeks of:

- a) payment having been received; and
- b) any highway or planning conditions stated in the approval notification having been completed by the applicant.

Where utility apparatus or other street furniture requires relocation, removal or adjustment as part of the footway crossing works completion could take considerably longer than 12 weeks.

The council's decision on a footway crossing application is final, in its capacity as the local highway authority.

24. Enforcement of Unauthorised Footway Crossings

A crossing is deemed unauthorised where it is either:

- of unknown construction (constructed without consent); or
- not constructed (i.e. residents are driving over the existing pavement);

Driving a motor vehicle over the kerb and across the footway (commonly known as the pavement) in order to gain access to premises where there is no footway crossing is unauthorised and could be subject to formal action by the council or the police.

Residents are not allowed to install or to employ contractors to install footway crossings or remove trees and other street furniture on the public highway. All contractors used by the council are quality control checked from an approved list and are licensed to carry out work on the highway.

Powers the council has

The council has a number of formal options under Section 184 of the Highways Act 1980 available to it to prevent unauthorised vehicular crossing of the footway. These include considering installing physical barriers, such as guardrails or bollards to prevent access to the driveway where a crossing is not permitted. The council can also recover the cost of any damage caused to the footway as a result of unauthorised driving over it.

Where a footway crossing has been constructed without consent the council can reinstate the footway and recover the cost of the works from the resident.

Approach to enforcement by the council

The council's initial approach to enforcement will be to offer advice and guidance as the first and preferred way to obtain a legal crossing point. However, the council will use formal powers where necessary to prevent unauthorised crossings.

Unauthorised installation of footway crossings that are identified will be evaluated and dependant on the outcome will be subject to the following action:

- Where a footway crossing appears to be constructed to the required standard and meet all the location specification requirements will be tested for construction depths and to ensure street furniture and utility apparatus are not compromised. Residents will be charged for these checks along with an administration fee for the council to record the footway crossing as officially authorised.
- Where a footway crossing does not meet the location specification requirements regardless of construction standard the council may reinstate the footway and charge the resident for any costs incurred.
- Where an unauthorised footway crossing is installed and location specification requirements are met but the footway crossing is not built to the required standards the council will instruct the resident to apply for an official authorised footway crossing through the council. Any quote issued on this basis will only be valid for 3 months after which point the footway will be reinstated and the resident charged for any costs incurred. If no application is made the footway may be reinstated and the resident charged for any costs incurred.
- Where an unauthorised footway crossing leaves the highway in an unsafe condition the footway will be made safe with immediate effect and the resident charged for any costs incurred.
- Where a large number of unauthorised footway crossings are discovered action to be taken will be prioritised using the table listed in Appendix 3.

The council reserves the right to revert the footway crossing to a footway if it is not in use or you no longer require vehicle access.

Appendix 1 – List of Classified Roads in Birmingham

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Road Name	Location	section description	Classified?	classification	DETR Road Number
Adderley Road	Nechells	from Ash Road to Washwood Heath Road roundabout	Yes	B Class	B4145
Addison Road	Moseley	Whole Length	Yes	B Class	B4146
Alcester Road	Moseley	Whole Length	Yes	Primary A Class	A435
Alcester Road South	Billesley	Whole Length	Yes	Primary A Class	A435
Alcester Street	Sparkbrook	Whole length	Yes	Un-numbered Classified	
Aldridge Road	Perry Barr	from College Road to Birchfield Road	Yes	Principal A Class	A453
Aldridge Road	Perry Barr	from Queslett Road to College Road	Yes	Un-numbered Classified	
All Saints Street	Soho	Whole Length	Yes	Un-numbered Classified	
Alma Street	Aston	Whole Length	Yes	B Class	B4498
Alston Street	Ladywood	Whole Length	Yes	B Class	B4124
Alum Rock Road	Nechells	Whole Length	Yes	Un-numbered Classified	
Alvechurch Road	Northfield	Roundabout at Lilley Lane	Yes	Un-numbered Classified	
Anderton Road	Sparkbrook	Montgomery Street to Golden Hillock Road	Yes	Un-numbered Classified	
Arden Road	Nechells	from Bowyer Road to Ash Road	Yes	B Class	B4516
Arthur Road	Edgbaston	Whole Length	Yes	Un-numbered Classified	
Ash Road	Nechells	Whole Length	Yes	B Class	B4145
Aston Bridge	Aston	From Corporation Street to Dartmouth Circus Upper Sections	Yes	Primary "A" Class	A38
Aston Bridge	Aston	Slip Roads to Aston Expressway underneath Dartmouth Circus	Yes	Principal "A" Class	A5127
Aston Church Road	Washwood Heath	Whole Length	Yes	Un-numbered Classified	
Aston Expressway	Aston	Whole Length	Yes	Motorways and Trunk Roads	A38M
Aston Hall Road	Aston	Whole Length	Yes	B Class	B4137
Aston Lane	Handsworth	Whole Length	Yes	Principal A Class	A4040
Aston Road	Aston	Slip Roads to Aston Expressway underneath Dartmouth Circus	Yes	Motorways and Trunk Roads	A38M
Aston Road	Aston	From Corporation Street to Dartmouth Circus Upper Sections	Yes	Primary A Class	A38
Aston Road North	Aston	Whole Length	Yes	Principal "A" Class	A5127
Aston Webb Boulevard	Selly Oak	Whole Length	Yes	Primary A Class	A38
Baker Street	Sparkhill	Whole Length	Yes	B Class	B4145
Barford Street	Sparkbrook	from Sherlock Street to Bradford Street	Yes	Un-numbered Classified	
Barnes Hill	Bartley Green	Whole Length	Yes	B Class	B4121
Barnsley Road	Ladywood	Whole Length	Yes	Principal A Class	A4040
Bath Row	Ladywood	Whole Length	Yes	B Class	B4127
Belchers Lane	Washwood Heath	Whole Length	Yes	Un-numbered Classified	
Belgrave Middleway	Edgbaston	Whole Length	Yes	Primary A Class	A4540
Bell Hill	Weoley	Whole Length	Yes	B Class	B4121
Bell Lane	Weoley	From Bell Hill to adjacent No649 Bristol Road South	Yes	Primary A Class	A38
Bell Lane	Weoley	from Bell Hill to junction with Bristol Road South opposite Church Road	Yes	B Class	B4121
Bell Lane	Shard End	Whole Length to boundary	Yes	Un-numbered Classified	
Bells Lane	Brandwood	from Druids Lane (West) to Rbt Parsons Hill	Yes	Un-numbered Classified	
Bells Lane	Brandwood	from roundabout at Alcester Road South to Druid's Lane (Eastern Entry/Exit)	Yes	Un-numbered Classified	
Belwell Lane	Sutton Four Oaks	Whole Length	Yes	B Class	B4151
Berkeley Road	Acocks Green	from Coventry Road to Berkeley Road East	Yes	Un-numbered Classified	
Berkeley Road East	Acocks Green	Whole Length	Yes	Un-numbered Classified	
Birchfield Road	Handsworth	Whole Length	Yes	Primary A Class	A34
Birmingham Road	Sutton Vesey	Whole Length	Yes	Principal A Class	A5127
Boldmere Road	Sutton Vesey	Whole Length	Yes	B Class	B4142
Booth Street	Soho	from Holyhead Road to boundary	Yes	B Class	B4136
Bordesley Circus	Sparkbrook	Whole Length	Yes	Primary A Class	A453
Bordesley Green	Small Heath	Whole Length	Yes	B Class	B4128
Bordesley Green East	Yardley	Whole Length	Yes	B Class	B4128
Bordesley Green Road	Nechells	Whole Length except service road from House No 521 to No 539	Yes	B Class	B4145
Bordesley Middleway	Sparkbrook	Whole Length	Yes	Primary A Class	A4540
Boulton Middleway	Aston	Whole Length	Yes	Primary "A" Class	A4540
Boulton Road	Soho	Whole Length	Yes	Principal A Class	A4040
Bowyer Road	Nechells	Whole Length	Yes	B Class	B4516
Bradford Street	Sparkbrook	Whole Length	Yes	Un-numbered Classified	

