

Proposed ATF Cycle Scheme: Bradford Street

Consultation Results Report

Prepared by: Ron Yuen, Active Travel Project Manager, Birmingham City Council

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Introduction

Birmingham City Council (BCC) is aiming to make walking and cycling everyday choices for local journeys and leisure activities, as part of a safe and integrated transport network. In 2020, BCC installed several temporary 'pop-up' cycle lanes across the city. The routes chosen align with the Birmingham Walking & Cycling Strategy and Infrastructure Plan, which set out proposals for a city-wide cycle network. In Bradford Street, the temporary cycle lanes included 'light segregation' from other traffic using plastic bollards. BCC is now proposing to improve and make permanent the route on Bradford Street.

Birmingham Transport Plan

The plan contains a set of principles that will guide investment in transport so that it is able to serve a future Birmingham that is home to more people and that is a better environment in which to live and work for everyone irrespective of age, disability or income.

These measures are designed to:

- Reduce transport's damaging impact on the environment, supporting Birmingham's commitment to becoming a carbon neutral city by 2030
- Eliminate road danger particularly in residential areas.
- Connect people with new job and training opportunities.
- Reconnect communities by prioritising people over cars.
- Revitalise the city centre and local centres.

In order to accommodate Active Travel England's preference to retain existing footway widths east of Alcester Street, the scheme will have a reduction in car parking from approximately 55 spaces to 29 spaces.

The Cycling Scheme Proposal

The new proposal is for a one-way cycle lane on each side of Bradford Street. The lanes will be separated from general traffic and from pedestrians, using a combination of level differences (the lanes are higher or lower and there is a kerb in between), lane separator units (the lanes are at the same level and there is a rubber or concrete kerb between them) and lines marked on the ground (the lanes are at the same level).

Bus stops will be built out, with the cycle route running behind them, to give more space for bus passengers to get on and off buses.

This cycle route will link directly with the A45 cycle route to Small Heath Park, which has been upgraded from a pop-up to a permanent route. Together, these will create approximately 2km of new segregated cycling facilities. (more information at www.birminghambeheard.org.uk/economy/a45-cycle-route).

The Bradford Street cycle route also links with plans for Birmingham's City Centre Movement and Access Strategy (more information at www.birmingham.gov.uk/segments).

The project is funded by the Active Travel Fund (ATF) and is part of the West Midlands Cycle & Walking programme.

Public consultation

Following feedback from an initial consultation carried out in November 2021, the Council reviewed the comments and explored options for junction redesigns to accommodate cycle and pedestrian movements across Bradford Street. These were discussed with Transport for West Midlands where the signalling would over complicate the manoeuvres for cyclists and motorists. As a result, these designs were revised and the scheme re-consulted with the public.

To give key stakeholders and members of the public the opportunity to feedback on the revised scheme, BCC held a consultation on the ATF Cycle Scheme: Bradford Street between Friday 8 August and Sunday 28 September 2025.

Next Steps

Following the consultation, comments have been collated and reviewed. Consideration will now be given, and where applicable be incorporated into the design process.

Following this a Traffic Regulation Order (TRO) consultation will take place. This is the process required to make changes to the status of the highway.

Consultation

The aim of the consultation was to engage with both individuals and businesses/organisations to understand what these groups thought about the proposed scheme.

Summary

The online questionnaire received 50 responses. Of these responses, 11 came from a representative of a group, business or organisation, with the remaining 39 coming from individuals.

BCC received two emails from organisations providing comments in response to the consultation and one email from an individual residents, which have been included in the consultation feedback.

Detailed summaries of the responses received can be found in the [Overview of responses](#) section of this report. From the online response forms received:

- 40 responses were from private residents - **58%** supporting, **37%** disliking and **5%** had no preference.
- 11 responses were from local businesses or corporate organisations - **70%** supporting, **30%** disliking.

Overall, **59%** of respondents are in favour for the scheme, **35%** disliked the scheme and **6%** had no preference or chose not to answer.

The revised consultation information was shared with the Cabinet Member for Environment and Transport, local ward Councillor, Member of Parliament, and emergency services as part of the consultation process. No responses were received.

Consultation Engagement Approach

Method of engagement

The full consultation information was made available online at [Bradford Street cycle route re-consultation - Birmingham City Council - Citizen Space](#)

The webpage included an overview of the background to the scheme and its key aims, drawings of the consultation plans and a link to complete the online response form. The email address transport.projects@birmingham.gov.uk was also included for any queries regarding the scheme.

In addition, key documents and links were made available, including:

- Bradford Street letter in English and alternative languages including Chinese, Cantonese, Urdu and Bengali. (English version - [Appendix A](#))
- Response form ([Appendix B](#))
- [Birmingham Transport Plan](#)

A range of methods were used to publicise the consultation and different ways for people to engage were made available.

- Leaflet Drop
- Information Packs at Library of Birmingham and St Anne's Catholic Centre

- Be Heard web page
- Drop-In Session on 17 September 2025 at St Anne’s Catholic Church
- Community Forum in person event, responding to residents’ views held on 27 October 2025

Letters and Plans for the proposals were delivered to over 1,550 addresses throughout the Digbeth area as shown in the delivery zone map below:

