



Transport Scrutiny Sub-Committee

Date: Wednesday 24 November 2021

Time: 10.00 am **Public meeting** Yes

Venue: This meeting will be held virtually through Microsoft Teams

Membership

Councillor Liz Clements (Chair)	Birmingham City Council
Councillor Barbara McGarrity (Vice-Chair)	City of Wolverhampton Council
Councillor Gurdev Hayre	Coventry City Council
Councillor Adam Hicken	Walsall Metropolitan Borough Council
Councillor Ian Kettle	Dudley Metropolitan Borough Council
Councillor Thabiso Mabena	Sandwell Metropolitan Borough Council
Councillor Martin McCarthy	Solihull Metropolitan Borough Council

Quorum for this meeting shall be five members.

If you have any queries about this meeting, please contact:

Contact Lyndsey Roberts, Scrutiny Officer
Telephone 07917 473824
Email lyndsey.roberts@wmca.org.uk

AGENDA

No.	Item	Presenting	Pages
Items of Public Business			
1.	Apologies for Absence	Chair	None
2.	Declarations of Interest Members are reminded of the need to declare any disclosable prejudicial interests they have in any item being discussed during the course of the meeting. In addition, the receipt of any gift or hospitality should be declared where the value of it was thought to have exceeded £25 (gifts) or £40 (hospitality).	Chair	None
3.	Chair's Remarks (if any)	Chair	None
4.	Minutes - 13 September and 22 October 2021	Chair	1 - 10
5.	Matters Arising (a) English National Concessionary Travel Scheme Patronage Review (b) Transport Levy 2022/23 Update	Chair	11 - 14
6.	West Midlands Metro Service Suspension	Anne Shaw	To Follow
7.	Commonwealth Games Transport Plan	Graham Jones	15 - 122
8.	City Region Sustainable Transport Settlement	Carl Beet	123 - 130
9.	Work Programme (a) Transport Scrutiny Sub-Committee (b) WMCA Board Forward Plan	Chair	131 - 142
Date of Next Meetings			
10.	Wednesday 15 December 2021 at 10.00am (Mayoral Q&A 2022/23 Draft Budget) and Monday 17 January 2022 at 10.00am (Transport Scrutiny Sub-Committee)	Chair	None



Transport Scrutiny Sub-Committee

Monday 13 September 2021

Minutes

Present:

Councillor Liz Clements (Chair)
Councillor Thabiso Mabena
Councillor Barbara McGarrity

Birmingham City Council
Sandwell Metropolitan Borough Council
City of Wolverhampton Council

In Attendance:

Emma Beswick
Pete Bond
Mark Collins
Dan Essex
Steve Hayes
Councillor Gurdev Hayre (joined by Teams)
Lyndsey Roberts
Kate Taylor
Mike Waters

West Midlands Cycle Hire (Project Manager)
Director of Integrated Transport Services
Innovation Integration Lead
Governance Services Manager
Head of Network Transformation
Coventry City Council
Scrutiny Officer
Head of Finance Business Partnering
Director of Policy, Strategy & Innovation

1. Apologies for Absence

Apologies for absence were received from Councillor Ken Hawkins (Solihull) and Councillor Adam Hicken (Walsall)

2. Inquorate Meeting

The sub-committee was inquorate and therefore the decisions taken would be submitted to Overview & Scrutiny Committee on 8 November 2021 for formal approval.

3. Appointment of Vice-Chair

The appointment of the Vice-Chair was the responsibility of the Transport Scrutiny Sub-Committee and had to be a member from a different political group to the Mayor. The Chair proposed that Councillor Barbara McGarrity be appointed as Vice-Chair of this committee.

Recommended:

Councillor Barbara McGarrity be appointed as Vice-Chair of the Transport Scrutiny Sub-Committee for 2021/22.

4. Chair's Remarks

(a) Pre-Development Scrutiny: Air Quality and the Role of the WMCA

At its meeting on 6 September 2021, Overview & Scrutiny Committee were informed of an opportunity for a small group of members to work with the Inclusive Growth & Public Service Reform directorate to review and understand the additional requirements arising from the outcome of the Environment Bill as it progresses through Parliament.

The Chair advised that she would be joining this small group of members and would report back on progress.

5. Minutes - 28 July 2021

The minutes of the meeting held on 28 July 2021 were agreed as a correct record.

6. Future Bus Delivery Options

The sub-committee received a presentation from the Head of Network Transformation on the Future Bus Delivery Options for the region.

In 2019, the WMCA Board approved the region's Vision for Bus strategy that set out the objectives to define the role of the bus in meeting some of the challenges as a region, and also requested an Outline Business Case for future bus delivery options. The National Bus Strategy was subsequently launched requiring all Local Transport Authorities to utilise either an enhanced partnership or bus franchising model.

Whilst it was recognised that work was yet to be completed, there were clear themes emerging from this work, including whether franchising provided the best opportunity to deliver the 'Vision for Bus' strategy most effectively. Whilst it might provide positive value for money over the longer term, franchising was not without its risks that would need to be mitigated against. Enhanced partnerships had delivered significant benefits within the region and it was important to maintain and further develop relationships.

Members discussed and shared comments on the benefits, challenges and risks associated with bus franchising, market monopoly, accountability and relationships, the impact of COVID-19 on patronage and service operation, the importance of the passenger experience and the need for an integrated public transport system including taxis.

In terms of next steps, Transport for West Midlands would confirm the financial cost of moving to a full franchising assessment, and the outcome would be presented to the WMCA Board in January 2022 with a recommendation whether or not to proceed with the full franchising assessment. Transport for West Midlands would continue to develop Enhanced Partnerships as an initial mechanism to deliver the Bus Service Improvement Plan.

Recommended:

- (1) The comments and questions raised in relation to bus franchising and the emerging findings be noted.

- (2) Transport Scrutiny Sub-Committee be kept abreast of the developments with regards to future bus delivery options.

7. Progress Report on West Midlands Cycle Hire Scheme

The sub-committee considered a report from the Director of Development & Delivery on the progress being made with the West Midlands cycle hire scheme and future developments.

Transport for West Midlands terminated the contract with nextbike UK on 25 July 2019 and provided a public notice of this termination on the Transport for West Midlands and Network West Midlands websites. Transport for West Midlands recommenced the procurement process and subsequently appointed Serco as the successful supplier to deliver and manage the West Midlands cycle hire scheme contract for five years with an option to extend for a further three years.

The sub-committee noted the work undertaken to integrate the cycle hire scheme with other transport modes.

Recommended:

That the update be noted.

8. Progress Report on West Midlands eScooter Trial

The sub-committee considered a report from the Innovation Integration Lead on the West Midlands eScooter trial and future developments.

The West Midlands eScooter trial commenced in September 2020 in Birmingham and Coventry. An additional trial area covering West Bromwich town centre became operational in December 2020. Around 600,000 individual rides had been undertaken and over 1.6m kilometres ridden to date. Surveys indicated that around 30% of eScooter journeys replaced a car journey, equating to removal of approximately 180,000 car trips during the operation of the scheme to date. Fourteen incidents involving eScooters had resulted in serious injury (classified as injury requiring some professional medical attention). There had been no known emergency admissions to hospital as a result of incidents involving eScooters within the West Midlands region.

Emerging evidence suggested that the West Midlands eScooter trial fleet were operating at least as safely as comparable modes such as cycling. There had been an excellent uptake of Voi4Heroes initiative to assist key workers travelling during pandemic lockdown with 70,000 rides taken under the scheme free of charge. eScooters were popular for leisure travel, however surveys indicated around a quarter of journeys were undertaken for day-to-day travel to work purposes. Travel surveys so far indicated that eScooters were complementing the operation of public transport services, with around two fifths of journeys connecting to/from public transport routes as a multi-modal form of travel. This was particularly evident for trips undertaken for the purpose of accessing work and education.

Members discussed and shared their concerns on the safety of eScooters, the location of docking stations and the need to prioritise pedestrians. The Director of Policy, Strategy & Innovation assured the sub-committee that work was being undertaken to review how eScooters were left once they had been finished being used, particularly where pavements were busy and competition for space.

Recommended:

That the progress to date of the West Midlands eScooter trial be noted.

9. Department for Transport Key Route Network Consultation: 'Powers and Responsibilities for Locally Important Roads'

The committee received a presentation from the Principal Policy & Strategy Officer on the Department for Transport's wish to devolve further powers and responsibilities for Key Route Networks.

The Department for Transport would like Mayors to be able to deliver the Gear Change cycling and walking plan, the National Bus Strategy and Transport Decarbonisation Plan. The consultation sought formal views on giving mayors more decision-making powers and accountability over the management of Key Route Network's.

Recommended:

That the update be noted.

10. City Region Sustainable Transport Settlement Bid

On 20 July 2021, the WMCA and other Mayoral Combined Authorities received guidance from the Department for Transport pertaining to the City Region Sustainable Transport Settlement. Previously called the Intracity Transport Settlement, the fund was a five-year capital settlement to enable the region to achieve its ambitions in terms of transport investment, carbon reduction, economic growth and levelling up. The guidance requested that the WMCA submit a bid on behalf of the region as soon as possible after the end of August.

Recommended:

- (1) It be noted that the WMCA had been invited to submit a City Region Sustainable Transport Settlement bid into Government to support capital transport investment within the region (April 2022 to March 2027), with both Highway Maintenance and Integrated Transport Block being subsumed within this new fund.
- (2) It be noted that the actual final allocation would be between a range of £0.780bn and £1.280bn for the five years, with the final allocation being dependant on the quality of the region's bid relative to the other seven city regions.
- (3) It be noted that, dependent upon the final agreed financial allocation, the WMCA would be required to locally agree a programme which fitted the funding envelope approved by the Government.

(4) The requirements placed on WMCA as the accountable body and the management / monitoring arrangements which accompany this fund be noted.

11. Work Programme

The sub-committee discussed its work programme on business for consideration at future meetings and at the WMCA Board.

Recommended:

That the work programme be noted.

12. Date of Next Meeting

The next meeting of the sub-committee would be held on Friday 22 October 2021 at 10.00am.

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Transport Scrutiny Sub-Committee

Friday 22 October 2021 at 10.00am

Minutes

Present:

Councillor Liz Clements (Chair)	Birmingham City Council
Councillor Barbara McGarrity (Vice-Chair)	City of Wolverhampton Council
Councillor Thabiso Mabena	Sandwell Metropolitan Borough Council
Councillor Martin McCarthy	Solihull Metropolitan Borough Council

In Attendance:

Dan Essex	Governance Services Manager
Adam Harrison	Principal Policy and Strategy Officer
David Harris	Transport Strategy and Place Manager
Councillor Gurdev Hayre	Coventry City Council (joined by MS Teams)
Councillor Ian Kettle	Dudley Metropolitan Borough Council (joined by MS Teams)
Lyndsey Roberts	Scrutiny Officer
Anne Shaw	Interim Managing Director, Transport for West Midlands
Kate Taylor	Head of Finance Business Partnering
Councillor Ian Ward	WMCA Portfolio Lead for Transport

1. Welcome & Introductions

The Chair welcomed the Portfolio Lead for Transport and members of the sub-committee to the meeting that would focus on transport policy-related matters.

2. Inquire Meeting

The sub-committee was inquorate and therefore the decisions taken would be submitted to Overview & Scrutiny Committee on 8 November 2021 for approval.