Brandwood Road	Brandwood	from Brandwood Park Road to Woodthorpe Road	Yes	Un-numbered Classified	
Brassington Avenue	Sutton New Hall	Whole Length	Yes	Principal A Class	A5127
Brighton Road	Sparkhill	Whole Length except cul de sac at rear of Houses No 5 to No 30	Yes	Un-numbered Classified	
Bristol Road	Selly Oak	From Oak Tree Lane to Middle Park Road	Yes	Primary A Class	A38
Bristol Road	Selly Oak	From Aston Webb Boulevard to Oak Tree Lane	Yes	B Class	B384
Bristol Road	Selly Oak	From Horsefair and Holloway Circus to Aston Webb Boulevard	Yes	Primary A Class	A38
Bristol Road South	Northfield	From Bell Lane at No 649 Bristol Road South to Frankley Beeches Road	Yes	Un-numbered Classified	
Bristol Road South	Northfield	From Frankley Beeches Road to Rubery By Pass	Yes	Primary A Class	A38
Bristol Road South	Northfield	From Bournville Lane to Bell Lane at No 649 Bristol Road South	Yes	Primary A Class	A38
Bristol Street	Ladywood	Whole Length	Yes	Primary A Class	A38
Broad Lane	Brandwood	Whole Length	Yes	Un-numbered Classified	
Broad Meadow Lane	Brandwood	Whole Length	Yes	Un-numbered Classified	
Broad Street	Ladywood	Whole Length	Yes	Un-numbered Classified	
Bromford Lane	Washwood Heath	Whole Length	Yes	Principal A Class	A4040
Brook Lane	Billesley	Whole Length	Yes	Principal A Class	A4040
Brookvale Road	Perry Barr	Whole Length	Yes	Principal A Class	A4040
Buckland End	Hodge Hill	Whole Length	Yes	Un-numbered Classified	
Bull Ring	Ladywood	Whole Length	Yes	"B" Class	B4100
Bunbury Road	Northfield	Whole Length	Yes	B Class	B4121
Calthorpe Road	Edgbaston	Whole Length	Yes	B Class	B4217
Camp Hill	Sparkbrook	Whole Length	Yes	B Class	B4100
Carters Lane	Bartley Green	from Woodgate Lane to Eldon Road	Yes	Un-numbered Classified	
Cartland Road	Bournville	Whole Length	Yes	Un-numbered Classified	
Carver Street	Ladywood	Warstone Lane to Ickniel Street	Yes	Un-numbered Classified	
Cattell Road	Small Heath	Whole Length	Yes	B Class	B4128
Centenary Square	Ladywood	Whole Length	Yes	Un-numbered Classified	
Chad Road	Edgbaston	Whole Length	Yes	B Class	B4124
Chapel Lane	Selly Oak	Whole Length	Yes	Principal A Class	A4040
Chapel Street	Nechells	Whole Length	Yes	"B" Class	B4114
Chester Road	Kingsbury	Whole Length	Yes	Primary A Class	A452
Chester Road North	Sutton Vesey	Whole Length	Yes	Primary A Class	A452
Church Lane	Hodge Hill	Whole Length	Yes	Un-numbered Classified	
Church Lane	Sandwell	Whole Length	Yes	Principal A Class	A4040
Church Road	Sparkhill	Whole Length	Yes	Un-numbered Classified	
Church Road	Sheldon	Whole Length	Yes	Un-numbered Classified	
Church Road	Acocks Green	from Church Lane to Hob Moor roundabout	Yes	Un-numbered Classified	
Church Road	Acocks Green	from Hob Moor Road roundabout to Swan Roundabout not including service road from House No 28 to No 82	Yes	Principal A Class	A4040
Church Road	Northfield	Bristol Road South to great Stone Road	Yes	B Class	B4121
Church Road	Edgbaston	from Westbourne Road to Priory Road	Yes	B Class	B4217
City Road	Ladywood	Whole Length	Yes	Principal A Class	A4040
Clifford Street	Aston	Whole Length	Yes	B Class	B4515
Clifton Road	Sutton New Hall	Whole Length	Yes	Un-numbered Classified	
Cofton Road	Northfield	Whole Length except Service Raods	Yes	Un-numbered Classified	
Coldbath Road	Moseley	Whole Length	Yes	B Class	B4146
Cole Bank Road	Hall Green	Whole Length	Yes	B Class	B4146
Cole Hall Lane	Hodge Hill Shard End	From New Cole Hall Lane to Brook Meadow Road	Yes	Un-numbered Classified	
Cole Hall Lane	Hodge Hill Shard End	From Kitts Green Road to New Cole Hall Lane	Yes	Un-numbered Classified	
Coleshill Road	Hodge Hill	Whole Length	Yes	B Class	B4114
Coleshill Street	Sutton New Hall	from Mill Street roundabout to Rectory Road	Yes	Un-numbered Classified	
College Road	Oscott	Whole Length	Yes	Principal A Class	A453
College Road	Sparkhill	Whole Length	Yes	B Class	B4217
College Road	Quinton	Whole Length	Yes	"B" Class	B4043
Colmore Circus Queensway	Ladywood	Whole Length	Yes	Un-numbered Classified	
Constitution Hill	Ladywood	Whole Length	Yes	B Class	B4100
Corporation Street	Nechells	from Queensway to Aston Road	Yes	Primary A Class	A38
Cotterills Lane	Washwood Heath	Whole Length	Yes	Un-numbered Classified	

Court Oak Road	Harborne	Whole Length, including roundabout at Balden Road	Yes	Principal A Class	A4123
Coventry Road	Sheldon	from Heybarnes Circus to City boundary	Yes	Primary A Class	A45
Coventry Road	Sheldon	from Cattell Road to Heybarnes Circus	Yes	Un-numbered Classified	
Coventry Road	Sheldon	from High Street Deritend to Cattell Road	Yes	B Class	B4128
Crabtree Road	Soho	Whole Length	Yes	Un-numbered Classified	
Crocketts Road	Soho	Whole Length	Yes	Un-numbered Classified	
Cromer Road	Sparkbrook	Whole Length	Yes	Un-numbered Classified	
Cross Farms Lane	Longbridge	Whole Length	Yes	Un-numbered Classified	
Crossfield Road	Shard End	Roundabout at Flaxley Road	Yes	Un-numbered Classified	
Cuckoo Road	Nechells	Whole Length from Lichfield Road to Heartlands Spine Road	Yes	B Class	B4132
Curzon Street	Nechells	Whole Length	Yes	Un-numbered Classified	
Dartmouth Middleway	Nechells	Whole Length	Yes	Primary A Class	A4540
Digbeth	Ladywood	Whole Length	Yes	B Class	B4100
Druids Lane	Brandwood	Whole Length	Yes	Un-numbered Classified	
Duddeston Mill Road	Nechells	Medina Road to Adderley Road	Yes	Un-numbered Classified	
Dudley Park Road	Acocks Green	Whole Length	Yes	B Class	B4146
Dudley Road	Ladywood	Whole Length	Yes	Principal A Class	A457
Dudley Street	Ladywood	Whole Length	Yes	Un-numbered Classified	
Durham Road	Sparkhill	Whole Length	Yes	Un-numbered Classified	
Eachelhurst Road	Sutton New Hall	Whole Length	Yes	B Class	B4148
Edgbaston Park Road	Edgbaston	Whole Length	Yes	Un-numbered Classified	
Edgbaston Road	Edgbaston	from Salisbury Road to Edgbaston Road East	Yes	Un-numbered Classified	
Edgbaston Road	Edgbaston	from Priory Road to Salisbury Road	Yes	B Class	B4127
Egghill Lane	Longbridge	Whole Length from Beeches Lane to boundary	Yes	Un-numbered Classified	
Farquhar Road	Edgbaston	Somerset Road to Pritchatts Road	Yes	Un-numbered Classified	
Fazeley Street	Nechells	from New Canal Street to Liverpool Lane	Yes	Un-numbered Classified	
Five Ways Underpass	Ladywood	Whole Length	Yes	Un-numbered Classified	
Flaxley Road	Hodge Hill	From Mears Drive to Roundabout at Crossfield Road	Yes	Un-numbered Classified	
Flaxley Road	Hodge Hill	From Station Road to Mears Drive	Yes	Principal "A" Class	A4040
Folliott Road	Shard End	Whole Length	Yes	Un-numbered Classified	
Fordhouse Lane	Bournville	Whole Length	Yes	Principal A Class	A4040
Fort Parkway	Kingsbury	Whole Length	Yes	Principal A Class	A47
Foundry Road	Soho	From Winson Green Road to James Turner Street	Yes	Un-numbered Classified	
Four Oaks Road	Sutton Four Oaks	Whole Length	Yes	Principal A Class	A454
Fox Hollies Road	Fox Hollies	Whole Length	Yes	Principal A Class	A4040
Frankley Beeches Road	Longbridge	Whole Length except service roads	Yes	Un-numbered Classified	
Franklin Street	Soho	Whole Length	Yes	Un-numbered Classified	
Frederick Street	Ladywood	Whole Length	Yes	Un-numbered Classified	
Friary Road	Sandwell	Whole Length except service road between House Nos 99 to 155	Yes	Un-numbered Classified	
Garretts Green Lane	Yardley	from Meadway to Sheldon Heath Road roundabout	Yes	Un-numbered Classified	
Garrison Lane	Nechells	Whole Length	Yes	Un-numbered Classified	
Gerrard Street	Aston	Whole Length	Yes	B Class	B4515
Golden Hillock Road	Sparkbrook	Whole Length	Yes	B Class	B4145
Gooch Street	Sparkbrook	Whole Length	Yes	Un-numbered Classified	
Goode Avenue	Soho	Whole Length except service road serving house no 29 to no31	Yes	Un-numbered Classified	
Goodrick Way	Nechells	Whole Length	Yes	B Class	B4132
Gospel Lane	Fox Hollies	Whole Length except cul de sacs	Yes	Un-numbered Classified	
Grange Road	Small Heath	Whole Length	Yes	Un-numbered Classified	
Gravelly Hill	Stockland Green	Whole Length except service road for Houses 139 to 149	Yes	Principal A Class	A5127
Gravelly Hill North	Stockland Green	Whole Length	Yes	Principal A Class	A5127
Gravelly Lane	Erdington	Whole Length	Yes	B Class	B4142
Great Barr Street	Nechells	Whole Length	Yes	Un-numbered Classified	
Great Charles Street Queensway	Ladywood	Whole Length	Yes	Primary A Class	A4400
Great Francis Street	Nechells	Whole Length	Yes	B Class	B4132
Great Hampton Street	Aston	Whole Length	Yes	B Class	B4100
Great King Street North	Soho	Whole Length	Yes	Un-numbered Classified	