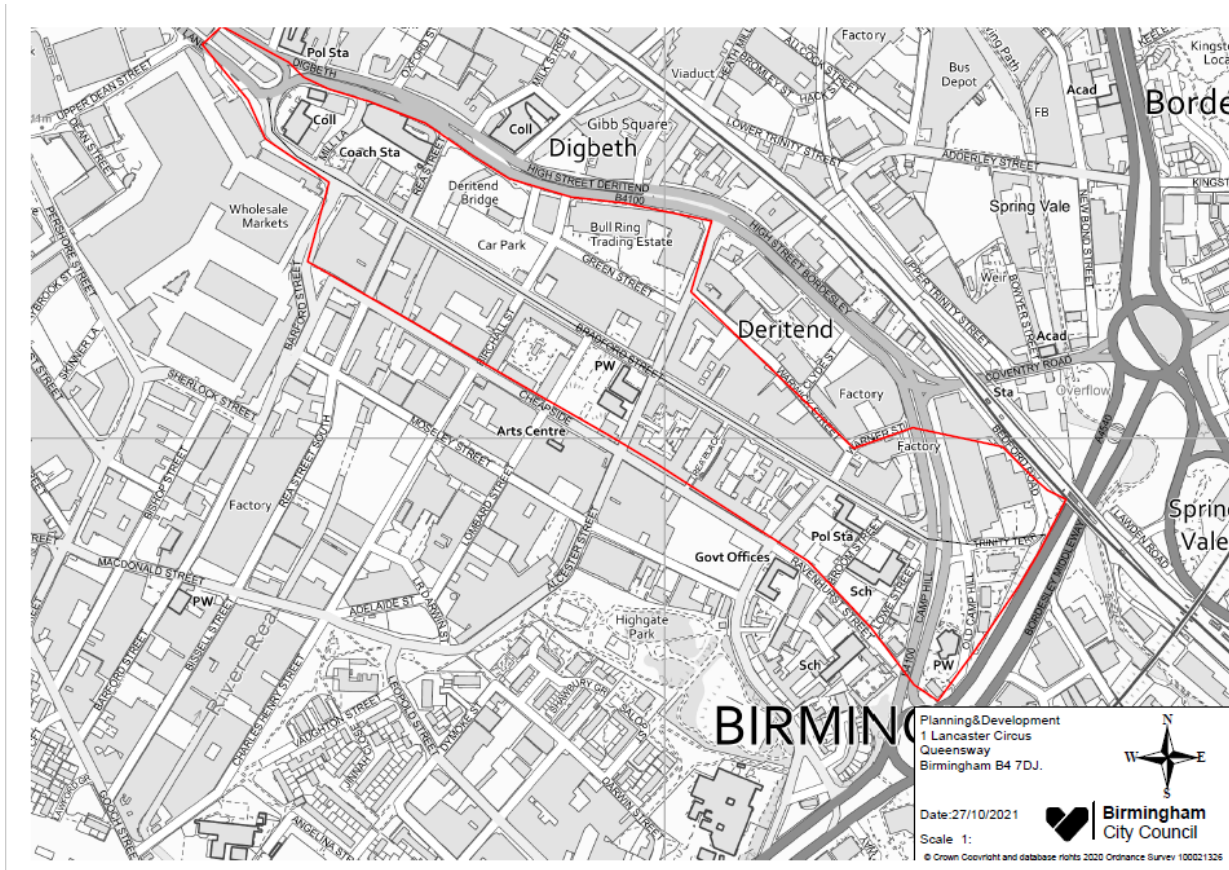


Figure 1: Scheme letter delivery zone

Response channels

Responses were primarily collected online via Be Heard. However, to account for residents and businesses/organisation who may not have access to the internet, paper copies of the questionnaire were made available at the Library of Birmingham and St Anne’s Catholic Church. The consultation pack of information included the plans showing what the scheme will look like. A copy of the response form can be found in [Appendix B](#).

An email address (transport.projects@birmingham.gov.uk) was made available for any queries about the proposed scheme or the consultation. Comments that were received via email have been included in this report.

Events

The consultation ran between Friday 8 August and Sunday 28 September 2025. All response channels were open during this period for respondents to share their views on the scheme.

A “Drop-In Session” took place locally at St Anne’s Catholic Church, and this gave BCC project staff the opportunity to engage with residents and business representatives, to discuss the proposals and hear the concerns that the local population had about them.

There were responses from outside the local area from those who commute for work and leisure purposes.

Overview of responses

The online response form received 50 responses. Of these responses, 11 came from a representative of a group, business or organisation, with the remaining 39 coming from individuals. Additionally, two emails were received from a representative of a group, business or organisation one of which (Friends of Bradford Street) had already submitted a response on Be Heard but to avoid duplication, the email response has been counted only. A further email was received from an individual resident and has been included in the analysis.

This section shares the feedback from the 2025 consultation.

Responses summary

The public were invited to engage in the consultation in a variety of different ways. The responses have been analysed to identify themes and a summary of each theme with officer comments is detailed in the table below.

Further detail on responses broken down into those from within the scheme area and outside the scheme area can be found in Appendices C and D.

Responses are taken from completed surveys (paper copies and using the Be Heard Portal).

No. Of Responses / Percentage	Key Themes	Summary of Responses	Officer comments
18 responses / 35%	Parking Changes	Some responses welcomed the removal of parking bays, seeing it as essential to encourage active travel and were disappointed that more were not removed. With some asking where parking is necessary could it be moved onto side streets to the south of Bradford Street. However, there were concerns raised about an already limited supply of parking bays for residents and businesses on Bradford Street. As well as concerns from less abled individuals and those with mobility issues who are reliant on being able to park close to their homes. There were also concerns that the proposed parking bays are insufficient for the needs of local businesses, their employees and visiting clients.	<p>The design has been developed in accordance with the objectives of the Birmingham Transport Plan (BTP), adopted by Cabinet on 12 October 2021, which sets out the need to fundamentally change how people and goods move around the city in response to the climate emergency. The scheme aims to reduce car dominance, support active travel, and improve air quality by reallocating road space and encouraging a shift towards more sustainable modes of transport.</p> <p>The scheme aims to balance the parking needs of residents and businesses with the objectives of the BTP and where parking has been removed, this has been kept to an absolute minimum.</p> <p>The Birmingham Transport Plan 2031 describes what the city needs to do differently to meet the demands of the future and move away from a totally car dependant city. The plan contains a set of principles that will guide investment in transport so that it is able to serve a future Birmingham that is home to more people and that is a better environment in which to live and work for everyone irrespective of age, disability or income.</p>
9 responses / 18%	Cycle Lane Usage	Some respondents expressed concerns that the existing cycle lane is underused, questioning whether it justifies the scheme or the addition of another lane on the opposite side of the street. However, others were supportive, highlighting the improved safety and design, and indicated they would use it.	The Birmingham Walking and Cycling Strategy sets out a ten-year plan to ensure that active travel becomes the popular choice for short journeys and to increase the opportunities for recreational cycling and walking. Schemes such as Bradford Street aims to