3. Portfolio Lead for Transport's Opening Statement

The Portfolio Lead for Transport provided an opening statement that focussed on the recent transport-related activities within the WMCA, including the Bus Service Improvement Plan, the City Region Sustainable Transport Settlement bid, decarbonisation, transport and inclusive growth, the Local Transport Plan and preparation for the Commonwealth Games.

4. Questions to the Portfolio Lead for Transport

The sub-committee pursued a number of general lines of enquiry with the Portfolio Lead for Transport, including the Commonwealth Games transport needs, bus franchising, congestion and public transport funding.

In relation to the Commonwealth Games, the Portfolio Lead for Transport explained that the Commonwealth Games Transport Plan had been subject to a period of public consultation with stakeholders and would be submitted to WMCA Board in January 2022 for adoption. Transport for West Midlands, alongside transport colleagues from the local authorities hosting Games events, were currently undertaking work to understand capacity requirements, the number of spectators and visitors for each of the venues and traffic flows. The specification on how the demand would be addressed would be published later this year.

In terms of connectivity, Transport for West Midlands was examining a series of transport solutions to connect the key transport hubs to all venues, which also included the identification of key routes to transport athletes, officials and spectators to the sporting venues. In addition, Transport for West Midlands had undertaken initial design work on additional traffic management measures. Consideration would also be given to the 'business as usual' activity in addition to the expected extra demand for the Commonwealth Games.

In response to a question raised, the Portfolio Lead for Transport noted that the main mode of connectivity between Birmingham and Coventry was rail, and that shuttle buses would be used for people wanting to access Coventry Stadium for the events it was hosting.

The Portfolio Lead for Transport recognised that there would be some disruption on the transport network across Birmingham and the wider region, but emphasised the work of Transport for West Midlands to ensure that there was a smooth flow of traffic during this important event. He added that the venues for the Commonwealth Games were located across the region and therefore further information would be provided to spectators on the best sustainable transport options available between arriving at the various gateways into the city and venues for the different sporting events. He noted that everyone who had purchased a ticket for an event would also receive a free local transport ticket to get to and from the venue.

With regards to the passenger experience, the Portfolio Lead for Transport explained that the Commonwealth Games provided an opportunity to encourage people to use more sustainable modes of transport. The sub-committee also noted the work being undertaken to enhance the customer experience, including providing a good level of customer service training for bus and taxi drivers.

The two biggest risks for the Commonwealth Games were passenger security and transport. West Midlands Police were leading on security measures and in terms of transport, the sub-committee were advised of the measures that would be undertaken to address vehicle reliability during the Games.

In relation to traffic management around residential areas during the games, the Interim Managing Director, Transport for West Midlands brought the sub-committee's attention to the local area traffic management plans to address the indiscriminate parking.

The sub-committee sought the views of the Portfolio Lead on the comparable merits of bus franchising and enhanced partnerships. He explained that Transport for West Midlands was currently assessing future delivery options for bus services in the West Midlands in order to best achieve the objectives of its Vision for Bus strategy. In order to access funding through the Bus Service Improvement Plan, a decision had to be made as to whether it pursued franchising or enhanced partnerships.

In terms of the roll-out of zero emission vehicles, the WMCA Board endorsed the submission of a full business case to the Department for Transport for grant funding under the Government's Phase 2 of the Zero Emission Bus Regional Areas 2021-2022 competition. A decision as to whether the WMCA had been successful was expected to form part of the Spending Review announcement later in the month.

In response to a question raised on the funding allocated to eliminate congestion, it was noted that if the WMCA Board was successful in the City Region Sustainable Transport Bid, local authorities would be able to deploy funding to address congestion issues. However, it was recognised that there also needed to be a behavioural change to the way in which people chose to travel.

The sub-committee enquired about the progress on the development of the Wednesbury to Brierley Hill metro extension and asked whether funding had now been secured. The Portfolio Lead for Transport provided an update on the development of the project and added that funding for the scheme was predicated on the fare box and, as with other capital projects, there would be review points during the development of the scheme to review funding streams.

During discussions on the transport levy and the future of the non-statutory concessionary fare schemes, it was noted that as a result of the transport levy being reduced over many years, efficiencies within the WMCA and Transport for West Midlands had to be sought and within that included a review of the discretionary concessions. Members recognised the financial pressures on local authorities.

The Young Combined Authority welcomed the City Region Sustainable Transport Settlement bid and the opportunities and benefits that it would bring. The sub-committee discussed the implications if the WMCA's bid was not fully funded.

[NB. Kashmire Hawker declared a non-prejudicial interest in this item as he was an administrator for the Ceremonies, Culture and Queen's Baton Relay at the Commonwealth Games Organising Committee.]

Recommended:

The following observations be shared with the Portfolio Lead for Transport for consideration and response:

(1) Commonwealth Games

Members were reassured at the transport planning activity carried out to date for the Commonwealth Games, but recognised that significant work would follow on from the approval of the Games Transport Plan. They would wish the sub-committee to be sighted on the implementation stages, and to receive regular updates from Transport for West Midlands in the lead up to the Games starting in July 2022.

(2) Hydrogen Buses

Members welcomed the potential rollout of hydrogen powered buses across the region, and stressed the value of learning from other local authority areas as to the challenges and mitigations that particularly related to these types of vehicles.

(3) Bus Franchising

Members looked forward to seeing the report that was evaluating the merits of operating a bus franchise model within the West Midlands, and urged the Mayor and all members of the WMCA Board to consider the matter with an open mind and ensuring that the services provided to passengers were the overriding consideration.

(4) Autonomous Vehicles

The sub-committee would welcome an update at a future meeting on the work being undertaken regarding the use of autonomous vehicles on the region's road network.

(5) Metro

Members welcomed the progress being made on the Wednesbury - Brierley Hill Metro extension, but shared their concern at the potential impact of shortages in materials that may delay construction over the next 12 months.

(6) Transport Levy

There was strong concern that current and future reductions in the transport levy would impact on a number of the discretionary concessionary fares currently provided by Transport for West Midlands. These concerns were to be explored further by members at the Mayoral budget Q&A in December.

The sub-committee also wished to see the current usage data for the English National Concessionary Travel Scheme within the region.

(7) City Region Sustainable Transport Settlement Bid

Members awaited the outcome of the funding bid that had been submitted to Government, and indicated that, should the bid be not fully funded, they would wish to then understand the process by which schemes would be prioritised.



Transport Scrutiny Sub Committee

Date	24 November 2021
Report title	English National Concessionary Travel Scheme Patronage Review
Accountable Chief Executive/TfWM Director	Anne Shaw, Managing Director, Transport for West Midlands email anne.shaw@tfwm.org.uk
Accountable Employee	Matt Lewis, Head of Swift, Transport for West Midlands email: matthew.lewis@tfwm.org.uk

Recommendation(s) for action or decision:

The Transport Scrutiny Sub Committee is recommended to:

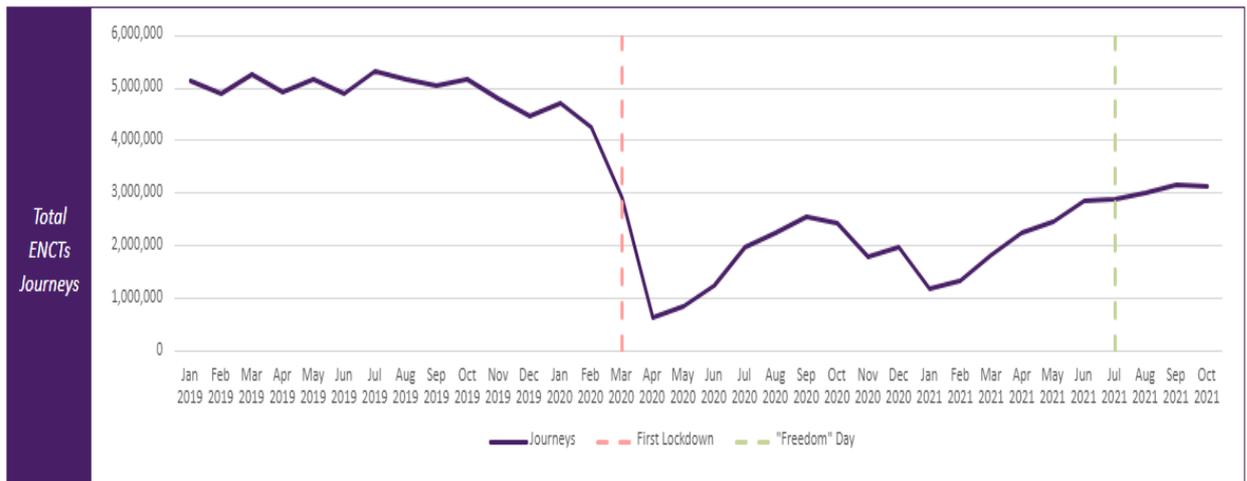
- (1) Note the content of this report

1. Purpose

1.1 The purpose of this report is to provide data showing the impact of Covid-19 on English National Concessionary Travel Scheme (ENCTS) patronage.

2. Background

2.1 The Covid pandemic has had a significant impact on ENCTS patronage as can be seen from the graph below:



2.2 This shows that ENCTS patronage has recovered since 'freedom' day albeit slowly. Patronage for the last three months represents c. 61% of the patronage that was achieved in the same three month period prior to the pandemic.