Great Lister Street	Nechells	Whole Length	Yes	Un-numbered Classified	
Great Stone Road	Northfield	Whole Length	Yes	Un-numbered Classified	
Green Lane	Small Heath	from Grange Road to Hob Moor Lane	Yes	Un-numbered Classified	
Gressel Lane	Shard End	Whole Length except service roads fronting No 123 to 167 and leading to Babb's Mill	Yes	Un-numbered Classified	
Groveley Lane	Longbridge	From Longbridge Lane to boundary but not including service roads	Yes	B Class	B4096
Haden Way	Sparkbrook	Whole Length	Yes	Primary A Class	A435
Hagley Road	Edgbaston	Whole Length	Yes	Primary A Class	A456
Hagley Road West	Quinton	from boundary to Hagley Road	Yes	Primary A Class	A456
Hamstead Hill	Sandwell	Whole Length	Yes	B Class	B4124
Hamstead Road	Handsworth	Whole Length	Yes	B Class	B4124
Handsworth New Road	Soho	Whole Length	Yes	Principal A Class	A4040
Handsworth Wood Road	Sandwell	Whole Length	Yes	B Class	B4124
Harbinger Road	Kings Norton	Whole Length	Yes	Un-numbered Classified	
Harborne Lane	Harborne	From Aston Webb Boulevard to Bristol Road	Yes	Primary A Class	A38
Harborne Lane	Harborne	From Harborne Park Road to Aston Webb Boulevard	Yes	Principal A Class	A4040
Harborne Park Road	Harborne	Whole Length apart from service roads fronting No 175 to No 221	Yes	Principal A Class	A4040
Harborne Road	Edgbaston	From Five Ways roundabout to Chad Road	Yes	B Class	B4284
Harborne Road	Edgbaston	From Chad Road to Harborne Park Road	Yes	B Class	B4124
Harrier Way	Perry Barr	Whole Length	Yes	Primary A Class	A34
Hawthorn Road	Oscott	Whole Length	Yes	Un-numbered Classified	
Hazelwell Street	Bournville	Whole Length	Yes	Principal "A" Class	A441
Heartlands Parkway	Nechells	Whole Length	Yes	Principal A Class	A47
Heath Mill Lane	Nechells	Whole Length	Yes	Un-numbered Classified	
Heath Street	Soho	from Dudley Road junction to boundary	Yes	B Class	B4135
Heathfield Road	Handsworth	Whole Length	Yes	Un-numbered Classified	
Heathland Avenue	Hodge Hill	Whole Length from boundary	Yes	Un-numbered Classified	
Heaton Street	Soho	Whole Length	Yes	Primary A Class	A4540
Heeley Road	Selly Oak	Whole Length except cul de sacs	Yes	Un-numbered Classified	
Heybarnes Circus	Small Heath	Whole Length	Yes	Primary "A" Class	A45
High Street	Harborne	Whole Length	Yes	B Class	B4124
High Street	Moseley	Whole Length	Yes	Primary "A" Class	A435
High Street	Sparkbrook Deritend	Whole Length	Yes	B Class	B4100
High Street	Aston	Whole Length	Yes	Primary A Class	A34
High Street	Nechells	Whole Length	Yes	B Class	B4114
High Street	Sparkbrook	Whole Length	Yes	B Class	B4100
High Street	Erdington	from New Street to roundabout At Wood End Rd	Yes	B Class	B4139
High Street	Erdington	from Sutton New Rd to Sutton Rd	Yes	Principal A Class	A5127
High Street	Sutton Four Oaks	Whole Length	Yes	Principal A Class	A5127
Highfield Road	Edgbaston	Whole Length apart from unadopted section leading to Kensington Court	Yes	B Class	B4532
Highfield Road	Washwood Heath	Whole Length	Yes	B Class	B4516
Highfield Road	Hall Green	from Robin Hood Lane to Priory Rd	Yes	Un-numbered Classified	
Highfield Road	Hall Green	from Stratford Rd to Robin Hood Lane	Yes	Principal A Class	A4040
Highgate Middleway	Sparkbrook	Whole Length	Yes	Primary A Class	A4540
Highgate Road	Sparkbrook	Whole Length	Yes	Primary A Class	A4167
Highgate Street	Sparkbrook	Gooch Street to Horton Square	Yes	Un-numbered Classified	
Hill Street	Ladywood	Smallbrook Queensway to Station Street	Yes	Un-numbered Classified	
Hob Moor Road	Small Heath	From Yardley Green Road to Stoney Lane	Yes	Un-numbered Classified	
Hobs Moat Road	Sheldon	Whole Length	Yes	"B" Class	B425
Hockley Circus	Aston	Whole Length	Yes	Principal A Class	A4540
Hockley Flyover	Aston	Whole Length	Yes	B Class	B4100
Hockley Hill	Aston	Whole Length	Yes	B Class	B4100
Holborn Hill	Nechells	from Long Acre to Nechells Park Road	Yes	Un-numbered Classified	
Holloway Circus Queensway	Ladywood	Whole Length	Yes	Primary A Class	A4400
Holloway Head	Ladywood	Whole Length	Yes	B Class	B4127
Hollyfield Road	Sutton Four Oaks	Whole Length	Yes	B Class	B4148
Hollyfield Road South	Sutton New Hall	Whole Length	Yes	B Class	B4148

Holyhead Road	Soho	from Soho Road to boundary	Yes	Primary A Class	A41
Horse Shoes Lane	Sheldon	Whole Length	Yes	Un-numbered Classified	
Horton Square	Sparkbrook	Whole Length	Yes	Un-numbered Classified	
Howard Road	Brandwood	Whole Length	Yes	Principal A Class	A4040
Howard Road East	Moseley	Whole Length	Yes	Principal A Class	A4040
Hunters Road	Aston	Nursery Road to Hockley Circus	Yes	"B" Class	B4515
Hurst Street	Ladywood	from Smallbrook Queensway to Ladywell Walk	Yes	Un-numbered Classified	
Icknield Port Road	Ladywood	Whole Length	Yes	B Class	B4126
Icknield Street	Soho Hockley	From Summer Hill Road to Boulton Middleway	Yes	Primary A Class	A4540
Icknield Street	Kings Norton	from Gayhill Lane to boundary	Yes	Un-numbered Classified	
Iron Lane	Hodge Hill	Whole Length	Yes	Principal A Class	A4040
Island Road	Sandwell	Whole Length	Yes	Principal A Class	A4040
Islington Row	Ladywood	Whole Length	Yes	Primary "A" Class	
James Watt Queensway	Nechells	Whole Length	Yes	B Class	B4114
Jenkins Street	Sparkbrook	Whole Length	Yes	Un-numbered Classified	
Jennens Road	Nechells	From Lawley Middleway to Chapel Street	Yes	B Class	B4114
Jockey Road	Sutton Vesey	from roundabout at Melrose Av to Birmingham Rd	Yes	Principal A Class	A453
Jockey Road	Sutton Vesey	from Chester Road roundabout to roundabout at Melrose Avenue	Yes	B Class	B4149
Kendal Road	Sparkbrook	Whole Length	Yes	Un-numbered Classified	
King Edward Square	Sutton Four Oaks	Whole Length	Yes	Un-numbered Classified	
King Edwards Road	Ladywood	St. Vincent Street to Nelson Street	Yes	Un-numbered Classified	
Kings Road	Kingstanding	Whole Length	Yes	B Class	B4149
Kings Road	Acocks Green	Whole Length	Yes	Un-numbered Classified	
Kingsbury Road	Kingsbury	From Tyburn Road Sutton Coldfield By-Pass	Yes	Primary A Class	A38
Kingsbury Road	Kingsbury	From Sutton Coldfield By-Pass to Boundary	Yes	Principal A Class	A4097
Kingstanding Road	Oscott	Whole Length	Yes	B Class	B4138
Kitts Green Road	Shard End	From Church Lane to and including the roundabout at Cole Hall Lane	Yes	Un-numbered Classified	
Kitwell Lane	Bartley Green	from Wood Lane to boundary	Yes	Un-numbered Classified	
Kyotts Lake Road	Sparkbrook	Whole Length	Yes	Un-numbered Classified	
Ladypool Road	Sparkbrook	Whole Length	Yes	Un-numbered Classified	
Ladywell Walk	Ladywood	Whole Length	Yes	Un-numbered Classified	
Ladywood Middleway	Ladywood	Whole Length	Yes	Primary A Class	A4540
Lancaster Circus Underpass	Aston	Whole Length	Yes	B Class	B4114
Lancaster Street	Nechells	Whole Length	Yes	B Class	B4114
Landor Street	Nechells	Whole Length	Yes	Un-numbered Classified	
Lawley Middleway	Nechells	Whole Length	Yes	Primary A Class	A4540
Lea Village	Shard End	From Gressell Lane to and including the roundabout at Mirfield Road	Yes	Un-numbered Classified	
Lee Bank Middleway	Edgbaston	Whole Length	Yes	Primary A Class	A4540
Leopold Street	Sparkbrook	Whole Length	Yes	Un-numbered Classified	
Lichfield Road	Aston	Whole Length	Yes	Principal A Class	A5127
Lichfield Road	Sutton Four Oaks	from boundary to High Street roundabout	Yes	Principal A Class	A5127
Lickey Road	Longbridge	from Bristol Road South to boundary	Yes	B Class	B4120
Lifford Lane	Kings Norton	Whole Length	Yes	Un-numbered Classified	
Lilley Lane	Northfield	Whole Length	Yes	Un-numbered Classified	
Linden Road	Bournville	Whole Length	Yes	Principal A Class	A4040
Lindridge Road	Sutton New Hall	from Rectory Road to Holly Lane	Yes	Un-numbered Classified	
Little Sutton Road	Sutton Four Oaks	from Little Sutton Lane to Marlpit Lane/Slade Road junction	Yes	B Class	B4151
Lodge Road	Soho Winson Green	From Handsworth New Road to Goode Avenue	Yes	Un-numbered Classified	
Long Acre	Nechells	Whole Length	Yes	Un-numbered Classified	
Longbridge Lane	Longbridge	from Bristol Road to Groveley Lane	Yes	Un-numbered Classified	
Longbridge Lane	Longbridge	from Groveley Lane Redditch Road	Yes	B Class	B4096
Lordswood Road	Quinton	Whole Length	Yes	Principal A Class	A4040
Lower Queen Street	Sutton New Hall	FROM VICTORIA ROAD TO QUEEN STREET	Yes	Principal A Class	A5127
Lozells Road	Handsworth	Whole Length	Yes	B Class	B4144
Lynton Road	Aston	Whole Length	Yes	"B" Class	B4132
M6	Perry Barr	Whole Length	Yes	Motorways and Trunk Roads	M6