			<p>encourage people to move from car use to cycling, wheeling or walking by providing a more attractive active travel route.</p> <p>The strategy includes three key objectives with linked policies and actions. It is closely aligned with other regional and local strategies and will be delivered with a wide range of partners. Outline proposals and priorities for network investment are set out in the Local Cycling and Walking Infrastructure Plan (LCWIP).</p>
6 responses / 12%	Deliveries	<p>Concerns were raised that reducing the number of parking bays could impact home deliveries and last mile delivery. Respondents noted that currently there is no provision for loading or refuse collection along Bradford Street. Suggestions were made to consider adjustments that would prevent delivery vehicles from stopping on the new cycle route.</p>	<p>Concerns regarding receiving deliveries are noted and will be taken into consideration when developing the scheme in detail.</p>
7 responses / 14%	Waste of Money / Money Allocation	<p>There were some concerns that felt the scheme is a waste of money. They claim it would be better spent elsewhere, including on road improvements such as resurfacing the road and fixing potholes.</p>	<p>The funding allocated to this scheme is ringfenced for the delivery of active travel measures and cannot be redirected to other transport initiatives such as public transport improvements or main road upgrades. It has been secured specifically for local road interventions under defined programme criteria and must be used in accordance with its intended purpose and cannot be reallocated</p>
3 responses / 6%	Impact to Businesses	<p>Responses were critical over the scheme impacting parking for those who work in the area. With other responses suggesting reducing parking bays will deter customers and impact operations, forcing businesses to relocate and would harm the local economy. Organisations also commented claiming that their businesses had been negatively impacted as tenants and visitors couldn't find parking. However, other businesses were</p>	<p>The council fully recognises the importance of maintaining access and parking for businesses and their customers. The Bradford Street Cycle Scheme is not designed to prevent people from parking near and restrict access to businesses. It aims to create safer and more pleasant local environments where people are encouraged to</p>

		more supportive of the scheme, indicating their support and offering to work alongside the scheme to discuss alternatives where their business was impacted.	cycle, wheel and walk which can help to increase footfall as those who get to the shops by walking or cycling often visit more frequently.
4 responses / 8%	Large Vehicles	There were some concerns that narrowing the roads would impact accessibility for HGVs, coaches and buses. As well as concerns that the 50-bus route should be rerouted through Digbeth's bus gates to remove the need for any bus stops on Bradford Street.	As part of the design process, swept path analysis was undertaken for each location, and physical tracking exercises were conducted on-site to confirm that vehicle movements can be safely accommodated. Emergency service providers were given the opportunity to review and comment on the proposals to ensure that their operational requirements are fully considered
5 responses / 10%	Lack of Alternative Transport	There were responses which raised concerns over the lack of viable alternative transport options. Suggesting that the city centre is not cycle friendly and that roads were getting very congested.	The Birmingham Walking and Cycling Strategy sets out a ten-year plan to ensure that active travel becomes the popular choice for short journeys and to increase the opportunities for recreational cycling and walking. Cycle schemes including Bradford Street aim to join together to create a cycle route through the city centre to encourage people to move from car use to cycling, wheeling or walking by providing a more attractive active travel route.

9 responses / 18%	Cycle Lane Design	<p>Some respondents felt Bradford Street is too narrow for cycle lanes, raising concerns about increased congestion and reduced road safety. Alternatives such as placing a cycle lane on the nearby high street were suggested.</p> <p>Positive feedback highlighted that this is one of BCC's highest-quality proposals, offering true segregation and improved junction design. While the design was generally supported, some noted potential issues if cyclists cannot overtake, which could discourage use. Additional comments suggested an alternative through-route at the Camp Hill junction for confident cyclists, as the current requirement to dismount and use pelican crossings was considered unsafe. Concerns were also raised about the steep gradient of the route and whether the lane width is sufficient for overtaking slower riders.</p>	<p>The design of the Bradford Street Cycle Scheme has been developed in accordance with the objectives of the Birmingham Transport Plan, adopted by Cabinet on 12 October 2021, which sets out the need to fundamentally change how people and goods move around the city in response to the climate emergency.</p> <p>Comments regarding the scheme design have been noted and will be taken into consideration when developing the scheme in detail.</p> <p>The scheme has had various iterations through its development and will continue to do so taking on board comments from local residents and users throughout the design of the proposals</p>
15 responses / 30%	Junctions / Crossings and	<p>Concerns were raised about missing 'give way' markings at certain junctions, including Moseley Road and Broom Street. Respondents expressed disappointment with the Camp Hill crossing, which requires cyclists to dismount, and suggested introducing a dedicated cycling phase at this junction. Proposed improvements included using the island gap and a Y-split design to allow cyclists to cross safely to either side of Barford Street. Similar dissatisfaction was noted regarding dismount requirements at Trinity Terrace and the reliance on 'beg' buttons for crossing main roads.</p> <p>Additional suggestions included incorporating Dutch-style entrance kerbs on side roads to improve pedestrian accessibility, introducing pedestrian and cycle priority at side-road junctions, and installing controlled crossing signals on Bradford Street to address safety concerns caused by increased traffic.</p> <p>There was support for the redesign of Bradford Street and the one-way cycle lanes, which were seen as better reflecting cyclist needs. However, some questioned the necessity of new signal-</p>	<p>Comments regarding the scheme design have been noted and will be taken into consideration when developing the scheme in detail.</p> <p>The Council are seeking funding to further develop the Camp Hill crossing which will form a separate scheme.</p>