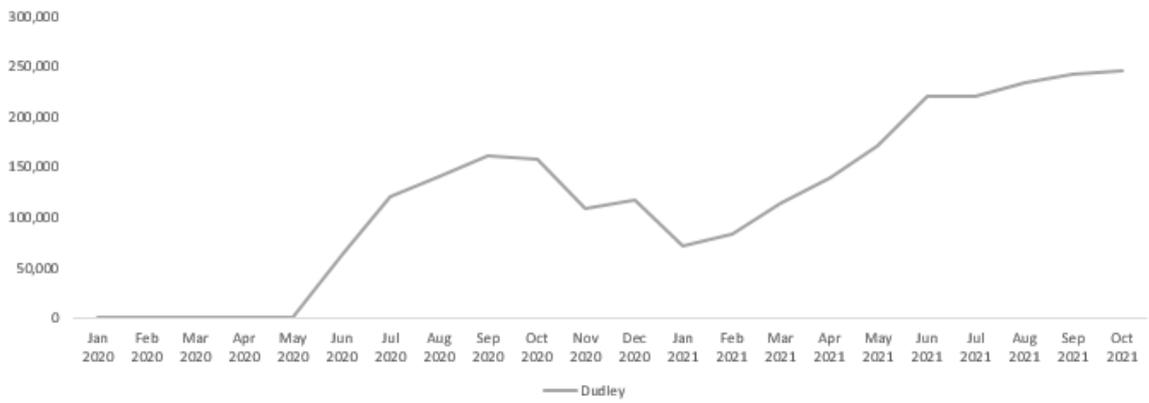
3. Local Authority View



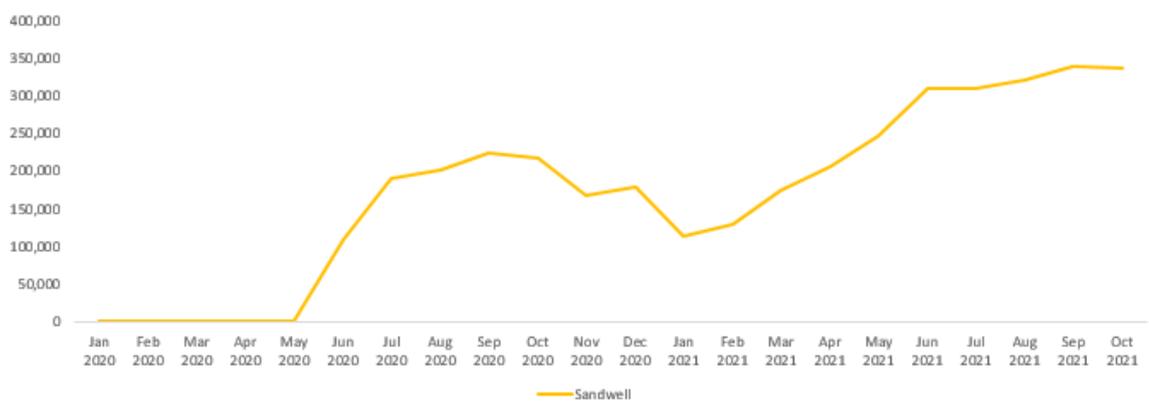
BNCTs Journeys by Local Authority

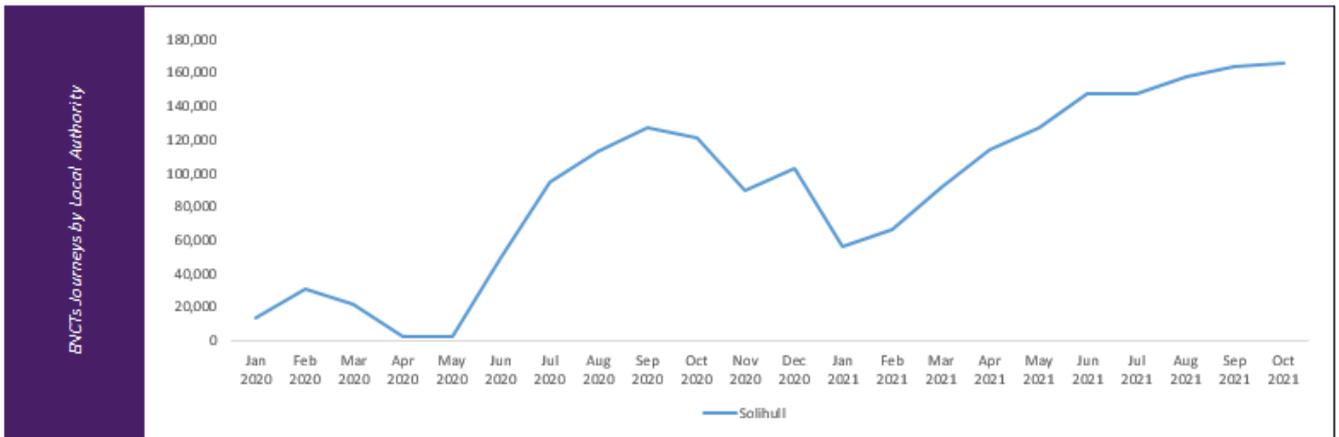


BNCTs Journeys by Local Authority



BNCTs Journeys by Local Authority





5. Next Steps

- 5.1 TfWM is continuing to monitor ENCTS patronage and is happy to provide alternative or more in depth analysis upon request.



Transport Scrutiny Sub-Committee

Date	24 November 2021
Report title	Commonwealth Games Transport Plan
Accountable Chief Executive/TfWM Director	Anne Shaw, Interim Managing Director, Transport for West Midlands email: anne.shaw@tfwm.org.uk
Accountable Employee	Graham Jones, Commonwealth Games Technical Director email: graham.jones@tfwm.org.uk
Report has been considered by	TfWM Leadership Team Decision Making Meeting (October 2021). Strategic Transport Officers Group (November 2021).

Recommendation(s) for action or decision:

The Transport Scrutiny Sub-Committee is recommended to:

- (1) Note the responses to the Games Transport Plan consultation and approve the Games Transport Plan for progression through TfWM and WMCA governance, for publication in January 2022.

1. Purpose

- 1.1 In October 2020, in line with s.25(1) of the Birmingham Commonwealth Games Act¹, the Secretary of State for Transport formally directed the West Midlands Combined Authority to prepare a Games Transport Plan (GTP) for the 2022 Commonwealth Games.
- 1.2 A draft GTP was consulted upon with statutory stakeholders and underwent an engagement exercise with the public in June 2021- September 2021. The GTP has been updated to reflect changes as a result of the consultation.

2. Background

- 2.1 In 2019, WMCA Board agreed the guiding principles for Games transport in a draft Games Strategic Transport Plan² following an engagement exercise to gather feedback from residents, business and wider Games partners.

- 2.2 The guiding principles are: -

- Clean and green: a public transport Games
- Safe, secure, efficient and reliable
- Long term benefits (creating a legacy for through Transport)
- Minimise disruption to users
- Access for all

- 2.3 During 2020 and 2021, a considerable amount of planning has been undertaken in preparation for the Games including conformation of venues, the sports and events programme and spectator requirements. This has enabled the development of the GTP in response to these principles. The GTP provides a more detailed framework about the guidance and information on the transport arrangements during the Games.

- 2.4 The GTP has been produced by Transport for West Midlands, part of the WMCA, in close collaboration with Birmingham City Council and the Birmingham 2022 Organising Committee. There has also been continued close working with Local Authorities and key transport partners including Department for Transport, West Midlands Police and other host Local Authority venue partners.

- 2.5 A draft GTP was consulted upon with statutory stakeholders in June to September 2021. The GTP has since been updated to reflect changes as a result of the consultation.

3. The Games Transport Plan

- 3.1 The purpose of the GTP is twofold. Firstly, it informs the public and businesses of our approach to transport planning and provides guidance and information on the arrangements during the Games. This aims to give confidence that we are joining up with relevant partners to provide safe, secure, reliable and efficient transport during the Games.
- 3.2 Secondly, the GTP sets the context for transport planning and cooperation, formally capturing the commitment by the relevant authorities to deliver the transport interventions that will be required.

¹ [Birmingham Commonwealth Games Act 2020 \(legislation.gov.uk\)](https://legislation.gov.uk)

² [b2022-draft-games-strategic-transport-plan_sp.pdf \(tfwm.org.uk\)](https://www.tfwm.org.uk)

- 3.3 More detailed operational planning will follow and will continue to be developed right up to the Games - ensuring the transport provisions are the best they can be for residents, visitors and businesses.
- 3.4 The GTP sets out the approach to the planning, delivery and management of transport services during the Games and explains the need for restrictions such as those placed on vehicles accessing and parking on roads to get people to events and to minimise the wider impact. The GTP does not however, define where or what exactly these restrictions will be. Details such as these will follow in documents such as the Local Area Traffic Management and Parking plans which will be subject to separate informal and statutory consultation with residents and businesses.

4. Consultation and Engagement of the draft GTP

- 4.1 Under the Birmingham Commonwealth Games Act³, TfWM were required to consult with a list of key stakeholders. We also engaged more widely with the general public and other stakeholders to ensure they were informed and aware of the content set out in the GTP.

Consultation

- 4.2 All consultation activities took place from June to September 2021. All stakeholders on the statutory consultation list were asked to provide their feedback on the content of the draft GTP. Their comments and feedback are incorporated into the final version of the GTP, see Appendix A. A summary of their responses can be found in Appendix B.

Engagement

- 4.3 Following a briefing to the statutory stakeholders, a public engagement campaign began from July to September 2021. This focused on engaging residents and businesses to make them aware of the content of the GTP and sought out further views and feedback. All views relevant to the specifics of the GTP have been considered when finalising the GTP.

5. Financial Implications

- 5.1 There are no financial implications directly arising from this work, which is being funded by the Organising Committee, Birmingham 2022 Budget.

6. Legal Implications

- 6.1 The Commonwealth Games Act⁴ creates new temporary responsibilities to support the planning and delivery of transport operations for the Games.
- 6.2 Under the Commonwealth Games Act, we were required to consult with a list of key stakeholders.
- 6.3 Although there was no duty to carry out a public consultation, we recognised the importance of keeping the public informed and aware of the GTP. Therefore, we undertook a public engagement activity to keep residents and businesses informed with the content of the GTP.

³ [Birmingham Commonwealth Games Act 2020 \(legislation.gov.uk\)](https://legislation.gov.uk)

⁴ [Birmingham Commonwealth Games Act 2020 \(legislation.gov.uk\)](https://legislation.gov.uk)

7. Impact on Delivery of Strategic Transport Plan

7.1 The impact of the contents of the GTP supports the delivery of the 15 Strategic Transport Plan Policies and/or the development/operation of:

- The National & Regional Tier
- The Metropolitan Tier: Rail and Rapid Transit Network, Key Route Network, Strategic Cycle Network
- The Local Tier
- Smart Mobility Tier

7.2 The policies within the current Strategic Transport Plan are supported and fully aligned with the GTP and these include:

- Policy 1 - Accommodate increased travel demand by existing transport capacity and new sustainable transport capacity;
- Policy 2 - Use existing transport capacity more effectively to provide greater reliability and average speed for the movement of people and goods;
- Policy 3 - Maintain existing transport capacity more effectively to provide greater resilience and greater reliability for the movement of people and goods;
- Policy 4 - Improve connections to new economic development locations to help them flourish, primarily through sustainable transport connections;
- Policy 5 - To help make economic centres attractive places where people wish to be;
- Policy 6 - To improve connections to areas of deprivation;
- Policy 7 - To ensure the affordability of public transport for people accessing skills and entering employment;
- Policy 8 - To improve connections to new housing development locations to help them flourish, primarily through sustainable transport connections;
- Policy 9 - To significantly improve the quality of the natural and historic environment and create attractive local environments;
- Policy 10 - To help tackle climate change by ensuring a large decrease in greenhouse gases from the West Midlands Metropolitan Area's transport system;
- Policy 11 - To significantly increase the amount of active travel in the West Midlands Metropolitan Area;
- Policy 13 - To assist with the reduction of health inequalities in the West Midlands Metropolitan Area.

8. Equalities Implications

8.1 The GTP outlines how equality and accessibility have been considered throughout the transport planning for the Games.

8.2 To support the delivery of accessible transport services during the Games, an Equality Impact Assessment (EqIA) has been developed, this can be found in Appendix C. The EqIA has outlined the key potential barriers to equal accessibility during the Games and presents an 'Action Plan' of all the practical measures required to promote inclusion and prevent any adverse impacts.

- 8.3 The GTP Communication and Engagement strategy was also designed to reach a broad and diverse audience. Community, faith and outreach partnerships will be used to help communicate key messages to the harder to reach groups. In addition, we used established business forums through the Chambers and LEP's to ensure effective engagement. Likewise, TfWM's existing partnerships ensured our communications were accessible and tailored to different audiences to encourage wider engagement.
- 8.4 Birmingham 2022 has also developed a Games-wide Accessibility and Inclusion Commitment Report⁵ which informed the consultation and engagement plans.