M6 Toll road	Sutton New Hall	Whole Length	Yes	Motorways and Trunk Roads	
Macdonald Street	Sparkbrook	Whole Length	Yes	Un-numbered Classified	
Mackadown Lane	Shard End	from Meadway to Tile Cross Road	Yes	Un-numbered Classified	
Marsh Hill	Kingstanding	Whole Length	Yes	Principal A Class	A4040
Marsh Lane	Stockland Green	Whole Length	Yes	B Class	B4531
Masshouse Lane	Nechells	Whole Length	Yes	B Class	B4114
Meadway	Yardley	Whole Length except for service roads	Yes	B Class	B4128
Melrose Avenue	Sutton Vesey	Whole Length	Yes	Un-numbered Classified	
Melvina Road	Nechells	From Saltley Road to Dudley Mill Road	Yes	B Class	B4132
Mere Green Road	Sutton Four Oaks	Whole Length	Yes	B Class	B4151
Meriden Street	Nechells	Whole Length	Yes	Un-numbered Classified	
Metchley Lane	Harborne	Whole Length	Yes	B Class	B4129
Middleton Hall Road	Bournville	Whole Length	Yes	B Class	B4121
Mill Street	Sutton New Hall	Whole Length	Yes	Principal A Class	A5127
Millhouse Road	Acocks Green	Whole Length	Yes	Un-numbered Classified	
Mirfield Road	Shard End	Whole Length	Yes	Un-numbered Classified	
Moat Lane	Ladywood	Whole Length	Yes	B Class	B4100
Monmouth Drive	Sutton Vesey	Whole Length	Yes	Un-numbered Classified	
Montgomery Street	Sparkbrook	Whole Length	Yes	Un-numbered Classified	
Monument Road	Edgbaston	from Hagley Road to Alston Street	Yes	B Class	B4124
Monyhull Hall Road	Brandwood	Whole Length	Yes	Un-numbered Classified	
Moor Green Lane	Moseley	Queensbridge Road to Russell Road	Yes	Un-numbered Classified	
Moor Street Queensway	Nechells	Whole Length	Yes	"B" Class	B4100
Moseley Road	Sparkbrook	from Bradford Street to Highgate Middleway	Yes	Un-numbered Classified	
Moseley Road	Sparkbrook	from Haden Way to Alcester Road	Yes	Primary A Class	A435
Muntz Street	Small Heath	Whole Length	Yes	B Class	B4145
Nechells Parkway	Nechells	Whole Length	Yes	Principal A Class	A47
New Canal Street	Nechells	Whole Length	Yes	Un-numbered Classified	
New Cole Hall Lane	Hodge Hill	Whole Length	Yes	Un-numbered Classified	
New Coventry Road	Sheldon	Whole Length	Yes	Primary A Class	A45
New Inns Lane	Longbridge	Whole Length to Boundary	Yes	Un-numbered Classified	
New John Street West	Aston	Whole Length	Yes	Primary A Class	A4540
New Moseley Road	Sparkbrook	Whole Length	Yes	Un-numbered Classified	
New Street	Erdington	From Sutton New Road to High Street	Yes	B Class	B4139
New Town Row	Aston	From High Street Aston to New John Street West	Yes	Primary A Class	A34
New Town Row	Aston	From New John Street West to Lancaster Circus Underpass	Yes	B Class	B4114
Newbury Road	Aston	Whole Length	Yes	"B" Class	B4515
Newhall Hill	Ladywood	Whole Length	Yes	Un-numbered Classified	
Newport Road	Hodge Hill	Roundabout at Chester Road	Yes	Primary "A" Class	A452
Newport Road	Hodge Hill	From Roundabout at Chester Road to and including roundabout at Bradford Road	Yes	B Class	B4114
Newtown Middleway	Aston	Whole Length	Yes	Primary A Class	A4540
Norfolk Road	Edgbaston	Whole Length	Yes	B Class	B4129
Northfield Road	Harborne	Whole Length	Yes	Un-numbered Classified	
Nursery Road	Edgbaston	Whole Length	Yes	B Class	B4129
Nursery Road	Aston	Whole Length	Yes	B Class	B4515
Oak Tree Lane	Selly Oak	From Bristol Road to Linden Road	Yes	Principal A Class	A4040
Old Snow Hill	Ladywood	Whole Length	Yes	B Class	B4100
Old Square	Ladywood	Whole Length	Yes	Un-numbered Classified	
Old Walsall Road	Perry Barr	Whole Length	Yes	B Class	B4124
Olton Boulevard East	Fox Hollies	Whole Length	Yes	B Class	B4514
Oxhill Road	Sandwell	From Church Lane to Sandwell Road	Yes	Principal A Class	A4040
Parade	Ladywood	Whole Length	Yes	B Class	B4135
Paradise Circus Queensway	Ladywood	Whole Length	Yes	Primary A Class	A4400
Park Circus	Aston	Whole Length	Yes	"B" Class	B4144
Park Lane	Aston	Whole Length	Yes	B Class	B4144
Park Road	Sutton New Hall	Roundabout at Clifton Road	Yes	Un-numbered Classified	