		controlled crossings and further requests included adding crossing facilities near the Birchall Street junction.	
7 responses / 14%	Removal of Signalised Junctions	<p>Concerns were raised about the removal of traffic signals at key junctions; with fears it could increase collisions. Specific issues were highlighted at Rea Street and Alcester Street, where respondents questioned the safety implications and requested evidence such as traffic modelling or surveys supporting the decision.</p> <p>Alcester Street was noted as the only route from Digbeth onto Bradford Street and removing signals here was seen as particularly risky for cyclists. While a nearby signal-controlled crossing is proposed, respondents pointed out that northbound cyclists would struggle to access it and southbound cyclists would face inconvenient diversions.</p> <p>Overall, many respondents recommended retaining traffic lights at these junctions to ensure safety for all road users.</p>	<p>Several iterations have been considered at the key junctions and discussed with the design team at Transport for West Midlands (TfWM).</p> <p>The junction designs will be looked in more detail from comments received, taking note of National Express coach and bus routes. The existing stop lines and signalised junctions are optimised for optimised bus operations. This will be incorporated into further iterations for the proposal.</p>
2 responses / 4%	Bellmouth Width	<p>There were positive responses that the Bellmouth width at Barford Street and Alcester Street was being reduced to slow drivers turning in and improve road safety.</p> <p>However, some respondents questioned why this measure was only partially implemented to just two junctions, leaving other junctions unchanged.</p>	Barford Street, Alcester Street and Rea Street all have key links to the road network north and south of Bradford Street. Traffic modelling will occur at the next stage of development, capturing potential flow from the nearby Smithfields Development.
4 responses / 8%	Need for Greenery	Responses highlighted the scheme to be the perfect opportunity to add greenery to the area and asked what was already planned.	Requests for increased greenery around the scheme area have been noted and will be taken into consideration when developing the scheme in detail.
12 responses / 24%	Road Safety / Speeding / Anti-social behaviour	Concerns were raised about difficulties boarding buses, with fears that directing cyclists toward bus stops could create safety risks. Some respondents felt the route passes through an unsafe industrial area and questioned what measures are planned to address speeding. There were also worries about irregular	<p>Officers acknowledge the positive comments regarding the scheme.</p> <p>The concerns raised regarding the interaction between cyclists and pedestrians boarding buses,</p>

		<p>parking on cycle lanes reducing cyclist safety. There were some claims that this scheme will encourage anti-social behaviour as not enough traffic calming measure in place and suggest implementing 20 mph zones.</p> <p>On a positive note, some respondents welcomed the increased safety provided by the pop-up lanes and expressed support for the scheme's implementation.</p>	<p>cyclist safety and traffic calming measures have been noted. These discussions have been raised with TfWM various accessibility groups. Guidance has been followed, however, these comments will again be and will be taken into consideration during the detailed design stage.</p> <p>Various resident reports of quad bikes and motorcyclists frequently racing at speed after midnight have been noted and also passed to local Police representatives at the October Community Forum.</p>
7 responses / 14%	Road Maintenance /Quality of Road	<p>Concerns were raised about the quality of asphalt, with requests for regular resurfacing and cleaning. Respondents also suggested improved lighting and better management of debris and flooding to maintain cycle lanes. Additional comments noted that zebra crossings often collect rainwater and mud, highlighting the need for proper maintenance.</p>	<p>Comments regarding the maintenance of the cycle route have been noted. The Council is seeking options for the carriageway and drainage maintenance and improvements.</p>
10 responses / 20%	Traffic Enforcement and Regulations	<p>Respondents raised concerns about inadequate enforcement, citing issues such as cyclists ignoring signals and 'no entry' signs around Bradford Street and Alcester Street, delivery riders using footpaths, abuse of permit parking bays, speeding, jumping red traffic lights, issues with quad and off-road bikes, and irregular or pavement parking obstructing cycle lanes.</p> <p>On the positive side, some welcomed proposals aimed at reducing pavement parking, preventing vehicles from blocking cycle lanes, and improving controlled crossings and speed management on Bradford Street.</p>	<p>Officers acknowledge the positive comments regarding the scheme. The segregated cycle lane will protect cyclists from inconsiderate parking, and other inconsiderate cyclists.</p>

Demographic breakdown of responses

Respondents were asked several demographic questions within the consultation questionnaire, with their responses shown below.

Table 1: Age of all respondents

Which age group applies to you?	Count (Total: 50)	%
Under 16	0	0.00%
16 - 19	0	0.00%
20 - 24	3	6.00 %
25 - 29	2	4.00%
30 - 34	7	14.00%
35 - 39	4	8.00%
40 - 44	3	6.00%
45 - 49	7	14.00%
50 - 54	4	8.00%
55 - 59	2	4.00%
60 - 64	3	6.00%
65 – 69	2	4.00%
70 – 74	3	6.00%
75 – 79	0	0.00%
80 – 84	0	0.00%
85- 89	0	0.00%
90 or over	0	0.00%
Do not wish to answer	6	12.00%
Not answered	4	8.00%

Table 1: Gender identity of all respondents

What is your gender?	Count (Total: 50)	%
Male	30	60.00%
Female	7	14.00%
Prefer not to say	9	18.00%
Not Answered	4	8.00%

Table 2: Sexual orientation of all respondents

What is your sexual orientation?	Count (Total: 50)	%
Bisexual	3	6.00%
Gay or Lesbian	5	10.00%
Heterosexual or straight	24	48.00%
Not Answered	15	6.00%
Other	3	6.00%