9. Inclusive Growth Implications

- 9.1 The GTP builds upon the visions and aims set out in the Strategic Transport Plan, 'Movement for Growth' and places the importance of equality and accessibility strongly at the heart of the GTP. The Games is a unique opportunity to create a positive transport legacy of increased sustainability, improved public transport infrastructure and reduced dependency on private car journeys across the West Midlands.
- 9.2 The accelerated delivery of transport infrastructure will help us deliver our vision of a better-connected region. Driven in part by planning for the Games, closer partnership working and improvements to our data collection, management and dissemination will enable a seamlessly integrated transport network to operate throughout Games time and beyond - to maximise opportunities for sustainable and active travel.
- 9.3 Accurate, reliable information will also allow residents to make the best possible travel choices, not just when they plan ahead but also as they move around the network.
- 9.4 It should also be noted that Covid-19 has exacerbated many already underlying inequalities – be it socioeconomic or health. Evidence now demonstrates how vulnerable groups are suffering more – which are then further exacerbated as we move into Recovery. These present a significant challenge for delivering Inclusive Growth and there is even more of a need now to consider how best to use the GTP and the opportunities gained from it, to ensure all WMCA transport investment drives more inclusive and sustainable growth and delivers on enhancing accessibility to vital opportunities.
- 9.5 Such opportunities and improvements to infrastructure will enable more people to take up active travel, increase levels of physical activity, improve their overall wellbeing and gain employment opportunities from the CWG through improved accessibility. These opportunities can help us tackle some of the most challenging issues we face as a region by increasing employment, training and volunteering opportunities, improving air quality, combatting climate change, reducing congestion and increasing the health and socio-economic well-being of our communities.

10. Geographical Area of Report's Implications

- 10.1 Whilst the content of the GTP is most relevant to those areas hosting a Commonwealth Games event, it is also relevant to the wider WMCA footprint which will provide the connectivity on roads and public transport across the region.

⁵ [Microsoft Word - Accessibility and Inclusion Commitment - Version 0.6 .1 \(birmingham2022.com\)](#)

11. Other Implications

11.1 There are no other implications identified as a consequence of this report.

12. Schedule of Background Papers

12.1 Appendix A, Games Transport Plan (final)

12.2 Appendix B, Briefing note – Games Transport Plan: Consultation Responses Summary

12.3 Appendix C, The Commonwealth Games Equality Impact Assessment



GAMES TRANSPORT PLAN

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1. FOREWORD

The West Midlands is the largest urban area outside Greater London with a population of over 4 million people. The region has a rich history and a diverse economy with specialisms in creative industries, finance and manufacturing.

In recent years, the West Midlands has been going through a renaissance, with significant investment in housing, transport and jobs. The region has real ambition to play its part on the world stage to tackle climate change and has already set challenging targets.

Birmingham, the heart of the Birmingham 2022 Commonwealth Games, is a vibrant city that is well known for providing a warm welcome to people of all backgrounds and heritage. It is therefore fitting that the city and region will be hosting the Games, when we will welcome athletes from 72 different nations and territories.

Over one million spectators are expected to attend the event. Safe and efficient transport that is easy to use from their home to their seat will be key to their relaxation and enjoyment of the event. Many of these will be local people enjoying this sporting and cultural spectacle, well used to the travel options available but many will come from across the country and the globe, perhaps visiting for the first time.

Transport plays an essential part of a successful Games, especially as we also want to ensure that the daily travel needs of residents from the West Midlands region continue to be met and improved. With this challenge in mind, Transport for West Midlands (part of the West Midlands Combined Authority) and Birmingham City Council have been working together with Central Government (Department for Transport and the Department for Digital, Culture, Media and Sport), the event Organising Committee (OC) and transport partners to deliver a programme of transport improvements, not just for the Games but for the future benefit of the whole region.

In 2019 we set out our guiding principles for Games transport in a draft Games Strategic Transport Plan, a plan which gained widespread support and set us on the path to our more detailed planning arrangements. This Games Transport Plan is the next step, a more detailed plan which provides guidance and information on the arrangements during the Games for residents, businesses and visitors. More tailored information will be provided to spectators nearer the event as part of their event ticket and detailed plans will continue to be consulted on and developed right up to the Games, ensuring that transport is the best that it can be for residents, businesses and visitors alike.

With the eyes of the world on Birmingham, our key priority will be to ensure that the region is always kept moving and that every athlete and spectator arrives at their event in plenty of time. Our aim is that the Games are fully inclusive, accessible and as sustainable as possible. We are investing in measures to get as many people walking, cycling or using public transport as their preferred and available means of transport, both to the event and in the longer term as a positive legacy from these Games. This includes rebuilding confidence in sustainable travel and encouraging as many people as possible to take active travel forms of transport (such as walking and cycling) to increase their levels of physical activity and wellbeing as we emerge from Covid-19 restrictions.

Overall, the Games provides a fantastic opportunity to put Birmingham and the wider West Midlands on the global map, showcasing to the world what we have to offer. The Games will provide a legacy for Birmingham and the region, delivering a significant and much needed boost to the region's economy, estimated at more than £500 million, helping it on the road to full recovery following the Covid-19 pandemic. This Games Transport Plan aims to demonstrate clearly how the long-term benefits from the Games form a guide throughout our planning.

In line with s.25(1) of the Birmingham Commonwealth Games Act, the Secretary of State for Transport formally directed the West Midlands Combined Authority to prepare a Games Transport Plan for the 2022 Commonwealth Games. A draft Games Transport Plan has been consulted upon, comments received have been assessed and the plan adjusted where appropriate. This document is the result of that consultation and review, and defines the transport arrangements for the Games in Summer 2022, with stakeholders.

1 - Available at: https://corporate.tfwm.org.uk/media/47353/b2022-draft-games-strategic-transport-plan_sp.pdf

2 - <https://www.legislation.gov.uk/ukpga/2020/10/section/25/enacted>

3. INTRODUCTION

BIRMINGHAM 2022

The summer of 2022 will see Birmingham and the West Midlands host the 22nd Commonwealth Games. The Opening Ceremony will be held on Thursday 28th July while the Closing Ceremony will take place on Monday 8th August.

These Games will be a festival of sport and culture, a unique celebration bringing people together, uniting the city, the region and the Commonwealth.

The event will bring together more than 6,500 athletes from 72 Commonwealth nations and territories who will take part in 19 different sports. Although Birmingham and the West Midlands have a proud tradition of staging major events, these Games will be the largest event to be held in the region. With a total of 11 competition days, 15 competition venues and up to 11 in operation on each day, there will be significant challenges to ensure safe and efficient transport arrangements are in place for the Games.

BIRMINGHAM AND THE WEST MIDLANDS

The West Midlands is the largest urban area outside Greater London with a population of over 4 million people and a diverse economy with specialisms in creative industries, finance and manufacturing. The region is going through a renaissance, with significant investment in housing, transport and jobs, helping the West Midlands become one of the strongest economically performing areas in the UK.

The Commonwealth Games has helped bring forward new housing and infrastructure projects, creating thousands of jobs and delivering exciting trade and investment opportunities. This has accelerated the delivery of public transport projects such as Metro (tram) extensions, Sprint bus rapid transit corridors and enhancements to local rail stations which will, together, act as gateways to the Games and catalyse the region's economic potential.

In transport terms, the region is well placed to host the Games. It is at the heart of the road and rail network of the UK and is well served by international, national, regional and local transport infrastructure.

Birmingham Airport, 14.5km from Birmingham city centre, has over 2,000 flights each week³, serving 150 destinations directly, and is connected to 340 one-stop global destinations. This, together with excellent road and rail links to London Heathrow, ensures that region is well connected globally.

The region also sits at the centre of the UK's motorway network, with 90% of the UK population being within a four-hour travel time by road and two hours to the major cities of London, Manchester, Leeds and Bristol.



The region's motorway network is framed by the M5-M6-M42 motorway box around Birmingham and supported by an extensive network of main roads, which collectively are designated the Key Route Network (KRN) serving numerous proposed Games venues. The KRN comprises 605km of key highways across the area carrying 50% of all car, road-based public transport and freight traffic.

Birmingham New Street station will be the primary rail hub for the Games. It is the busiest UK station outside of London, providing unrivalled rail connectivity to every corner of the UK. Following a £750m transformation, Birmingham New Street station has the capacity to accommodate up to 300,000 passengers a day.

As well as an extensive local bus network, the region benefits from a tram (Metro) network between Wolverhampton and Arena Birmingham; via Centenary Square, Birmingham New Street station and Birmingham Snow Hill rail station.

Investment is also being made across the region to improve the transport interchanges and highway infrastructure - to provide priority to bus passengers and cyclists, enable more local journeys to be made by foot, bike or public transport, and to make motorways more efficient to tackle congestion and environmental priorities around air quality, noise and climate change.

PLANNING TRANSPORT FOR THE GAMES

Planning transport for the Games is a complex process with many routes, destinations and modes of transport. There will be routes and locations with heavier demand than usual and our plan for managing these pressures and keeping the region moving will be critical to the success of the Games.

At some strategic centres, the Games will also generate significant, and sometimes competing and interacting demand. There is a need to manage this demand whilst ensuring places can keep functioning and fully capitalise on the economic opportunity the Games brings.

The Games Transport Plan looks to ensure all those involved in competing, watching, administering and reporting on events are transported in a safe, reliable and efficient manner whilst seeking to minimise impacts on everyday journeys.

The Games Transport Plan has been developed with inputs from key stakeholders as well as feedback from the draft Games Strategic Transport Plan in 2019⁴.

The Games Transport Plan is the next step towards the final transport planning and is based on the latest information available at the time of writing. As we have all seen with the recent pandemic, things change over time and we need to re-build confidence in using public transport with the Games providing an excellent catalyst as we emerge from restrictions. Several other plans have been critical to the Games Transport Plan and we have taken these on board in the development of this document, these are outlined in the timeline below.

The timeline also sets out the operational planning that will follow

GAMES TRANSPORT PLAN INPUTS

Date of Completion	Responsible Organisation	Relevant Planning Milestones
September 2019	Transport for West Midlands	Strategic Planning Birmingham 2022 Draft Games Strategic Transport Plan ⁵
April 2020	Organising Committee	B2022 Accessibility and Inclusion Commitment
July 2020	West Midlands Police	B2022 Commonwealth Games Security Strategy
February 2021	Transport for West Midlands	Games Transport Plan Communications and Engagement Plan
March 2021	Organising Committee	Commonwealth Games Legacy Plan Commonwealth Games Sustainability Pledge
October 2021	Organising Committee	Road Race Route finalisation
January 2022	Transport for West Midlands	Tactical Planning Publication of the Games Transport Plan Park and Ride Delivery Plan Taxi and Private Hire Vehicle Strategy Active Travel Strategy
Spring 2022	Transport for West Midlands	Operational Planning Public travel information Spectator travel information

⁴ - Available at: https://corporate.tfwm.org.uk/media/47353/b2022-draft-games-strategic-transport-plan_sp.pdf

⁵ - Available at: https://corporate.tfwm.org.uk/media/47353/b2022-draft-games-strategic-transport-plan_sp.pdf

4. PURPOSE OF DOCUMENT

Delivering the Games requires the support of a range of partners to work collaboratively as one team to operate a single transport network. In June 2020, Royal Assent was given to the Birmingham Commonwealth Games Act 2020, which makes provision for a Games Transport Plan.

The Games Transport Plan sets out the approach to the planning, delivery and management of transport services during the Games. It outlines how the existing demand from local people and businesses will be managed, how additional demand during the event will be catered for and how any impacts from the Games will be minimised to limit disruption. The Plan presents five principles that have guided decision-making throughout the stages of strategic planning. These principles (shown below) were established following the consultation of the draft Games Strategic Transport Plan and underpin our objectives for transport during the Games.