Park Street	Nechells	Moor Street to Bull Ring	Yes	B Class	B4100
Park Street	Nechells	Jennens Road to Masshouse Lane	Yes	B Class	B4114
Parsons Hill	Kings Norton	Whole Length	Yes	Un-numbered Classified	
Penns Lane	Sutton Vesey	Whole Length	Yes	B Class	B4148
Perry Barr Expressway	Handsworth	Whole Length	Yes	Primary A Class	A34
Perry Common Road	Kingstanding	Whole Length	Yes	Un-numbered Classified	
Pershore Road	Edgbaston	Whole Length	Yes	Primary A Class	A441
Pershore Road South	Kings Norton	Whole Length	Yes	Primary A Class	A441
Pershore Street	Ladywood	Whole length	Yes	Un-numbered Classified	
Plough And Harrow Road	Ladywood	Whole Length	Yes	B Class	B4532
Poets Corner	Sparkbrook	Whole Length	Yes	Primary "A" Class	A45
Portland Road	Edgbaston	from boundary to Hagley Road	Yes	B Class	B4125
Priory Road	Billesley	from Highfield Road to School Road	Yes	Un-numbered Classified	
Priory Road	Edgbaston	Whole Length	Yes	B Class	B4217
Queen Street	Sutton New Hall	Whole Length	Yes	Principal A Class	A5127
Queens Park Road	Harborne	Whole Length	Yes	Un-numbered Classified	
Queensbridge Road	Moseley	Whole Length	Yes	Un-numbered Classified	
Queensway (Tunnel)	Ladywood	Whole Length	Yes	Primary "A" Class	A38
Queslett Road	Oscott	Whole Length except service roads	Yes	Primary A Class	A4041
Queslett Road East	Sutton Vesey	Whole Length except service roads	Yes	Primary A Class	A4041
Quinton Expressway	Quinton	from Hagley Road to boundary	Yes	Primary A Class	A456
Rectory Road	Sutton Four Oaks	Whole Length	Yes	Un-numbered Classified	
Redditch Road	Kings Norton	Whole Length	Yes	Primary A Class	A435
Rednal Road	Kings Norton	Whole Length except service roads	Yes	Un-numbered Classified	
Redstone Farm Road	Hall Green	Whole Length	Yes	Un-numbered Classified	
Reservoir Road	Stockland Green	Whole Length	Yes	Principal A Class	A4040
Richmond Road	Yardley	from Yardley Green Road to Bordseley Green East	Yes	Un-numbered Classified	
Ridgacre Road	Quinton	Whole Length	Yes	Un-numbered Classified	
Robin Hood Lane	Hall Green	from Brook Lane to Highfield Road	Yes	Principal A Class	A4040
Robin Hood Lane	Hall Green	from Highfield Road to Stratford Road	Yes	Un-numbered Classified	
Rocky Lane	Nechells	From Lichfield Road to Rupert Street	Yes	B Class	B4144
Rookery Road	Sandwell	Whole Length	Yes	Principal A Class	A4040
Rosemary Hill Road	Sutton Four Oaks	Whole Length	Yes	B Class	B4138
Rotton Park Road	Ladywood	Whole Length	Yes	B Class	B4129
Rowlands Road	Acocks Green	Whole Length	Yes	Un-numbered Classified	
Rubery Bypass	Longbridge	Whole Length	Yes	Primary "A" Class	A38
Rubery Lane	Longbridge	Whole Length	Yes	Un-numbered Classified	
Rupert Street	Nechells	from Nechells Parkway to Great Lister Street	Yes	Un-numbered Classified	
Russell Road	Moseley	Whole Length	Yes	Un-numbered Classified	
Salford Circus	Stockland Green	Whole Length	Yes	Principal "A" Class	A5127
Salisbury Road	Moseley	Whole Length	Yes	B Class	B4127
Saltley Road	Nechells	Whole Length	Yes	Principal A Class	A47
Saltley Viaduct	Nechells	Whole Length	Yes	B Class	B4114
Sand Pits	Ladywood	Whole Length	Yes	B Class	B4135
Sandon Road	Ladywood	from Bearwood Road to Barnsley Road	Yes	"B" Class	B4182
Sandon Road	Ladywood	from Barnsley Road to City Road	Yes	Principal A Class	A4040
Sandon Road	Ladywood	from City Road to Hagley Road	Yes	B Class	B4182
Sandwell Road	Sandwell	From Island Road to Holyhead Road	Yes	Un-numbered Classified	
Sandwell Road	Sandwell	From Island Road to Oxhill Road	Yes	Principal A Class	A4040
School Road	Billesley	Whole Length	Yes	Un-numbered Classified	
School Road	Hall Green	from Stratford Road to Fox Hollies Road	Yes	B Class	B4146
Shaftmoor Lane	Fox Hollies	Whole Length	Yes	B Class	B4217
Sheaf Lane	Sheldon	Whole Length	Yes	Un-numbered Classified	
Sheepcote Street	Ladywood	Whole Length	Yes	Un-numbered Classified	
Sheldon Heath Road	Sheldon	from roundabout at Garretts Green Lane to roundabout at The Radleys	Yes	Un-numbered Classified	
Shenley Lane	Weoley	Whole Length	Yes	B Class	B4121

Sherbourne Road	Acocks Green	from Dudley Park Road to Yardley Road	Yes	B Class	B4146
Sherlock Street	Ladywood	Whole Length	Yes	Un-numbered Classified	
Short Heath Road	Stockland Green	Whole Length	Yes	Un-numbered Classified	
Showell Green Lane	Sparkhill	Whole Length	Yes	Un-numbered Classified	
Sir Herbert Austin Way	Weoley	Whole Length	Yes	Primary A Class	A38
Slade Road	Sutton Four Oaks	from Little Sutton Road to boundary	Yes	B Class	B4151
Sladefield Road	Washwood Heath	Whole Length	Yes	Un-numbered Classified	
Small Heath Bridge	Sparkbrook	Whole Length	Yes	Un-numbered Classified	
Small Heath Highway	Sparkbrook	Whole Length	Yes	Primary A Class	A45
Smallbrook Queensway	Ladywood	From Holloway Circus to Hill Street	Yes	Un-numbered Classified	
Smithfield Street	Ladywood	From Digbeth to Moat Lane	Yes	B Class	B4100
Snow Hill Queensway	Ladywood	Whole Length	Yes	Un-numbered Classified	
Soho Hill	Aston	Whole Length	Yes	Primary A Class	A41
Soho Road	Soho	Whole Length	Yes	Primary A Class	A41
Solihull Lane	Hall Green	Whole Length	Yes	B Class	B4025
Somerset Road	Edgbaston	Whole Length	Yes	Un-numbered Classified	
Somerville Road	Sutton Vesey	from Wyndley Lane to Monmouth Drive	Yes	Un-numbered Classified	
Spring Hill	Soho	Whole Length	Yes	Principal A Class	A457
Springfield Road	Moseley	Whole Length	Yes	Un-numbered Classified	
St Chads Circus Tunnel	Ladywood	Whole Length	Yes	Primary "A" Class	A38
St Chads Queensway	Nechells	From Lancaster Circus to Great Charles Street Queensway	Yes	Primary A Class	A4400
St Chads Queensway	Nechells	From Old Snow Hill to Great Charles Street	Yes	"B" Class	B4100
St Johns Road	Sparkhill	from Stratford Road to Baker Street	Yes	Un-numbered Classified	
St Marys Row	Moseley	Whole Length	Yes	B Class	B4127
St Vincent Street	Ladywood	Sheepcote Street to King Edwards Road	Yes	Un-numbered Classified	
Station Road	Erdington	Whole Length	Yes	B Class	B4531
Station Road	Yardley	Whole Length except service roads	Yes	Principal A Class	A4040
Station Street	Ladywood	From Dudley Street to Hill Street	Yes	Un-numbered Classified	
Stechford Lane	Washwood Heath	Whole Length, and over two roundabouts on to Station Road	Yes	Principal A Class	A4040
Stechford Road	Hodge Hill	Whole Length	Yes	B Class	B4147
Stockfield Road	Acocks Green	Whole Length	Yes	Principal A Class	A4040
Stonehouse Hill	Weoley	Whole Length	Yes	Un-numbered Classified	
Stonehouse Lane	Bartley Green	from Barnes Hill roundabout to Stonehouse Hill	Yes	Un-numbered Classified	
Stoney Lane	Sparkhill	from Yardley Wood Road to Highgate Road	Yes	Un-numbered Classified	
Stoney Lane	Acocks Green	Whole Length	Yes	Principal A Class	A4040
Stoney Lane	Quinton	Whole Length except service road	Yes	Un-numbered Classified	
Stratford Road	Sparkbrook	Whole Length as far as boundary except service roads	Yes	Primary A Class	A34
Streetly Lane	Sutton Four Oaks	from Walsall Road junction to boundary	Yes	B Class	B4151
Streetly Road	Stockland Green	FROM MARSH HILL TO MARSH LANE	Yes	"B" Class	B4531
Suffolk Street Queensway	Ladywood	Whole Length	Yes	Primary A Class	A4400
Summer Hill Road	Ladywood	Whole Length	Yes	B Class	B4135
Summer Hill Street	Ladywood	Whole Length	Yes	Un-numbered Classified	
Summer Lane	Aston	Whole Length	Yes	Un-numbered Classified	
Summer Road	Fox Hollies	Whole Length	Yes	B Class	B4217
Summer Road	Stockland Green	From Six Ways Traffic Island to Gravelly Lane	Yes	B Class	B4142
Summer Road	Stockland Green	From Gravelly Lane to Marsh Lane	Yes	Un-numbered Classified	
Summer Row	Ladywood	Whole Length except service roads	Yes	"B" Class	B4135
Sutton Coldfield Bypass	Sutton New Hall	Whole Length	Yes	Primary A Class	A38
Sutton New Road	Erdington	Whole Length	Yes	Primary A Class	A5127
Sutton Oak Road	Sutton Vesey	Whole Length	Yes	B Class	B4138
Sutton Road	Erdington	Whole Length	Yes	Principal A Class	A5127
Swanshurst Lane	Moseley	Whole Length	Yes	B Class	B4146
Tamworth Road	Sutton Four Oaks	from Lichfield Road to boundary	Yes	Principal A Class	A453
Taunton Road	Sparkhill	Whole Length	Yes	Un-numbered Classified	
Tennal Road	Harborne	from Queens Park Road to roundabout on Northfield Road	Yes	Un-numbered Classified	
Tessall Lane	Longbridge	from Hollymoor Way to & including the roundabout at Rubery Lane	Yes	Un-numbered Classified	