Table 4: Ethnicity of respondents

What is your ethnic group?	Count (Total: 51)	%
White British	23	46.00%
Other White background	4	8.00%
Bangladeshi	0	0.00%
Chinese	1	2.00%
Indian	2	4.00%
Pakistani	1	2.00%
Other Asian	0	0.00%
African	0	0.00%
Caribbean	1	2.00%
Black British	0	0.00%
Other Black	0	0.00%
Arab	0	0.00%
Latin American	0	0.00%
Irish	3	6.00%
Gypsy or Irish Traveller	0	0.00%
Roma	0	0.00%
Central and Eastern European	0	0.00%
Western and Southern European	0	0.00%
Any other ethnic group	3	6.00%
Not Answered	13	26.00%

Table 3: Religion/beliefs of all respondents

What is your religion or belief?	Count (Total: 50)	%
No religion	20	40.00%
Christian	9	18.00%
Buddhist	1	2.00%
Hindu	0	0.00%
Jewish	0	0.00%
Muslim	1	2.00%
Sikh	1	2.00%
Agnostic	1	2.00%
Atheist	2	4.00%
Other religion	1	2.00%
Not Answered	14	28.00%

Table 4: Results on whether respondents have long-term physical or mental illnesses/conditions.

Do you have any physical or mental health conditions or illnesses lasting or expected to last 12 months or more?	Count (Total: 50)	%
Yes	8	16.00%
No	28	56.00%

Prefer not to say	8	16.00%
Not answered	6	12.00%

Responses from key stakeholders

Push Bikes - Birmingham's cycle campaign group

The organisation welcomed the efforts to improve this cycle route and make the cycle tracks permanent and considered the plans to be an improvement from the consultation in 2021. They appreciated the avoidance of shared-use pavements which help to provide cyclists with better continuity, the 'floating car park' and removal of guardrails along the route and the narrowing of junctions including Barford Street and one arm of Alcester Street junction. Concerns were raised regarding the Camp Hill junction with cyclists having to dismount and the removal of traffic lights at Rea Street and Alcester Street.

Suggested areas for consideration included:

- A continuous footway across minor side roads to give more priority to pedestrians.
- Bradford Street junction which needs to accommodate cyclists and improvements made for cyclists heading away from Digbeth High Street.
- A review of the crossing at Alcester Street as the current design requires cyclists to travel contra-flow up Bradford Street to reach the crossing.
- Consideration for the Camp Hill junction to be reviewed to bring up to the standard of expected of a major cycling route as the current design requires cyclists to dismount to use the crossing facilities
- Suggestion for an additional cycle and pedestrian crossing along Bradford Street to accommodate a proposed growth in walking and cycling journeys and to make the street 20mph to manage speeding traffic and make active travel feel safer.
- A reduction in carriageway width to assist with slowing down cars and consider

Better Streets

The organisation always supports improvements to the city's cycle network, however state that it must be a good quality network. They consider that the cycle lane is on the wrong road, they believe the design to be better than previously proposed in recent years and support building it. The organisation welcomes the pop-up lane being made permanent but are mindful of issues with drainage. They welcome the removal of large sections of existing on-street parking. They also support the squaring off of junctions with the one-way section of Alcester Street, however they would like to see the same applied to the junctions with one-way sections of Birchall Street and Rea Street.

The organisation shared identified improvements which include:

- Consideration to widen the proposed lane width to comfortably accommodate overtaking slower cyclists and raised a concern of moving around proposed parking bays.
- Concern regarding the removal of Rea Street traffic lights. With Rae Street marked as a north-south cycle route in the Cheapside Scheme and increased traffic heading to the Bullring and Moor Street car parks cyclists have no priority at the junction and will have to rely on drivers letting them cross. They believe the junction should remain signalised.
- Recommendation that the Alcester Street junction also remain traffic light controlled for the safe passage of cyclists

- Recommendation the scheme implement 20mph to make consistent with adjacent streets and consideration for measures to further prevent speeding.
- Concerns over the future proofing of a cycle link through the city centre, indirect link to the A45 Cycle Route and the lack of cyclist crossing at the Camp Hill junction.
Recommendation that the lower-traffic Digbeth should be the main cycle route in the area.

National Express Coaches

The organisation expressed appreciation for the updates and opportunity to comment on the Bradford Street proposals but highlights a number of major concerns:

- Removing traffic control at the Bradford Street/Rea Street junction (“The Anchor”) stressing. They stress that Bradford Street is a key route for parking, deliveries, and local businesses, and note that retaining a controlled junction is critical for safety and traffic flow. From the coach station perspective, the current setup works well given frequent coach movements, and downgrading Rea Street to a “Give Way” would cause congestion, queuing, and operational delays.
- Similar risks at the Alcester Street junction, where stop lines are essential for larger vehicles turning safely.
- Persistent congestion on Rea Street due to private hire and taxi activity

Recommendation for thorough traffic monitoring to assess the impact on coaches, private vehicles, and businesses and offered additional engagement to meet and review designs.

Friends of Bradford Street

Friends of Bradford Street welcome Birmingham City Council’s proposals to improve cycling infrastructure and pedestrian crossings, addressing long-standing community concerns. However, they raise several areas for concern and consideration:

- Need for enforcement and prevention against pavement parking.
- Concern over the narrowing of the carriageway on Bradford Street which could affect bus and coach access.
- Request for a consideration to introduce green space into the design by way of trees, hedges SUDs and potential access to the River Rea.
- Opposition to removing traffic signals at Bradford/Rea and Bradford/Alcester junctions which a recommendation to retain signals with added pedestrian controls.
- Although additional pedestrian crossing along Bradford Street are welcome, the lack of pedestrian crossing near Birchall Street may lead to unsafe crossings due to desire lines being different.
- Requests for improved road and footway surfaces, street lighting and management of debris in cycle lanes following heavy rain
- Enhanced traffic management and traffic calming measures to manage dangerous driving
- Requests for consideration to how deliveries will be made and received.