The Games Transport Plan has been produced by Transport for West Midlands (TfWM) in close collaboration with Birmingham City Council and the Birmingham 2022 Organising Committee (OC). There has also been close working with Local Authorities and key transport partners including Central Government, Network Rail, National Highways, HS2 and other host local authority venue partners.

Overall, this document showcases how high-quality, sustainable transport for residents, spectators, athletes and businesses will be provided during Games time and for years to come.

COVID-19 IMPACT

The Covid-19 pandemic has impacted the travel patterns and behaviours of residents, businesses and workers throughout the West Midlands as it has affected the way in which we work, travel and socialise.

The Covid-19 Transport Action Plan (October 2020)⁶ sets out how transport in the West Midlands is preparing to transition out of the Covid-19 pandemic and towards a positive, sustainable recovery. The action plan seeks to lay the foundations for a net zero carbon future by continuing to build upon the increased levels of walking and cycling through creating safe and attractive conditions for active travel. This will reassure residents, businesses and visitors as they return to our Covid-safe public transport network, and delivering new sustainable infrastructure to create an accessible, carbon-free, transport system across the West Midlands.

As part of the Games time planning, we are intending for a full spectator presence with a maximum capacity at venues.

FIVE CORE PRINCIPLES



Clean and green; a public transport Games



Safe, secure, reliable and efficient transport



Minimising disruption



Valuable long-term benefits of sustainable, transport options and improved public spaces



Access for all

We want this to be the most sustainable Games yet. Sustainability is about making a fairer, greener, healthier society now and for the future. The transport we provide seeks to influence, inspire and change behaviours of those delivering and attending the events – through making sustainable choices in the resources we use to deliver the Games



5. POLICY AND STRATEGY BACKGROUND

The Games Transport Plan has been influenced by a range of policies and plans within the West Midlands. This chapter sets out the political background for regional growth, strategy and development.

TABLE 1: POLICY AND STRATEGY BACKGROUND

Region-wide Policies, Strategies and Plans
<p>The West Midlands Strategic Transport Plan: ‘Movement for Growth’⁷ (adopted June 2016)</p> <p>Movement for Growth sits alongside the WMCA Strategic Economic Plan as a complementary critical set of policies and plans. The Plan is made up of four tiers and provides an overarching approach to the development of an integrated transport system to help overcome the challenges of economic and housing growth, social inclusion and environment change.</p> <p>Its vision sets out to “...make great progress for a Midlands economic ‘Engine for Growth’, clean air, improved health and quality of life for the people of the West Midlands. We will do this by creating a transport system befitting a sustainable, attractive and economically vibrant conurbation in the world’s sixth largest economy.”</p>
<p>WMCA Strategic Economic Plan (SEP)⁸ (published 2017)</p> <p>The SEP is the West Midlands’ strategy that sets out the vision, actions and objectives for improving the quality of life for those who live and work in the region. The Plan incorporates devolved powers and resources across the West Midlands to optimise skills, innovation, transport and inwards investment.</p>
<p>The West Midlands Industrial Strategy⁹ (published May 2019)</p> <p>This strategy sets out the collective local and national ambitions for the West Midlands to ensure an inclusive, well-balanced economy that can benefit all. It aims to unblock barriers to productivity and growth, and establishes four market priorities to take forward, these include: healthcare innovation, creative content and technology, future mobility and modern services.</p>
<p>The West Midlands 2041 Sustainability Strategy (published January 2020)</p> <p>The WM2041 strategy proposes a set of actions for individuals, communities and businesses to undertake to help tackle the climate crisis. The strategy outlines five key principles for the West Midlands which underpin the regional efforts to limit climate impact. These include, making the journey to 2041 without leaving anyone behind, boosting our resilience to climate change, ensuring our future respects our heritage, increasing connectivity between places and saving energy and resources without reducing prosperity.</p>
<p>Recharge the West Midlands¹⁰ (published June 2020)</p> <p>This document sets out an immediate ask of the Government from the West Midlands to provide £3.2bn of investment over the next three years to deliver a rapid economic recovery.</p> <p>The recovery plan addresses the short-term risks of Covid-19 by creating and safeguarding jobs and takes into account the longer-term improvements in regional innovation, competitiveness and resilience.</p>

7 - Available at: <https://www.tfwm.org.uk/media/3ukj3yw0/movement-for-growth.pdf>

8 - Available at: <https://www.wmca.org.uk/media/1382/full-sep-document.pdf>

9 - Available at: <https://www.wmca.org.uk/media/3094/west-midlands-local-industrial-strategy-single-page.pdf>

10 - Available at: <https://www.wmca.org.uk/media/3975/west-midlands-economic-recovery-plan-ask-and-offer-hd-spreads.pdf>

State of the Region 2020 Full Report¹¹ (published July 2020)

This report, written on behalf of the West Midlands Combined Authority and all its partners evaluates the current conditions across the region and highlights the challenges the West Midlands faces.

Overall, the economic forecasts consistently show the West Midlands to be one of the UK's hardest hit regions of the economic crisis. This is a result of our industrial and demographic mix with some local economies among the most vulnerable in terms of their sectoral composition and market vulnerability. For instance, sectors that previously saw growth such as construction and the higher education industries were heavily impacted by the crisis and therefore, left Birmingham, Coventry and Wolverhampton at risk. However, the same economic models do show relatively strong regional growth in 2021.

The Birmingham Development Plan (BDP) 2031¹² (adopted in 2017)

The BDP is a statutory planning framework that establishes the spatial vision and strategy for the sustainable growth of Birmingham from 2011 to 2031. The BDP is used to guide decisions on regeneration, planning and development, as the plan outlines how and where jobs, homes, services and infrastructure will be delivered.

Birmingham Transport Plan¹³ (draft published January 2020, final plan due September 2021)

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

The proposals are organised around four "big moves"-

- **Reallocating road space:** Reallocating road space away from single occupancy private cars to support the delivery of a public transport system fit for a global city, fundamentally changing the way that people and goods move around the city.
- **Transforming the city centre:** Birmingham city centre will be transformed through the creation of a pedestrian network, where streets and public spaces are integrated with public transport services and cycling infrastructure. Access to the city centre for private cars will be limited with no through trips. This includes looking at different options for the central section of the A38 including re-routing it to an upgraded ring road.
- **Prioritising active travel in local neighbourhoods:** Active travel (walking and cycling) will become how most people get around their locality most of the time. Cars will no longer dominate street life around homes and schools. A limit of 20mph will be standard on all local roads. Residential neighbourhoods and local centres will be places where people are put first.
- **Managing demand through parking measures:** Parking will be used to manage the demand for car travel through parking availability, pricing and restrictions. Where development potential exists, land currently occupied by car parking will be put to more productive use.

Cycling and Walking Strategy¹⁴ (published January 2020)

This strategy aims to develop a safe and integrated active travel network across Birmingham to make walking and cycling the convenient choice for local journeys and leisure activities. The three objectives of this strategy are to:

1. Enable more walking and cycling by providing training, improving the access to bikes, tackling safety issues and securing funding
2. Develop a great city for walking and cycling through the provision of safer infrastructure and better traffic management.
3. Inspire walking and cycling through the delivery of events and sharing of information.

Birmingham Route to Zero Action Plan - Call to Action¹⁵ (adopted December 2021)

This plan sets out initial actions to deliver on Birmingham's commitment for the council and city to become net zero carbon by 2030, or as soon as possible thereafter as a 'just transition' allows. Transport actions are aligned with delivery of the Birmingham Transport Plan.

Solihull Local Plan – Draft Submission Plan¹⁶ (published October, 2020)

The draft plan details the economic ambitions for the development of UK Central Solihull - a strategic growth site encompassing the local economic assets at Arden Cross (an area containing the proposed HS2 Interchange Railway Station by the A45, A452 and the M42), Birmingham Airport, Jaguar Land Rover, Birmingham Business Park and the National Exhibition Centre.

11 - Available at: <https://www.wmca.org.uk/media/4290/state-of-the-region-2020-final-full-report.pdf>

12 - Available at: https://www.birmingham.gov.uk/download/downloads/id/5433/adopted_birmingham_development_plan_2031.pdf

13 - Available at: <http://www.birmingham.gov.uk/transportplan>

14 - Available at: https://www.birmingham.gov.uk/downloads/file/15860/walking_and_cycling_strategy_2020

15 - Available at: https://www.birmingham.gov.uk/downloads/file/18618/route_to_zero_action_plan_-_call_to_action

16 - Available at: [https://www.solihull.gov.uk/sites/default/files/2020-12/Draft-Submission-Plan-1st-2020%20\(1\).pdf](https://www.solihull.gov.uk/sites/default/files/2020-12/Draft-Submission-Plan-1st-2020%20(1).pdf)

Strategies and Plans specific to the Commonwealth Games

The Commonwealth Games Legacy Plan (published March 2021):

This plan ensures the legacy opportunities are maximised through a series of different programmes. Transport cuts across many of these legacy programmes to support the 'Games for Everyone' and aims of being a catalyst for change, helping the region grow and succeed, improving the health and wellbeing of the region's people and putting us on the global stage.

The Sustainability Pledge¹⁷ (published March 2021)

The Sustainability Pledge captures both the environmental and socio-economic impacts of the Games, as it intends to be a benchmark for future events. The pledge aims to deliver the most sustainable Games yet - with the goal of B2022 being the first carbon-neutral Commonwealth Games. Overall, the pledge focuses on seven pillars, these being Accessibility, Equality, Diversity and Inclusion, Job Creation and Social Value, Human Rights, Carbon and Air Quality, Minimising Waste, and Conservation.

The Business and Tourism Programme (March 2021)

An economic legacy programme that supports the Birmingham 2022 Commonwealth Games' mission to drive the long-term economic benefits and boost both the West Midlands and the UK's global reputation as a world-class destination for tourism, trade and investment.

The Commonwealth Jobs and Skills Academy:

The Games will create around 35,000 new jobs and skills opportunities, including volunteering roles and training opportunities. To help connect these opportunities to local people a Jobs and Skills Academy has been created. Using the Games, it aims to accelerate and amplify existing work to improve regional skills and employment opportunities. It will focus on supporting young people, those from disadvantaged groups, the unemployed and disabled individuals.

Volunteering Programme:

This programme is supported by the Commonwealth Jobs and Skills Academy, through raising awareness of the volunteering opportunities and assisting residents through the application process, helping to ensure the volunteering community is reflective of the region.

A significant amount of investment is taking place across the West Midlands to accommodate the level of growth set out in the region's key strategy and policy documents. Central to this, is better integrated public transport, walking and cycling options, alongside measures to manage demand and improve the efficiency of the network. These measures, together with the introduction of Birmingham's Clean Air Zone will help us deliver a clean, green programme; a key principle of the 2022 Games Transport Plan.





THE GAMES BIRMINGHAM 2022

The Games will take place over two weeks across a range of competition venues. Some of these venues will only be used for one or two days, while others for up to 11 days.

The transport impact will therefore vary depending on several factors, such as the number of spectators, the number of days the venue will be in operation and the proximity of venues to each other.

Although some venues are accustomed to hosting large scale events, the Games brings a different type and complexity of operation as, from a transport perspective, venues will be used over multiple consecutive days and the demand from venues will overlap at transport interchanges.