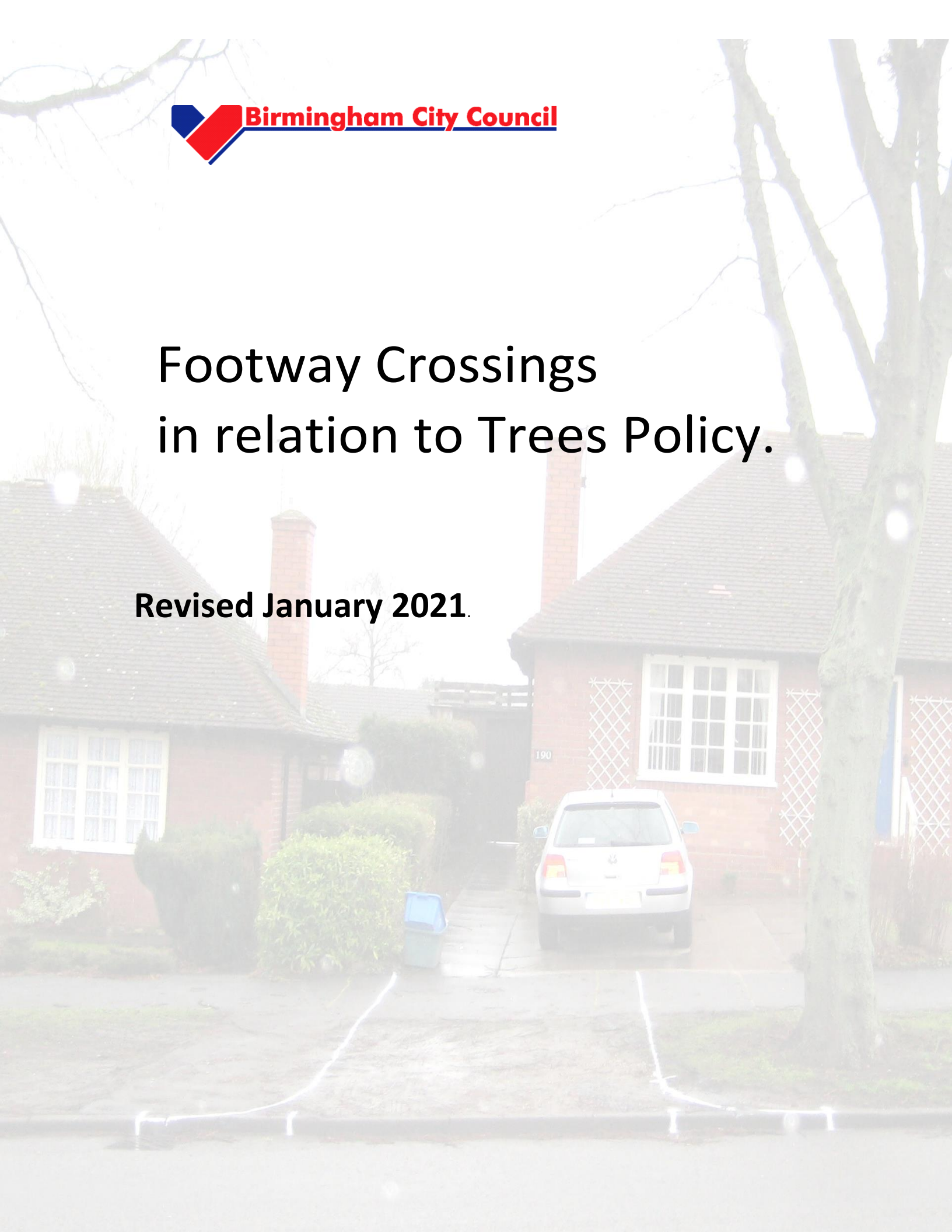
The Green	Kings Norton	from Westhill Road to Redditch Road roundabout	Yes	Un-numbered Classified	
The Priory Queensway	Nechells	Whole Length	Yes	Un-numbered Classified	
The Radleys	Sheldon	Whole Length	Yes	Un-numbered Classified	
Thimble Mill Lane	Nechells	From Linton Road & Roundabout to Goodrick Way	Yes	B Class	B4132
Thornhill Road	Sutton Four Oaks	Whole Length	Yes	B Class	B4138
Tile Cross Road	Shard End	from Mackadown Lane to Bell Lane roundabout	Yes	Un-numbered Classified	
Trinity Road	Handsworth	Whole Length	Yes	Un-numbered Classified	
Tyburn Road	Stockland Green	from Salford Circus to Kingsbury Road	Yes	Primary A Class	A38
Tyburn Road	Stockland Green	from Kingsbury Road to Chester Road roundabout	Yes	B Class	B4148
Tyseley Hill Road	Small Heath	Whole Length	Yes	B Class	B4146
Umberslade Road	Selly Oak	Whole Length	Yes	Un-numbered Classified	
Upper Clifton Road	Sutton Four Oaks	Whole Length	Yes	Un-numbered Classified	
Valentine Road	Moseley	Whole Length	Yes	Un-numbered Classified	
Vauxhall Road	Nechells	Whole Length	Yes	B Class	B4132
Vicarage Road	Bournville	from Howard Road to High Street, Kings Heath	Yes	B Class	B4122
Vicarage Road	Bournville	from Fordhouse Lane to Howard Road	Yes	Principal A Class	A4040
Victoria Road	Aston	Whole Length	Yes	Un-numbered Classified	
Victoria Road	Sutton New Hall	from Mill Street to Lower Queen Street	Yes	Principal A Class	A5127
Victoria Street	Small Heath	Whole Length	Yes	B Class	B4145
Villa Road	Soho	Whole Length	Yes	B Class	B4144
Vincent Drive	Edgbaston	Whole Length	Yes	Un-numbered Classified	
Vyse Street	Aston Hockley	Whole Length	Yes	Un-numbered Classified	
Wake Green Road	Moseley	from St Marys Row to College Road	Yes	B Class	B4217
Walford Road	Sparkbrook	Whole Length	Yes	B Class	B4126
Walkers Heath Road	Kings Norton	From Gayhill Lane to Harbinger Road	Yes	Un-numbered Classified	
Walmley Ash Road	Sutton New Hall	Whole Length	Yes	Un-numbered Classified	
Walmley Road	Sutton New Hall	from Hollyfield Road South to Eachelhurst Road	Yes	B Class	B4148
Walsall Road	Perry Barr	Whole Length	Yes	Primary A Class	A34
Walsall Road	Sutton Four Oaks	from Four Oaks Road to City boundary	Yes	Principal A Class	A454
Walter Street	Nechells	Whole Length	Yes	B Class	B4144
War Lane	Harborne	Whole Length	Yes	Un-numbered Classified	
Warstock Road	Billesley	Whole Length	Yes	Un-numbered Classified	
Warstone Lane	Aston	Icniel Street to Frederick Street	Yes	Un-numbered Classified	
Warwick Road	Sparkhill	Whole Length	Yes	Primary A Class	A41
Wash Lane	Acocks Green	from Millhouse Road to Richmond Road	Yes	Un-numbered Classified	
Washwood Heath Road	Washwood Heath	Whole Length	Yes	B Class	B4114
Water Orton Lane	Sutton New Hall	Whole Length to boundary	Yes	Un-numbered Classified	
Water Orton Road	Kingsbury	Whole length	Yes	B Class	B4118
Waterlinks Boulevard	Aston	Whole Length	Yes	B Class	B4132
Watery Lane Middleway	Nechells	Whole Length	Yes	Primary A Class	A4540
Watford Road	Bournville	Whole Length	Yes	Principal A Class	A4040
Well Street	Aston Lozells	Whole Length	Yes	Un-numbered Classified	
Wellington Road	Handsworth	Whole Length	Yes	Principal A Class	A4040
Wellington Street	Soho	From Franklin Street to City Boundary and beyond	Yes	Un-numbered Classified	
West Boulevard	Quinton	Whole Length except service road fronting No's 454 to 482	Yes	B Class	B4121
Western Road	Soho	Whole Length	Yes	Un-numbered Classified	
Westley Road	Fox Hollies	Whole Length	Yes	B Class	B4146
Wharf Road	Kings Norton	Whole Length	Yes	Un-numbered Classified	
Wharfdale Road	Acocks Green	Whole Length	Yes	B Class	B4146
Wheeler Street	Aston	from Clifford Street to Lozells Road	Yes	B Class	B4515
Wheeler Lane	Moseley	from Howard Road East to Coldbath Road	Yes	Principal A Class	A4040
Wheeleys Lane	Ladywood	Whole Length	Yes	B Class	B4127
Wheeleys Road	Edgbaston	Whole Length	Yes	Un-numbered Classified	
Wheelwright Road	Erdington	Bromford Lane to Tyburn Road	Yes	Principal "A" Class	A4040
Whitehouse Common Road	Sutton New Hall	Whole Length	Yes	B Class	B4148
Whitmore Street	Soho	from Hockley Circus to Goode Avenue	Yes	Un-numbered Classified	