Overall, while supportive of improvements, they urge design changes to maintain safety, accessibility, and environmental enhancements.

Living Streets

Overall Living Streets supports narrowing dangerous junctions but calls for more ambitious pedestrian safety measures. They raise two key concerns 1. that only two bell-mouth junctions have been addressed, they want to see all junction treated to TfL standards, 2. The lack of raised/blended crossings for pedestrians.

Living Streets make three recommendations:

- Apply Copenhagen-style blended crossings at all junctions.
- Raise pedestrian/toucan crossings to deter speeding and improve safety.
- Plan for future population growth and avoid outdated design approaches

Next Steps

Following the consultation, analysis of responses received and production of the consultation report, consideration will be given to the comments, and where applicable incorporated into the design process.

Following this a Traffic Regulation Order (TRO) consultation will take place. This is the legal process required to make changes to the status of the highway.

Appendix A – Consultation letter



August 2025

Birmingham Cycle Route Consultation – Bradford Street

Dear Resident/Occupier,

Birmingham City Council aims to make walking and cycling everyday choices for local journeys and leisure activities, as part of a safe and integrated transport network for Birmingham.

The Bradford Street cycle route is part of Birmingham's broader Transport Plan, which seeks to meet the demands of the future by prioritising people over cars. Find out more on the council website: www.birmingham.gov.uk/btp

In 2020, we installed a temporary 'pop-up' cycle lane on Bradford Street. This cycle lane included 'light segregation' from other traffic using plastic bollards. In November 2021, we consulted with you on making the cycle route permanent, and the feedback we received has been used to revise the scheme.

We are now proposing to improve and make permanent the route on Bradford Street.

The key proposals are:

- A one-way segregated cycle lane on each side of Bradford Street
- Pavement widening at bus stops, to allow the cycle route to continue behind
- New signalised crossings for people walking, wheeling and cycling

You can view the full proposals, and respond to an online survey at: www.birminghambeheard.org.uk/bcc/bradfordstreet2 or by scanning the QR code.



The text from this letter has been translated into Chinese (simplified), Cantonese, Urdu, and Bengali, and can be found on the webpage above.

If you do not have access to the internet, you can view the plans and respond on a paper copy of the survey at St. Anne's Catholic Church, 96 Bradford Street, Digbeth, Birmingham, B12 0PB or at the Library of Birmingham, Centenary Square, Birmingham, B1 2ND. Please check opening times before attending.

The closing date for responses is Sunday 28 September 2025.

We will also be holding a drop-in session where you can find out more about the proposals and speak with the project team. This will take place on:

- Wednesday 17 September, 4pm – 7pm at St. Anne's Catholic Church, 96 Bradford Street, Digbeth, Birmingham, B12 0PB

Philip Edwards
Transportation & Connectivity
Council House, Victoria Square, Birmingham, B1 1BB
Transport.projects@birmingham.gov.uk

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This project is funded by the Department for Transport's Active Travel Fund and is part of the West Midlands Combined Authority Cycle and Walk programme.

If you have any questions about the proposals, or require any assistance with the consultation materials, please email transport.projects@birmingham.gov.uk.

Once the consultation period is over, we will review the feedback received and update the design accordingly. Construction is expected to start in early 2026.

Yours faithfully,

Transport & Connectivity Team

Birmingham City Council

Philip Edwards
Transportation & Connectivity
Council House, Victoria Square, Birmingham, B1 1BB
Transport.projects@birmingham.gov.uk

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Appendix B – Response Form



Bradford Street Cycle Route

If you are able to access the internet, please respond to this consultation online at:
www.birminghambeheard.org.uk/bcc/bradfordstreet2

If you do not have internet access, please complete this paper form and place it in the consultation response form box, or hand it to a member of staff in the library/church.

Consultation closes Sunday 28 September 2025.

Your personal data will be held by Birmingham City Council as the data controller and by Jacobs as data processors. Personal data will not be shared with any other organisation. This survey is being conducted in accordance with the Data Protection Act 2018 and General Data Protection Regulations (GDPR) and if you would like to know more about our Data Protection Policy please visit www.birmingham.gov.uk/privacy.

By filling out the survey you are giving permission for Birmingham City Council to use the data for the purposes outlined above.

Consultation Questionnaire

Section 1: About you

Everyone should complete this section.

1. Are you responding to this consultation as an individual or on behalf of a business or organisation?

An individual citizen

On behalf of a business/organisation

Section 2: About You (individual)

Individuals should complete this section, if you are responding on behalf of a business/organisation, skip to section 3.

2. What is your home postcode? _____

3. What is your email address? _____

4. Please select one of the following:

I would like to receive further information in relation to this consultation

I would like to receive email updates from Birmingham City Council about services, events or opportunities

I would not like to receive any emails

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Section 3: About You (business/organisation)

Business/organisation should complete this section, if you are responding as an individual, skip to section 4.

5. What is the name of your business/organisation? _____

6. What is the postcode of your business/organisation? _____

7. What is your name? _____

8. Please confirm you are authorised to respond on behalf of your group or organisation.

I am authorised to respond on behalf of my group or organisation

9. What is your email address? _____

10. What are your email preferences? (Please select all that apply)

I would like to receive further information in relation to this consultation

I would like to receive email updates from Birmingham City Council about services, events or opportunities

I would not like to receive any emails

Section 4: Travelling in the area

Everyone should complete this section.

11. How often do you travel to or in Birmingham City Centre?

5 or more days a week 3-4 days a week 1-2 days a week

1-2 days a month Less often than 1 day a month Never

12. What is your typical mode of transport when travelling in this area? (please tick one box)

Car Bus/Coach Train

Motorcycle/ Moped Walk/ wheel Cycle

E-scooter Van (LGV)/ Lorry (HGV)

Taxi/private hire vehicle Other

If you selected 'Other' please provide details _____

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13. Why do you visit Bradford Street?