Venues also extend beyond the West Midlands Combined Authority geography, with Mountain Biking being held at Cannock Chase, Lawn Bowls in Leamington Spa, and Track Cycling at the Lee Valley VeloPark in London.

In addition to the competition venues, numerous other non-competition venues will be factored into our planning. These include, places that will be used for media activity, as well as various training venues and live sites (designated public areas where members of the public can watch events on big screens). Figure 1 presents the location of the competition venues within the West Midlands.

Careful planning will increase the capacity, efficiency and reliability across a range of transport modes and enable public transport and active travel to be integrated into the network to deliver a 'one network' approach to minimise the level of disturbance on the wider system.

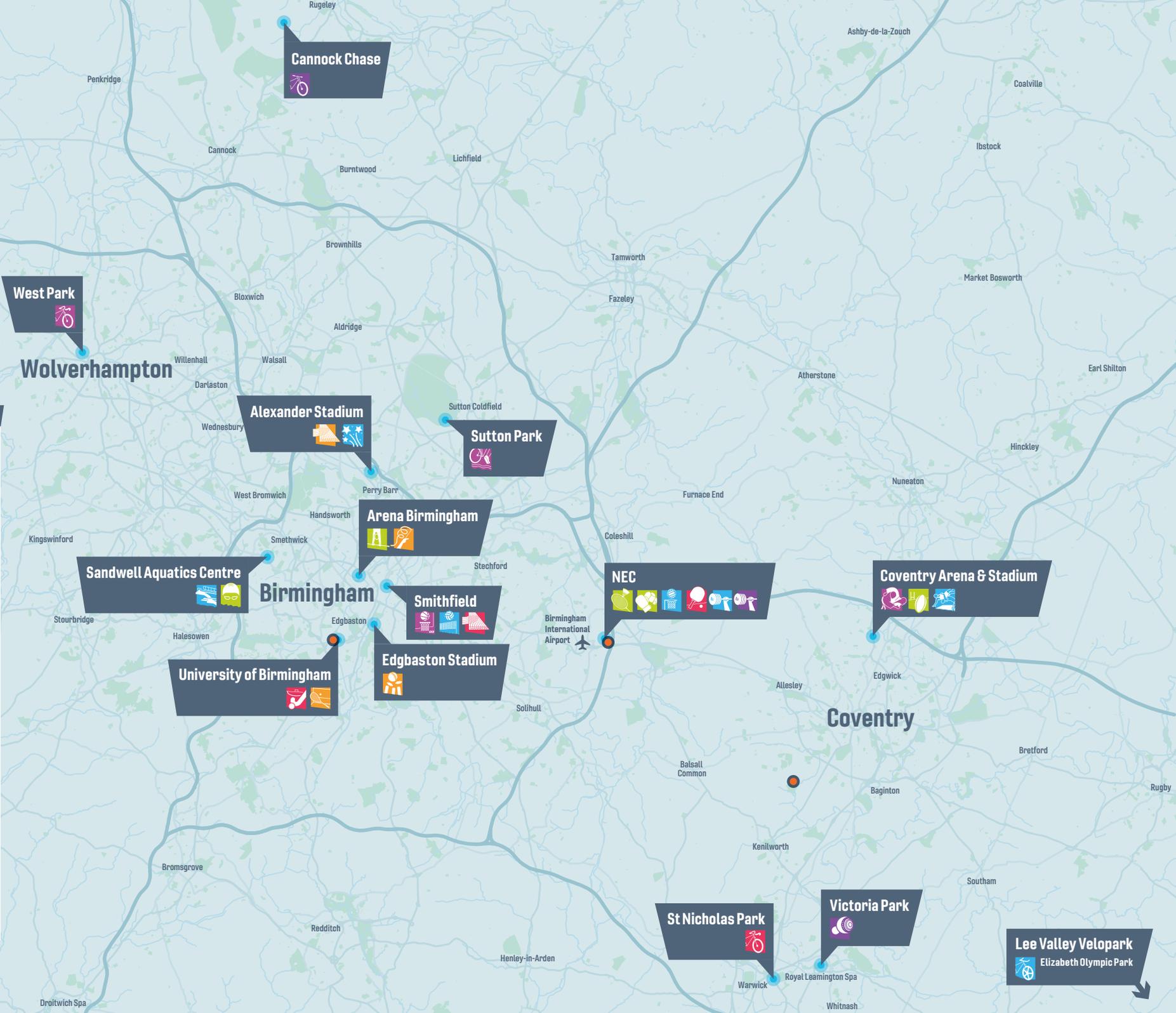


All competition venues will be accessible by public transport – further guidance will be issued with each ticket.

Figure 1: Birmingham 2022 Venues

KEY

- Aquatics - Diving
- Aquatics - Swimming & Para Swimming
- Paralympics & Para Athletics
- Badminton
- Basketball 3x3 & Wheelchair Basketball 3x3
- Beach Volleyball
- Boxing
- Cricket T20
- Cycling - Mountain Bike
- Cycling - Road Race
- Cycling - Time Trial
- Cycling - Track & Para Track
- Gymnastics - Artistic
- Gymnastics - Rhythmic
- Hockey
- Judo
- Lawn Bowls & Para Lawn Bowls
- Marathon Start
- Netball
- Opening Ceremony
- Para Powerlifting
- Rugby Sevens
- Squash
- Table Tennis & Para Table Tennis
- Triathlon & Para Triathlon
- Weightlifting
- Wrestling
- Athletes' Village



WHAT WILL THE GAMES MEAN FOR RESIDENTS AND BUSINESSES?

DURING GAMES TIME

The Games will see many visitors arrive in the West Midlands, all looking to take part in, and celebrate, the Commonwealth Games. As people travel across the region, particularly to and from events, there will be extra demand for transport, especially at certain locations such as a stadium or arena, or at busy transport hubs – places where large numbers of people use services, such as rail stations or bus stations, local centres and city centres.

The Games will create around 35,000 jobs, volunteering roles and training opportunities for people in the region

We will put measures in place such as city centre bus shuttles, park and ride services and a dedicated accessible bus system to accommodate the increased demand to ensure everyone can get to the venues on time. Importantly, we are also working to ensure the region continues to operate; so emergency services can respond swiftly to incidents, essential deliveries can still be made, health visitors and care workers can visit patients and local residents can still get to where they need to go. To enable this, the Regional Transport Coordination Centre (RTCC) will be the 'central hub' for transport operations in the West Midlands, bringing together partners, providing a common view of the network and communicating transport information to residents, businesses and visitors.

The RTCC monitors and coordinates the region's transport network to support local authorities, emergency services and transport-service providers across the West Midlands in keeping the region moving. During the Games, it will be vital in providing the focal point for transport operations across the region, offering a single source of data to help TfWM deliver better information to the public and to better plan their journeys during the Games. Currently, there are two social media platforms, 'Transport for West Midlands' and 'West Midlands Roads' where real time information, updates of incidents and planned roadworks are communicated.

More information and live updates from across the region can be found on the dedicated page on the TfWM website. TfWM will be using these existing channels alongside other communication tools to make sure everybody who needs to be is kept updated and is able to plan ahead to minimise disruption to their journeys.

In the run up to and during the Games, we will work closely with the local population and provide clear and up to date information to help people plan their journeys and make the best possible travel choices. We will communicate through a range of channels, including a dedicated journey planner for travel during the Games. The journey planner will be available on the B2022 website and will include the full range of transport services and the latest up to date information, making it the best and most reliable tool for people to use when planning their journey to the Games.

Clean Air Zone

To help improve the local air quality and reduce harmful pollution around the city centre, Birmingham has implemented a Clean Air Zone that covers all the roads within the A4540 Middleway (Ring Road) but not the Middleway itself.

The zone operates 24-hours a day throughout the year and requires the most polluting vehicles entering the boundary to pay a daily charge. Vehicles that meet the following emission standards, however, are not required to pay:

- Euro 6 (VI) or better for diesel engine
- Euro 4 or better for petrol engines
- For diesel/petrol electric hybrids the vehicle should meet the relevant emission standards
- Fully electric or hydrogen fuel cell powered vehicles will not need to pay the charge

In securing the right to host the Games, we committed to providing a reliable transport system and minimising the impact on everyday transport users. We are taking a number of actions to achieve this, such as: engaging with businesses and communities in the lead up and during the Games, putting temporary measures in place throughout the Games to make efficient use of the network and working with key partners to ensure the right decisions are made for the region.



Over 1 million spectators

AFTER THE GAMES: TRANSPORT LEGACY IMPACTS

The Games is a unique opportunity to create a positive transport legacy of increased sustainability, improved public transport infrastructure and reduced dependency on private car journeys across the West Midlands.

Central Government, in partnership with Birmingham City Council have invested £778m into the Games which has contributed to the accelerated delivery of multiple transport projects. As a result, a seamlessly integrated transport network will operate throughout Games time and beyond to maximise opportunities for sustainable and active travel.

Opportunities such as this will enable more people to take up active travel, reduce levels of physical inactivity and improve overall wellbeing. These opportunities can also help us tackle some of the most challenging issues we face as a society by improving air quality, combatting climate change, reducing congestion and increasing the health of our communities. Equally, in light of the Covid-19 pandemic, the Games will play an important role in building back confidence in public transport through showcasing public transport options as transport modes of choice..

Hosting the Games gives the West Midlands a real opportunity to leave a meaningful and tangible legacy to address the inequalities across the region.



As well as delivering benefits to the region's residents and businesses, the transport legacy will also provide long-term benefits to those investing in and visiting the region. The Business and Tourism Programme will support key sectors such as Future Mobility and Creative Technologies to promote the West Midlands as a world-class destination for tourism, trade and investment. The image below outlines the key legacy ambitions for transport after the Games.

THE COMMONWEALTH GAMES TRANSPORT LEGACY

Enhance Sustainable Transport

- Restored confidence in public transport post Covid-19
- Reducing the carbon footprint of our journeys
- Investment in Sprint, rail upgrades and Metro extension
- Enhanced passenger experience

Active Travel

- Additional walking and cycling routes
- Enhanced cycling services
- Improved health, wellbeing and physical activity
- Reduced dependency on cars to benefit air quality

Less Congestion

- Integrated network management through greater collaboration
- Better demand management
- Reduced car travel

Real-time Travel Data

- Live, responsive information
- Improved and reliable journey times
- Better informed travel choices through easy to access information

7. THE TRANSPORT STRATEGY

FIVE KEY TRANSPORT PRINCIPLES

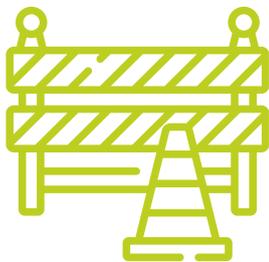
The Games Transport Plan has been developed around the five key principles presented below. These principles encompass our strategic aims for transport during the Games and remain consistent throughout our planning. The principles were established following the feedback of the draft Games Strategic Transport Plan and are referenced throughout this document.



Clean and Green; a public transport Games



Safe, secure, reliable and efficient transport



Minimising disruption



Access for all



Valuable long-term benefits of sustainable, transport options and improved public spaces

CLEAN AND GREEN; A PUBLIC TRANSPORT GAMES:

We will limit the harmful impacts of transport during the Games on the environment. To support this, public transport, cycling and walking will be the easiest and most effective way to get around during the Games. The transport network will operate as a single integrated system, offering seamless end to end journeys that will make sustainable transport the most convenient and attractive way to travel.