Winson Green Road	Soho	Whole Length	Yes	Principal A Class	A4040
Witton Lane	Aston	Whole Length	Yes	B Class	B4137
Witton Road	Handsworth	from Lozells Road to Aston Lane roundabout	Yes	B Class	B4140
Witton Road	Handsworth	from Aston Lane roundabout to Brookvale Road	Yes	Principal A Class	A4040
Wolverhampton Road South	Quinton	Whole Length	Yes	Principal A Class	A4123
Wood End Road	Erdington	Whole Length	Yes	Principal A Class	A4040
Wood Lane	Bartley Green	Whole Length	Yes	Un-numbered Classified	
Wood Street	Ladywood	Whole Length	Yes	B Class	B4126
Woodgate Lane	Bartley Green	Whole Length	Yes	Un-numbered Classified	
Woodthorpe Road	Brandwood	Whole Length	Yes	Un-numbered Classified	
Wrentham Street	Ladywood	Whole Length	Yes	Un-numbered Classified	
Yardley Green Road	Small Heath	from Hob Moor Road to Belchers Lane	Yes	Un-numbered Classified	
Yardley Road	Acocks Green	from Stockfield Road to Church Road	Yes	Principal A Class	A4040
Yardley Road	Acocks Green	from Sherbourne Road to Stockfield Road	Yes	B Class	B4146
Yardley Wood Road	Billesley	Whole Length apart from service road to Stratford House	Yes	Un-numbered Classified	
Yew Tree Lane	Acocks Green	from Church Road to Rowlands Rowlands Road	Yes	Un-numbered Classified	

Appendix 2 – Footway Crossing and Tree

Footway Crossings in relation to Trees Policy.

Revised January 2021.



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Introduction

This document is a revision of the Footway Crossings in relation to Trees Policy that was adopted from its draft format in February 2018.

The purpose of this revision is to take into account any amendments that have been identified during the previous years of operation.

Background to changes

The initial process for attaining a score for any tree affected by the proposal for installation of a footway crossing has been running for over 24 months and has proved to be reasonably effective in the determination process. However while the process for scoring the road is similarly effective it makes no provision for the assessment of other off-street parking available to the applicant – this is especially the case for those properties with rear access roads and garages/ space providing secure parking within the applicant's curtilage.

The city declared a Climate Change Emergency (July 2019) and set an aspiration to be net zero carbon by 2030. As part of the city wide requirements to meet these challenges greater consideration needs to be given to the role that green infrastructure and especially trees will play. To this end an assessment of the canopy cover for the ward will be factored in.

The changes made to the assessment process will be back office functions and are set out within the assessment criteria.

This process is to be applied to all highway trees including those being considered within a formal application for planning permission.

Assessment Process

First principles and Assessment

1. Tree Preservation to sustain good trees and avenues and canopy cover
2. Resident right to access.
3. Parking provision and its effects on the street.
4. Consideration of access to public transport.
5. No tree will be removed or detrimentally pruned for in-out access or crossing extensions.
6. The criteria will not apply retrospectively such that where a tree is sited within 1m of a crossing this alone will not be justification for removal.
7. Historical practice will not provide a justification for removal or work contrary to this document.
8. The Scoring system outlined in Table 1 will in this version be a start point. Reassessment and/ or revisions to the scoring may be made to achieve a more desirable result.

For detailed explanation of the criteria in table 1 please see appendix 1.

The assessment is based on a score with maximum of 5 points for each criterion. The maximum for the tree is 20 while the maximum for the road is 18. This is based on the fact that a tree scoring 19 or twenty is likely to be of exceptional quality and value.

The 2 total scores are tabulated and a compared.

Two new factors have been added within this V2 document these are;

1. Access to other off street parking within applicant's ownership
2. Tree canopy cover percentage for the ward.

These will seek to address issues in a systematic and objective way; these assessments will be undertaken as a back office function using GIS and aerial mapping as data sources. The access score will be added to the overall road score while canopy cover will be added to the tree score. The assessment criteria and scoring are set out in tables 2 and 3.

These additional scores will bring the totals to a maximum of 25 for the tree and 22 for the road.

Site:					Tree Species	Height	Spread	DBH	Min Clearance
Conservation Area (Y/N):									
App No									
Tree Position									
Tree Assessment					Road and User Assessment				
Amenity Assessment					Congestion Score				
Prime Health	5				Major parking shortage	5			
Good Health	4				Parking shortage	4			
Fair Health	3				Parking Limit	3			
Poor health	2				Easy parking	2			
Dead	1				Free parking	1			
Retention					Road Score				
100+	5				less than 5.7m wide	5			
40-99	4				5.8m to 7.6m wide	4			
20-40	3				7.7 to 9.5m wide	3			
10-20	2				greater than 9.5m	1			
Newly planted and within establishment phase	1								
Public Visibility					Other Factors				
Major strategic (a roads)	5				Registered Disabled	5			
Distributor (b roads)	4				Whole Verge Parking	4			
Residential main roads	3				Obstructions	3			
Residential access roads	2				Partial verge parking	2			
Cul de sacs	1				No damage	1			
Avenue Score					Parking Policy Score				
Contiguous wide	5				Zone 3	3			
Contiguous close	4				zone 2	2			
Contiguous remnants	3				Zone 1	1			
intermittent	2								
solitary	1								
Total Tree Score					Total Road Score				

Table1. Tree- Crossing Assessment Form. – See appendix 1 for notes.

Access to off street parking	Score
Easy access directly of a road	0
Access via shared private access <150m	1
Access via shared private access <300m	2
Access via shared private access <450m	3
No other space available or Access via shared private access >500m	4

Table 2. Access to off street parking

Ward Canopy Cover	Score
Canopy >35%	0
Canopy 25% - 34.9%	1
Canopy 20.1% - 25%	2
Canopy 15.1% - 20%	3
Canopy 10% - 15%	4
Canopy <10%	5

Table 3. Ward Canopy cover

Removal or Retention

Where the total tree's score is higher than the total road score then the tree will probably remain under all circumstances. Where the road's score is higher than the tree score then the tree will be allowed to be removed subject to a suitable replant location being identified. In instances where the score does not appear to reasonably reflect what is observed the result will be reviewed.

If it still does not reflect the situation then the TCA will only be used as a guide to the assessor.

Trees must not be removed by anyone other than the city's appointed contractors. Where unauthorised tree removal has occurred the full financial value of the tree (using the CAVAT system) will be sought.

Crossing type and Installation

Prior to any consideration of tree removal an assessment must be made to determine if a footway crossing can be installed in a position as sensitive to the tree roots as possible. In order to achieve some common standards the designs are outlined and the principles are defined below.

Tolerance

Where a crossing is set too close to the tree significant damage to the tree during construction and/ or during use is likely. 'Reaction wood' can develop as a response to traffic which may later damage the crossing. Where younger trees are near a crossing, the stem expansion may cause uplift to the crossing and wounding on the tree. Setting the crossing in the place least likely to affect the tree is essential. The absolute minimum distance for installation is set in line with NJUG volume 4.

- a) Target minimum distance from a tree will be '4 stem diameters' (4XD zone) or 0.5 m from visible ground disturbance attributed to that tree.
- b) Absolute minimum distance, in any case, will be 1m from tree stem

Size and Design

Standard 2.75m width is the usual size crossing – this will be allowed where 4XD (2 meter minimum) is possible. Total necessary frontage. = 4.75m

Minimum 2.45m is the absolute minimum – this will be required where the encroachment is within the 4XD zone (1metre minimum). Total necessary frontage = 3.45m.

Dipper kerb designs require the apron of the crossing to be splayed. This will require extra width which in turn will encroach on larger tree roots. The dipper also re-levels the whole apron as oppose to the front 0.8m. Unless there is ample space for the crossing a radius kerb or a half-length dipped kerb will be required.

Choice hierarchy in relation to trees

The following hierarchy of designs will normally be considered:

1. Extension to existing or neighbour's dropped kerb crossing – minimal tree encroachment
2. 2.75 standard radius
3. 2.75 Dipper
4. 2.45 Radius
5. 2.45 Dipper
6. 2.45 Minimum
7. Larger than standard – only where trees or tree space are not an issue.

Tree Works

Root Prunes

Supervised Root prunes are required both to ensure trees health and longevity and also to ensure that trees are left in a safe and stable condition as far as is reasonably practicable. A tree that has had its roots cuts indiscriminately may fail leading to injury, death and/or litigation. Therefore Birmingham City Council must discharge this duty of care under expert supervision. The applicant is responsible for funding this process.

A supervised root prune will be required where the tree is greater than 10cm in diameter, and ten times the trees diameter e.g. 25cm diameter = crossing within 2.5m, 70cm diameter = crossing within 7m.

If the assessment determines that a root prune is unlikely and as such the crossing is refused the resident may pay for a root inspection trench to be dug in the grass verge (where present). If no roots are found the resident will pay for the remaining hard surfacing to be 'root pruned'.

Tree Removal and Replacement

Where a tree is deemed an unnecessary obstruction as a result of the TCA but not falling into a condition required for removal under the Tree condition standards for highways, the resident will be required to fund the costs for both removal and one replacement.

Proposed Standard Responses

Root Prune.

(Tree score greater than road score)

"In processing your application we have assessed the tree near the proposed crossing. The assessment has deemed the tree worthy of retention. Included in your quote is the cost of professional arboricultural supervision in order to complete the crossing with minimal impact to the tree and to leave the tree in a safe condition. As part of this supervision, roots will be cut where necessary.