- | | |
|---|---|
| <input type="checkbox"/> I live here | <input type="checkbox"/> I work here |
| <input type="checkbox"/> I work here | <input type="checkbox"/> I study here |
| <input type="checkbox"/> I live nearby | <input type="checkbox"/> I own a business here |
| <input type="checkbox"/> I do the school run here | <input type="checkbox"/> I'm here for leisure |
| <input type="checkbox"/> I commute through here | <input type="checkbox"/> I do my shopping here |
| <input type="checkbox"/> I make deliveries here | <input type="checkbox"/> I have family and friends here |
| <input type="checkbox"/> Other | |

Section 5: Bradford Street Cycle Route proposals

Everyone should complete this section.

14. What do you think about this proposal for a cycle route on Bradford Street?

(Rate it on a scale of 1 -5, with 1 being I really dislike it and 5 being I really like it)

	1 – I really dislike it	2 –	3 – Neutral	4 –	5 – I really like it
What do you think about this proposal for a cycle route on Bradford Street					

15. Do you have any further comments on the proposal?

If your feedback relates to a specific measure, please tell us what you're referring to in your answer.

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Section 5: About the consultation

Everyone should complete this section.

16. Do you feel that the information provided has enabled you to make an informed comment on the proposals?

- Yes
- No
- Don't know

17. What additional information would have helped you to comment on the proposals?

Section 11: About you

Birmingham City Council is committed to promoting equality and eliminating unlawful discrimination, and we are aiming to achieve diversity in the range of people we involve, commission, procure and deliver to.

You do not have to answer these questions, and we understand that some of this information is personal and sensitive in nature. However, gathering this data helps us to know if we are succeeding in involving different groups of people, delivering services and to change our approach where gaps are found. The data will not be used to identify you, just to help inform our approach.

18. Which of the following are you (tick all that apply)

- I am a resident of Birmingham
- I represent/own a local business
- I represent a charity that covers the Birmingham area
- I represent a community group in Birmingham
- I work for Birmingham City Council
- I am a Birmingham Councillor
- I represent a public sector organisation
- Other

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If you selected 'Other' please specify _____

19. What is your postcode of your main residence? (please leave blank if you don't wish to answer) _____

20. Age: which age group applies to you?

- | | | | | | |
|--------------------------------|--|--------------------------------|--------------------------------|--------------------------------|--------------------------------|
| <input type="checkbox"/> 0-4 | <input type="checkbox"/> 5-9 | <input type="checkbox"/> 10-14 | <input type="checkbox"/> 15-17 | <input type="checkbox"/> 18-19 | <input type="checkbox"/> 20-24 |
| <input type="checkbox"/> 25-29 | <input type="checkbox"/> 30-34 | <input type="checkbox"/> 35-39 | <input type="checkbox"/> 40-44 | <input type="checkbox"/> 45-49 | <input type="checkbox"/> 50-54 |
| <input type="checkbox"/> 55-59 | <input type="checkbox"/> 60-64 | <input type="checkbox"/> 65-69 | <input type="checkbox"/> 70-74 | <input type="checkbox"/> 75-79 | <input type="checkbox"/> 80-84 |
| <input type="checkbox"/> 85+ | <input type="checkbox"/> Prefer not to say | | | | |

21. What is your sex?

- Male Female Other Prefer not to say

22. Is the gender you identify with the same as your sex registered at birth?

- Yes No Prefer not to say

23. Which of the following best describes your sexual orientation? If you are aged under 16 years old, please ignore this question?

- Bisexual Gay or lesbian Heterosexual or straight Other Prefer not to say

24. Are you currently pregnant?

- Yes No Not applicable Do not wish to answer

25. Do you have any physical or mental health conditions or illnesses lasting or expected to last for 12 months or more?

- Yes No Prefer not to say

26. What is your ethnic group?

- White: English/Welsh/Scottish/Northern Irish/British
 Other white background (please specify): _____
 Asian/Asian British
 Black African/Caribbean/Black British
 Other ethnic group (please specify): _____
 Prefer not to say

27. What is your country/countries of heritage? E.g. England, Nigeria, Poland

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If you selected 'Other' please specify _____

33. In the last seven days were you doing any of the following?

- Working as an employee
- Self employed or freelance
- Temporarily away from work ill, on holiday or temporarily laid off
- On parental leave including maternity leave
- Doing any other kind of paid work
- Actively looking for any kind of paid work
- Retired
- Studying
- Unpaid Carer
- Long term sick or disabled
- Other

If you selected 'Other' please specify _____

34. What is your legal marital or registered civil partnership status?

- Never married and never registered a civil partnership
- Married
- In a registered civil partnership
- Separated, but still legally married
- Separated, but still legally in a civil partnership
- Divorced
- Formerly in a civil partnership which is now legally dissolved
- Widowed
- Surviving partner from a registered civil partnership
- Do not wish to answer

35. Who is (was) your legal marriage or registered civil partnership to?

- Someone of the opposite sex
- Someone of the same sex
- Do not wish to answer
- Not applicable
- Never married and never registered a civil partnership

Thank you for completing this questionnaire. Please see the front page for details of where to put it.

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28. If you have an ethnic tribal identity e.g. Youruba, Mayan, Himba, then what is it?