To reduce the reliance on car travel, minimise congestion and to keep the region moving, all venues will be accessible by public transport and spectators will have access to public transport included within their Games' ticket on the day of their event. Our commitment to providing easily accessible public transport will also be extended to Games time volunteers, the OC workforce and to all members of the Games Family. This will cut greenhouse gas emissions and air pollution from vehicles during the Games, contributing to cleaner air, improved health and wellbeing, a reduced impact on the environment and a better quality of life for the people of the West Midlands.



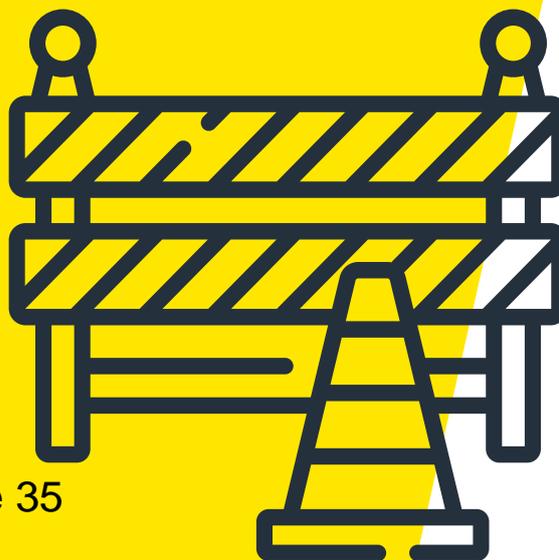
SAFE, SECURE, RELIABLE AND EFFICIENT TRANSPORT:

Transport services will be safe and secure, with consistent and reliable journey times - both for Games participants and everyday users of the transport network.

This is essential in ensuring athletes and officials get to where they need to go, on time, and that everyday users of the transport network can continue to travel around the region safely, choosing the best travel option for them.

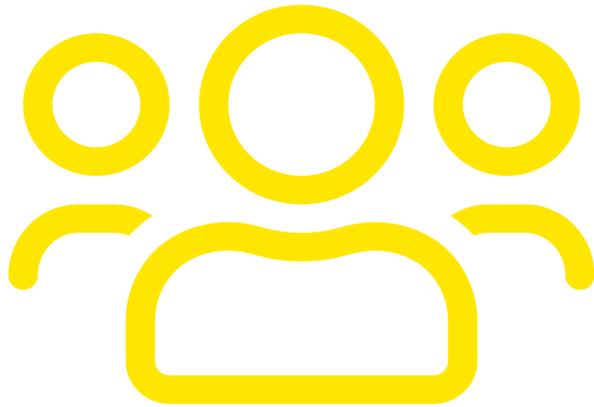
MINIMISING DISRUPTION:

We will keep the region moving. Whilst the Games will inevitably have an impact, our plans strive to minimise the impact of the Games on everyday users of the transport network to ensure local residents can still get to work on time, businesses can receive and make deliveries and that city operations can continue to meet local needs.



LONG TERM BENEFITS TO USERS:

The Games has the potential to generate significant benefits – which we aim to maximise to ensure the region benefits for years to come. Numerous transport schemes across the region are being delivered in time for the Games and will create a positive transport legacy of greater sustainability and higher levels of active travel. We aim to reduce the reliance on cars and support healthier lifestyles and improved wellbeing across the West Midlands.



ACCESS FOR ALL:

Accessibility and inclusion involves meeting people's individual requirements in the most suitable way to provide a quality and positive Games experience. Our strategic approach to transport planning has focussed on embedding accessibility and inclusion throughout all services and operations. The Games will provide socially inclusive, seamless, affordable and accessible transport across all modes to ensure everyone can equally participate in, and enjoy, the experience of the Games, whilst minimising disruption for regular transport users and local residents.

KEY TRANSPORT THEMES

To meet the demand for transport during the Games we have identified the types of measures that will be required, these fall under the following three themes:



Effective use of the network

Managing journeys and key routes to ensure the safety and resilience of the transport network.



Provision of temporary additional services

New temporary services to provide the vital support for extra demand.



Investment in infrastructure

Several new infrastructure projects will be delivered in time for the Games to help meet the increase in demand.

SUSTAINABILITY

Birmingham 2022 is committed to showing leadership in sustainability in line with the United Nation's¹⁸ definition where development "meets the needs of the present without compromising the ability of future generations to meet their own needs".

Having previously focussed more on 'environmental' impacts, the new Sustainability Strategy takes an approach to capture both the environmental and socio-economic impacts, such as Equality, Diversity and Inclusion (EDI), Accessibility, Jobs and Skills, Social Value and Human Rights. The strategy lays out seven key pillars for the Games, these include:



Carbon & Air Quality	Delivery of the first carbon-neutral Commonwealth Games and promoting low emission travel options.
Circular Economy principles to minimise waste	Minimising the use of single-use plastics across all OC led activities, venues and supply chains and reusing assets.
Equality, Diversity and Inclusion	Engaging with as many groups as possible to ensure this is an event for everyone, working hard to connect local communities to the Games.
Job Creation & Social Value	Aiming to create job opportunities, upskill the workforce and reduce unemployment in the West Midlands.
Human Rights	Changing people's lives for the better. Inherently aligning the approach with the Commonwealth Games and the United Nation's best practice.
Conservation	Conservation of the environment and reinforcing cultural heritage.
Accessibility	Hosting a safe and secure, dignified experience for anyone involved in the Games. This means delivering accessible venues, facilities and barrier-free environments.



TfWM is also accelerating the delivery of transport infrastructure across the West Midlands to provide easy, accessible and reliable active travel links during the Games. This will allow more spectators and workforce to use sustainable transport throughout the Games, and thereafter.



Birmingham 2022 aims to be the first carbon neutral Commonwealth Games. The primary goal is to reduce carbon at every possible opportunity and offset what remains through credible initiatives. The journey planner will be an important tool in helping people choose sustainable modes of transport and will include a carbon calculator so that people can compare the carbon impact of their transport choices.

The OC are working with experts to maximise the use of cleaner generators, supply a modern and cleaner bus fleet, and aspire to develop a car fleet containing hybrid and electric vehicles. In addition, a three-site campus village model will see some athletes staying close to their training and competition sites which will also support a reduction in travel and carbon emissions. Approximately, 1,600 athletes and officials will be housed at the NEC Hotel Campus, 1,900 at the University of Warwick and 2,800 people will stay at the primary village at the University of Birmingham.

As part of the pledge to increase conservation and sustainability, the Games partners will also clean 22 miles of canals through the 'United by 2022' partnership that exists with The Canals & Rivers Trust and will continue to work with expert organisations such as the National Trust, Environment Agency, and Carbon Trust to ensure all activities are measurable. To promote a circular economy, reduce waste and save



resources, free drinking-water refill points will be installed wherever possible to reduce the use of single-use plastic bottles and where possible, the Games will hire equipment instead of buying.

ACCESS FOR ALL

We recognise that everyone has differing needs and that there is no 'one size fits all' approach to delivering the Games Transport Plan objectives. We also recognise that many face additional barriers, such as, accessibility, affordability, health and active travel inequalities. We have anticipated key inclusion and accessibility needs and priorities, and are implementing measures to help facilitate equitable access for all. A summary of barriers and mitigation measures is included in Appendix B Equality Impact Assessment. We will also continue to engage with a range of local equality groups to shape positive inclusion and access outcomes.

While all venues will be accessible by public transport and we will encourage everyone to use public transport and/or walk and cycle to venues, we also recognise that this may not be a viable option for all, which is why a number of additional provisions will be put in place to mitigate any negative impact and ensure a number of travel options are available for all. Blue badge parking will be available at all venues. Accessible shuttle services and other transport services such as ride share, taxis and ring and ride will support spectators varying travel needs. Access to venues will be facilitated through the delivery of new and/or refurbished transport infrastructure, while access transport audits will help determine any access barriers. Accessible travel options will be available for all venues. These will be clearly communicated to spectators through our journey planning apps.

We appreciate that increased travel demand and travel disruptions can have adverse impacts on some more than others, such as people reliant on public transport to get around or people with accessibility needs. We will introduce additional temporary services to alleviate pressure on the network and provide for extra demand, whilst also introducing temporary measures to make efficient use of the network and to facilitate a faster and more efficient transition to the venues. Our Metro services will be extended at peak times and we will work with bus and train operators to understand the potential for providing extra temporary capacity and connectivity. Such measures will help ensure that supply meets demand and that issues such as overcrowding, and journey delays are averted. We also want to ensure that residents' access is not compromised during the Games. Controlled parking zones will allow access for residents and local businesses while accessibility related resident needs will be identified and protected through engagement and input into the final design.

Transport affordability and inclusive information provision are also key to the delivery of the transport plan. Public transport will be included in the price of the spectator event tickets which will also simplify spectator ticketing requirements. Information will be communicated in a range of ways, in print and in digital formats, and a dedicated Games journey planner will help improve people's understanding of travel options that meet their needs. Increased staff and volunteer presence in all key interchanges and increased safety and security measures will also help support the spectator experience, improve confidence and offer that face-to-face travel experience that is vital for many, such as for people with physical and hidden disabilities, and women. Equality and disability awareness will also form part of staff and volunteer training.



8. TRANSPORT DURING THE GAMES

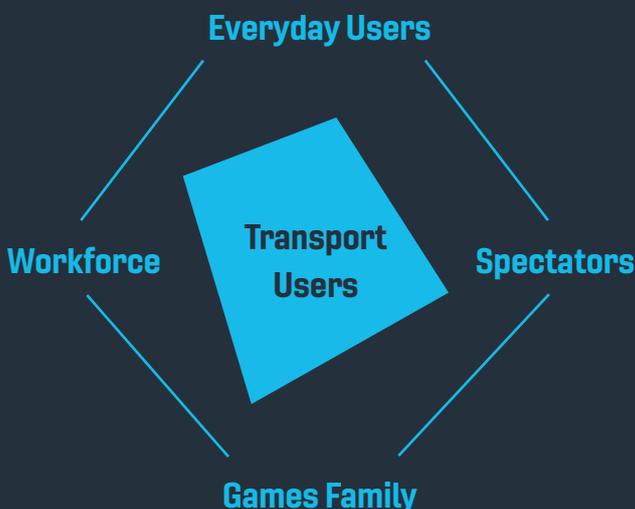
The user experience is at the heart of our work. TfWM has been working closely with local authorities so that together we can provide safe, efficient and reliable transport during the Games, and ensure everyday journeys are maintained wherever possible to support residents, businesses, workers and public transport users on event days.

UNDERSTANDING TRAVEL DEMAND DURING THE GAMES

To plan for the impacts of the Games on the transport network, analysis has been undertaken to support decision making by the various organisations involved in delivering transport services.

To understand these impacts, users of the transport network during Games time have been split into the following groups:

- **Everyday users** such as residents, commuters and businesses – this group includes all non-Games related travel and refers to the day-to-day users who want to travel around the network as usual
- **Spectators** travelling within and to the region to attend events. This includes ticketed spectators for sporting events, non-ticketed spectators for events such as the marathon or road cycling and those attending live sites and other Games related non-competition events;
- **Workforce**; both paid and volunteers, contractors, and;
- **The Games Family**, this includes Team Officials, technical officials, Athletes, accredited media and officials from the different participating nations and territories.