Due to the value placed on the tree, if the root prune is not possible we regret we will not be able to complete the crossing. All monies excluding the application fee will be refunded".

(Tree scores less than road score)

"In processing your application we have assessed the tree near the proposed crossing. The assessment has deemed the tree capable of being retained however, due to the potential for large roots in the vicinity of the crossing tree retention may not be possible. We have therefore provided a quote on the basis of tree removal and replacement.

We will investigate the ground first to see if there are significant roots present. If roots are not present or of a size that we can cut then we will retain the tree and refund the difference as shown in the quote below. Please provide payment on the basis of removal and replacement in the first instance.

Refusal

(TCA tree score greater than road score – cannot root prune)

"In processing your application we have assessed the tree near the proposed crossing. The assessment has deemed the tree worthy of retention and we regret to inform you that your application has been refused.

In carrying out the tree assessment we have followed industry standard guidelines and applied these to our decision process. We have also considered a number of layouts to allow construction but unfortunately, none will allow tree retention. If you wish to discuss the matter further please contact me on the attached correspondence below."

Acceptance removal

(Tree score less than road score – cannot root prune)

"Further to your dropped kerb application I can confirm that it has been accepted with the provision that the tree outside your property will be required to be removed and replaced as part of the quote provided.

In carrying out the tree assessment we have followed industry standard guidelines and applied these to our decision process. We have also considered a number of layouts to allow construction but unfortunately, none will allow tree retention.

Appendix 1 Tree Crossing Evaluation Form Notes

Tree Assessment

Amenity Assessment – An overall valuation of tree condition

Prime Health – At least early mature trees that are notable because of the representative form for the species showing no or very minor signs of poor health. Little or no detrimental pruning has taken place. Old or veteran trees that are suitable for the location or of such importance that location is a secondary consideration.

Good Health – Trees that show no or little signs of poor health that are of reasonable form for the species and have had reasonable pruning work carried out. Trees that have re-grown from historic pruning in a healthy manner and are desirable in the current location.

Fair Health – Trees that show signs of notable impaired vigour and/or disease or decay that is not a structural concern. Trees that have been poorly pruned and present reasonable health but poor form. Trees that are beginning to outgrow their location where pruning is not a medium term viable option. Evidence of localised dieback, deadwood or large wounds.

Poor Health – Trees that are of significantly reduced vigour with serious structural defects present such as large decay cavities, extensive deadwood, extensive included bark, fruiting bodies from known parasitic fungi. Trees causing obvious damage to third party property that is not rectifiable without removing the tree.

Dead or unsafe – Trees showing little or no signs of life. Trees with major safety issues requiring urgent or imminent removal.

Note 1: Trees classed as poor or dead will be removed.

Retention Assessment – How long will the tree survive in its present location?

100+ years – Trees that are past their establishment phase that are in areas likely to confer maximum growth potential allowing 100+ years of life span. Early mature trees in highway open spaces for example.

40 - 99 years – Trees that are past their establishment phase that are in areas likely to confer maximum growth potential allowing between 40-99 years of potential life span. Mature trees in Highway open spaces or grass verges for example. Early mature trees in smaller verges and footways

20-39 years - Trees that are past their establishment phase that are in areas likely to confer maximum growth potential of 20-39 years of life span. Mature Highway trees in smaller grass verges or footways for example.

10-19 Years - Trees that are older than ten years that are in areas likely to confer maximum growth potential allowing 10-19 years of potential life span remaining. Poor to fair health trees.

<10 years or young trees- Generally trees within the first 3 years of their establishment phase/ not yet established and/ or in poor condition.

Note 2: Newly planted trees or those still in establishment phase should ideally be retained wherever possible and removal a last resort.

Avenue Assessment – How established is the avenue in the street and what are the likely consequences for the current removal. What are the implications for the rest of the trees and therefore the avenue?

Contiguous Avenue Wide Spacing – Where greater than 80% of the avenue remains in uniform repetition. Where the wide spacing would mean that tree removal would open the highway up instantly and excessively, where the spacing allows for other residents to apply without affecting the trees. **ALSO Solitary trees that are of important landscape value in their own right AND trees in Conservation Areas.**

Contiguous Avenue Narrow Spacing – Where greater than 80% of the avenue remains in uniform repetition. Where the narrow spacing would mitigate the impact of 1 tree removal however the implications for removal would slowly erode the avenue value overall.

Contiguous Remnants – Where sections of a contiguous avenue remain and more than 30% of trees have been removed. The avenue has lost its character but it would be desirable to retain the remaining trees.

Intermittent – No real avenue is present. Trees are of varied size and species. Some parts of an avenue may remain but not to the point of any defined structure.

Solitary - Individual Trees that are not part of any avenue and that confer no real benefit in their own right.

Note 3 Solitary low value trees will not prevent crossing approval where ward canopy cover is >25%

Public Visibility Assessment – How visible are the trees to the general public as opposed to the local residents?

Major Strategic – “A” roads found within the city such as the A38 or A4040. Areas near major shopping centres, village greens – community focal points.

Distributor roads – Roads that arise or end at an “A” road or roads with near continuous or regular traffic where use is mixed. Roads that link residential roads together.

Residential Main roads – Roads that are primarily residential in nature that have regular but discontinuous traffic. Roads that link residential access roads together.

Residential Access Road – Roads that are through roads but serve in ordinary circumstances as access to property as oppose to thoroughfares for local traffic.

Cul-de-sacs – Dead end roads whose sole purpose is access to residents of that road only.

Road and User Assessment

Congestion Score – how is the parking situation affecting the residents and road users?

Major Parking Shortage- Cars double parked or illegally parked due to lack of alternative parking.

Parking Shortage – most available spaces are full with no immediately visible locations. Extensive parking restrictions exist within the area through traffic regulation orders.

Parking Limit – Parking is available but shortages are likely to occur from time to time.

Easy Parking – there is no real restriction on parking within sight of resident's property.

Free Parking – resident can more often than not park directly outside their property.

Road Assessment - Road width calculated on the width of a large family car at 1.9m. Multiplies to take account of a passing space of around 60cm+.

Less than 5.7m – Road would only allow three cars width such that multiple cars parked on the road would significantly impede two-way traffic.

5.8 to 7.6m - Road would only allow up to four cars width such that multiple cars parked on both sides of the road would impede two-way traffic.

7.7 to 9.5m - Road would allow 5 cars width such that multiple cars parked on both sides of the road would allow two-way traffic.

Greater than 9.5m – Road would allow more than 5 cars width such that multiple cars parked on the road would not impede two-way traffic.

Other Factors – Other considerations which should be balanced against tree retention.

Registered Disabled – Resident is a blue badge holder and as such needs direct access however if on-street parking is available, a disabled bay may be more appropriate.

Whole Verge Parking – Resident parking car on grass verges or crossing verges causing significant damage.
Only to be used where the tree scores less than 12.

Obstructions – Residents parking cars creating footpath obstructions or parking on corners etc.

Partial Verge Parking – Residents parking partly on the carriageway and partly on the footway. Particularly applies where damage to grass verge is present.

No Damage - No transgressions are evident at the time of assessment.

Road and User Assessment Cont..

Parking Policy Score - Based on planning guidance the assessment factors in planning policy as follows.

Zone 3 - No immediate access to amenities via alternative means – not within easy walk of shopping centre or train station.

Zone 2 - Access to amenities via alternative means – within easy walk of shopping centre or train station.

Zone 1 –City Centre – any area within the inner ring road (A4050).

Note 4. Trees in the city centre or in local shopping areas will not generally be removed unless in poor condition.

References

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Legal References

The vestry of St. Mary, Newington v Jacobs (1871) Highways Act 1980

Town and Country Planning Act 1990

R. v Royal Borough of Kensington and Chelsea, ex parte Eminian (2000)

Appendix 3 - Unauthorised Dropped Kerb Priority Scoring Sheet

Unauthorised Dropped Kerb Priority Scoring Sheet

Scoring Factor	Severe	Weighted Score	Moderate	Weighted Score	Low risk	Weighted Score	Score
Condition	Dangerous, trips potholes, sharp edges etc.	10	Beginning to disintegrate	3	Good condition	0	
Highway Furniture and Utility Apparatus	Lighting Columns cables Utility inspection covers Tree Roots cut	7	Public utility boxes or fire hydrants in crossing	2	No apparatus or furniture	0	
Insufficient Frontage	Less than 3m	5	More than 3m but Less than 4.75m	3	Over 4.75m	0	
Build Quality	Non-standard design (looks unprofessional)	6	Made from poor quality material	3	Looks like an officially installed dropped kerb	0	
Location	Dangerous position at bus stop, pedestrian crossing point. School etc.	10	Likely to cause on street parking issues or affect a neighbour	5	No problems with the location	0	
Drainage Issues and gradients	Draining on to private property, puddling in footway crossing, Extreme gradient	4	Less than 10mm face to bull nose kerb or equivalent	2	No drainage or gradient issues.	0	
						Grand Total	