29. Religion: What is your religion or belief?

- No religion Buddhist Hindu Jewish Muslim Sikh
 Christian (including Church of England, Catholic, Protestant, and all other Christian denominations)
 Any other religion (please specify):

Prefer not to say

30. Now we are going to ask you some questions about your ability to do different activities on a regular basis:

- Do you have difficulty seeing, even if wearing glasses?
 Do you have difficulty hearing, even if using a hearing aid?
 Do you have difficulty walking or climbing steps?
 Do you have difficulty remembering or concentrating?
 Do you have difficulty with self-care such as washing all over or dressing?
 Using your usual (customary) language, do you have difficulty communicating, for example understanding or being understood by others?
 Do not wish to answer

31. Do any of your conditions or illnesses reduce your ability to carry out day to day activities?

- Yes, a lot
 Yes, a little
 Not at all
 Do not wish to answer

32. Please can you indicate which of the options below is closest to your personal situation, please tick all that apply:

- I am autistic
 I am dyslexic
 I am neurodivergent
 Other
 Does not apply
 Do not wish to answer

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Appendix C – Responses from within scheme area

<p>Alcester Street</p> <p>Respondents commented that reducing parking spaces for a cycle lane that is rarely used will worsen anti-social behaviour, which has already increased due to new apartments lacking sufficient parking. Living in the city centre does not eliminate the need for a car, as many people require vehicles for work or visiting relatives in areas poorly served by public transport. Birmingham City Council is spending heavily while reducing mobility, removing parking before improving public transport (e.g., the tram still cannot reach Digbeth). The money would be better spent repairing potholes. Current cycle lanes are underused, and delivery cyclists often ride on footpaths, ignore traffic signals, and violate 'no entry' signs, especially around Bradford Street and Alcester Street. Traffic enforcement should be prioritised first.</p>
<p>Bedford Road – No Comments</p>
<p>Birchall Street – No Comments</p>
<p>Bradford Street</p> <p>There is a mixed response of both positive and negative views towards the cycle scheme. Residents and businesses are concerned about the suspension of parking bays, citing insufficient spaces, delivery challenges, and safety concerns for disabled access. They argue the existing cycle lane is rarely used and adding more will worsen congestion, narrow the road, and create risks for pedestrians and buses. Key points include:</p> <ul style="list-style-type: none">• Impact on residents relying on street parking permits and visitors, especially in an area prone to car crime.• Difficulties for large deliveries and mobility-impaired residents needing close access.• Negative effects on local businesses, with reduced parking harming operations and occupancy.• Increased congestion from buses and coaches, and risks from speeding and anti-social behaviour.• Need for controlled pedestrian crossings, traffic calming, greenery, and improved road/pavement surfaces.• Questions about enforcement against pavement and cycle lane parking, lighting improvements, and flood/debris prevention.• Suggestion to relocate cycle lanes to busier high streets for better use and safety.• Support for some design elements (single cycle lane each side, integration behind bus stops) but concerns about cyclist-pedestrian collisions.
<p>Camp Hill – No Comments</p>
<p>Cheapside</p> <p>Respondents advise that the current cycle lane setup has improved safety for walking and cycling, including for children, and is generally supported. However, concerns include blocked drainage near zebra crossings causing water and mud accumulation, irregular parking on cycle lanes, potential collisions if signalisation is removed, and disappointment over the lack of greenery in the proposal. Overall, the plan is viewed positively but needs better enforcement and design improvements.</p>
<p>Digbeth – No Comments</p>
<p>Green Street – No Comments</p>

High Street – No Comments

Lombard Street

Respondents suggested that the

1. cycle lanes should be removed to broaden the road for faster traffic and reduction in congestion especially when buses come from the opposite direction. A comment that there should be parking bays for residents

Low Street – No Comments

Mill Lane – No Comments

Moseley Road – No Comments

Old Camp Hill – No Comments

Ravenhurst Street – No Comments

Rea Place

Respondents report that the existing cycle lane is rarely used, as cyclists still prefer roads or footpaths, and that vehicles park on the cycle lane, obstructing cyclists and the sight distance of drivers existing Rea Place. A comment mentioned speeding and jumping of red traffic lights, and called for traffic calming on Bradford Street. A comment also noted the abuse of permit parking on Bradford Street. The scheme is seen as a waste of money and disruptive to residents. Additionally, a comment was received requesting that the use of unattractive orange posts should be avoided, with design improvements suggested based on examples from other areas.

Rea Street – No Comments

Stone Yard – No Comments

Appendix D – Responses from out of area

This section consolidates feedback from out-of-area respondents into four key themes: General Sentiment, Key Concerns, Suggestions for Improvement, and Positive Highlights.

General Sentiment

- Mixed views: Some respondents strongly support improvements, while others see the scheme as unnecessary or poorly located.
- Positive feedback focuses on segregation, improved junctions, and design quality.
- Negative feedback highlights poor existing conditions, lack of connectivity, and perceived waste of resources

Key Concerns

Maintenance & Safety:

- Current cycle lanes are damaged (holes, puddles, broken glass) and poorly lit.
- Fear of collisions at bus stops and junctions; dismount requirements at Camp Hill seen as unsafe. [bfd report...responses | Word]

Parking & Deliveries:

- Worries about pavement parking, loss of bays, and lack of loading provisions for businesses and residents. [bfd report...responses | Word]

Traffic & Congestion:

- Narrow carriageways may worsen congestion for buses, coaches, and HGVs.
- Removal of traffic lights at key junctions (Rea Street, Alcester Street) considered dangerous. [bfd report...responses | Word]

Design Issues:

- Cycle lane width too narrow for overtaking, especially on steep hills.
- Concerns about route choice (Bradford Street vs. Digbeth High Street).

Suggestions for Improvement

- Retain or add signalisation at major junctions; consider dedicated cycling phases.
- Introduce greenery and better drainage; improve lighting and surface quality.
- Provide secure bike parking and ensure street cleaning access.
- Consider alternative routes (Digbeth High Street) for better connectivity.
- Implement traffic calming and enforce pavement parking rules

Positive Highlights

- Appreciation for floating bus stops, removal of guardrails, and straightened cycle route.
- Support for true segregation between cyclists and pedestrians.
- Desire for Dutch-style kerbs and planting for aesthetics and safety