We are building our understanding of what the transport needs will be across the network to provide dedicated services that meet people's needs, helping to deliver a great Games experience.



Information on travel behaviours of spectators and workforce during the previous Glasgow 2014 and Gold Coast 2018 Commonwealth Games, has together with the region's Strategic Transport Model, PRISM[®], been used to support, and input into, a number of localised and detailed transport modelling tools developed specifically for the Games.

This has allowed an in-depth understanding of the inter and intra-regional travel demand generated by the Games on an hour by hour and day by day basis, quantifying the impact on the region's transport network and supporting decision-making on potential mitigation strategies.

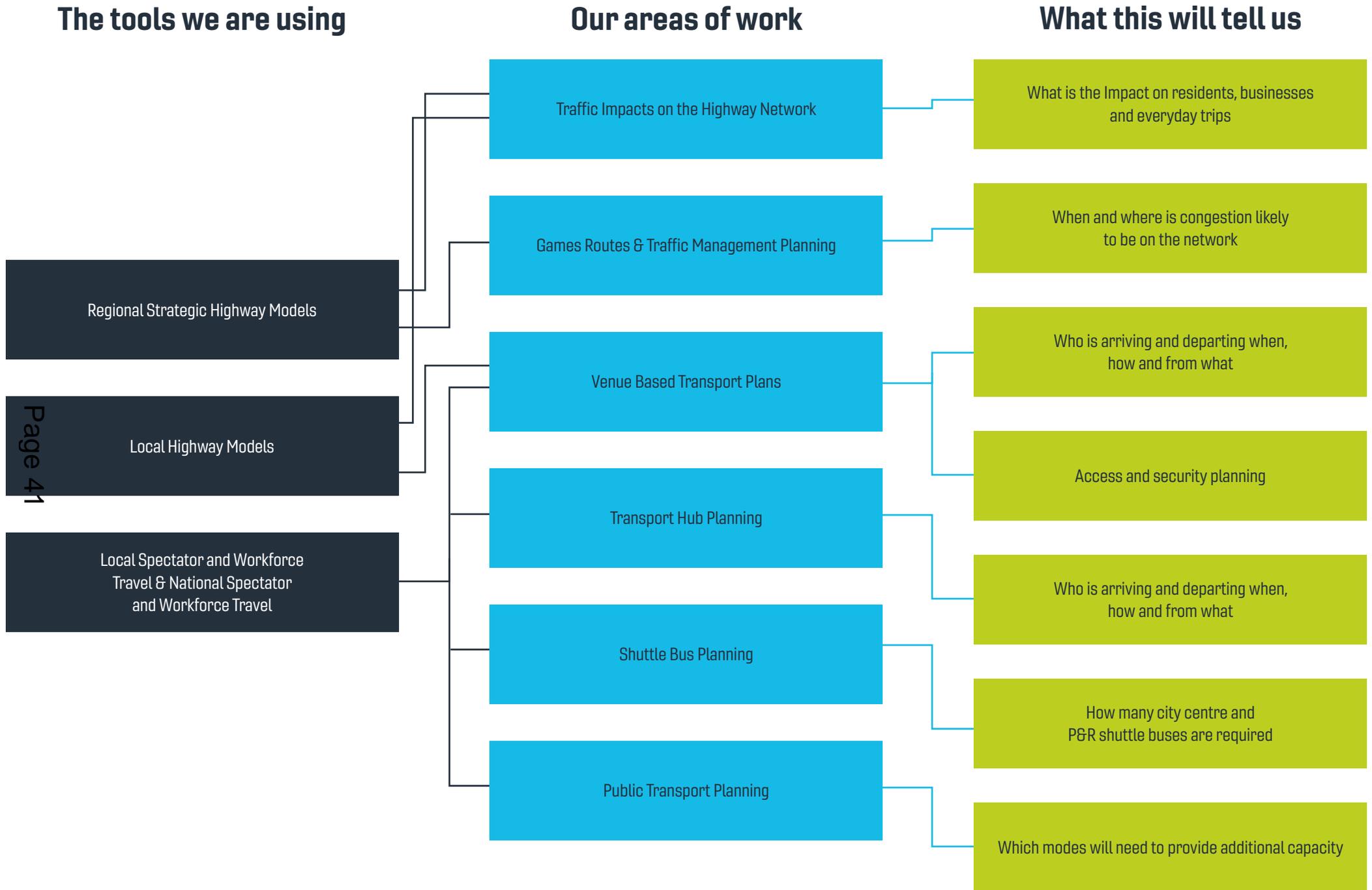
This approach has also enabled us to identify areas that may require additional services (such as more buses, more frequent Metro services or additional dedicated shuttle buses) and roads that may need traffic management measures to reduce any negative impacts on the network.

Transport modelling is also supporting detailed transport and operation planning at venues, enabling efficient, safe and secure arrival and departures by all Games' users whilst supporting detailed logistical planning.

It is recognised that the global pandemic and public health concerns may also influence people's confidence in travel and public crowded spaces. Public transport usage will continue to be monitored to help assess whether this might impact transport services during the Games.

A summary of this technical process is presented in Figure 2.

Figure 2: Modelling Outputs and Purpose



USING DATA TO HELP IMPROVE THE EFFICIENCY OF THE TRANSPORT NETWORK

Our transport planning is underpinned by up-to-date, reliable data. TfWM already collects a range of data from relevant sources and is working closely with partners to continually improve the richness of the data.

This data feeds our understanding of the measures needed on the transport network to deliver a successful Games, helping us to plan better. It also drives the RTCC – providing a holistic view of the performance of the network, helping partners to make well informed decisions so that the transport network can operate effectively and efficiently as a single network. Furthermore, the data enables us to give better information and travel advice to residents, businesses and visitors. A great user experience is vital for the transport network to work at its best. It is essential that everyone can easily access clear, understandable information on journeys and tickets so that they can make the best travel choices either ahead of time or in response to real time information.



INVESTMENT AND DELIVERY OF NEW TRANSPORT INFRASTRUCTURE

To maximise the use of public transport during the Games and secure its long-term use thereafter, TfWM and partners will improve the coverage, capacity, efficiency, reliability and accessibility across a range of modes. As established, the Games has provided a catalyst for investment in the region, promoting the delivery of a number of transport schemes, which include the following:

Sprint Bus Transit schemes

- A34 Birmingham to Walsall: Providing enhanced connectivity with Alexander Stadium
- A45 Birmingham to Airport and Solihull: Supporting connectivity with the NEC
- Both routes will be complete in time for the Games

West Midlands Metro

- Extension of the Metro routes to Centenary Square, Five Ways and Edgbaston
- The delivery of a new multi-modal transport interchange at Wolverhampton

Rail station improvements

- Increased capacity and enhanced passenger experience at University station
- Transport Interchange at Perry Barr during the Games.
- Improved capacity and accessibility at Coventry rail station
- Improvements to the forecourt of Leamington Spa railway station

Cycling Upgrades

- New segregated cycleway along the A34 and the A38
- Introduction of the West Midlands bike share scheme

Road Upgrades

- Congestion Management Plan and supporting highway investment programme to increase capacity and manage demand on the Key Route Network²⁰
- Improvements at M6 J10 to reduce congestion and delays
- Improved layout at A34 Perry Barr to benefit pedestrians, cyclists & public transport

West Midlands Regional Transport Coordination Centre (RTCC)

- Providing permanent regional coordination of the transport network and services
- Offering reliable, resilient and integrated transport services

SPECTATOR AND WORKFORCE TRANSPORT TO VENUES

A variety of transport services will be in operation to serve the different competition venues throughout the Games. As part of our commitment to delivering a clean and green public transport Games, for events in the West Midlands, your Games ticket will include access to public transport in the local area on the day of your event. Games time volunteers, the OC workforce and all members of the Games Family will also be able to access the local public transport network. All competition venues will have bookable blue badge parking available. The most prominent transport services available for each competition venues are summarised below:

	Rail	Bus Shuttles	Bus	Metro	Cycling & Walking	Park & Ride	Park & Walk
Alexander Stadium							
Cannock Chase							
Birmingham City Centre Venues							
Coventry Arena							
Coventry Stadium							
Edgbaston Cricket Ground							
NEC Cluster							
Sandwell Aquatics Centre							
St Nicholas Park, Warwick							
Sutton Park							
University of Birmingham							
Victoria Park							
Wolverhampton West Park							

Ticketing

It will be easy to buy tickets for public transport. For everyday transport users, there will continue to be a range of ways to purchase tickets for travel. The eligibility for concessionary pass use on public transport will not be impacted during the Games.

Spectators will have access to public transport included within their event ticket, helping to make public transport the easiest way to travel to the venue. As a result, the Games will create additional demand on the wider public transport network, and in some cases, may affect the capacity available for concessionary travellers. To mitigate the impacts for concessionary travellers, additional transport services will be in operation during the Games to help meet the additional demand. A clear information campaign will also provide consistent messaging across the network to raise awareness of any upcoming changes to ensure individuals are well informed and have contingency plans in place, in advance, where possible. Any additional vehicles used during the Games to accommodate increases in demand will not detract away from the operation of ongoing everyday services, such as ring and ride.

The park and walk services at the NEC cluster are managed and operated independently by the NEC. Tickets for parking at this venue cannot be purchased through TfWM networks.

ADDITIONAL TEMPORARY CAPACITY

RAIL

The West Midlands lies at the heart of the UK rail network, with the region clocking up 101 million rail trips annually. Birmingham New Street forms the region's primary rail hub and is the busiest station in the UK outside London, with over 46 million users per year and a train leaving every 37 seconds. It is also the busiest interchange station in the UK and has a strong claim to be the best-connected station for intercity journeys, with services arriving and departing from the station to a wide variety of destinations across the country. The West Midlands rail network is also one of the country's most congested and operates close to capacity at peak times of the day.

It is expected that there will be significant increased demand on the rail network during the Games, as people look to travel by train to venues. To accommodate this, alongside the demand from everyday rail users and to ensure a great travel experience for all, we are working with partners across the rail industry to examine options for increasing capacity. This work will also examine the capacity for disabled and mobility-impaired passengers where we will review existing processes and identify any additional requirements for Games time.

The inter-connected impact of Games demand on the region's rail network, the constraints on capacity and the multiple different rail organisations involved with operating the network means that a network wide, co-ordinated approach will be required. This means working closely with Network Rail, Train Operating Companies and other industry partners to understand and plan for the cumulative impact of Games' demand.

This will consider not only train paths, but also where resources such as train crew and rolling stock must be balanced to maintain efficient rail operations and services for both everyday users and Games traffic. This will inevitably require 'trade-offs' to be made.

The Games will also generate demand outside rail's normal operating window, in particular late evenings and early on Sunday mornings, which are often used for routine maintenance.

A key element of rail planning will be in developing transport hub management plans for those stations across the network that will play a significant role in the Games, either as access stations for the venues themselves or at interchange stations where significant numbers of additional passengers are expected. This will be particularly critical at stations that have not been designed to cope with large flows of passengers, but that will be expected to do so during Games time. These plans will include a review of response and maintenance arrangements for any element critical to a station's accessibility, as well as reviewing contingency arrangements in the event of such an asset failing. They will also cover the entire transport operation at each transport hub, with the aim of facilitating efficient and easy interchange between rail and other transport modes.

Proposals are being discussed and developed in collaboration with partners across the rail industry.

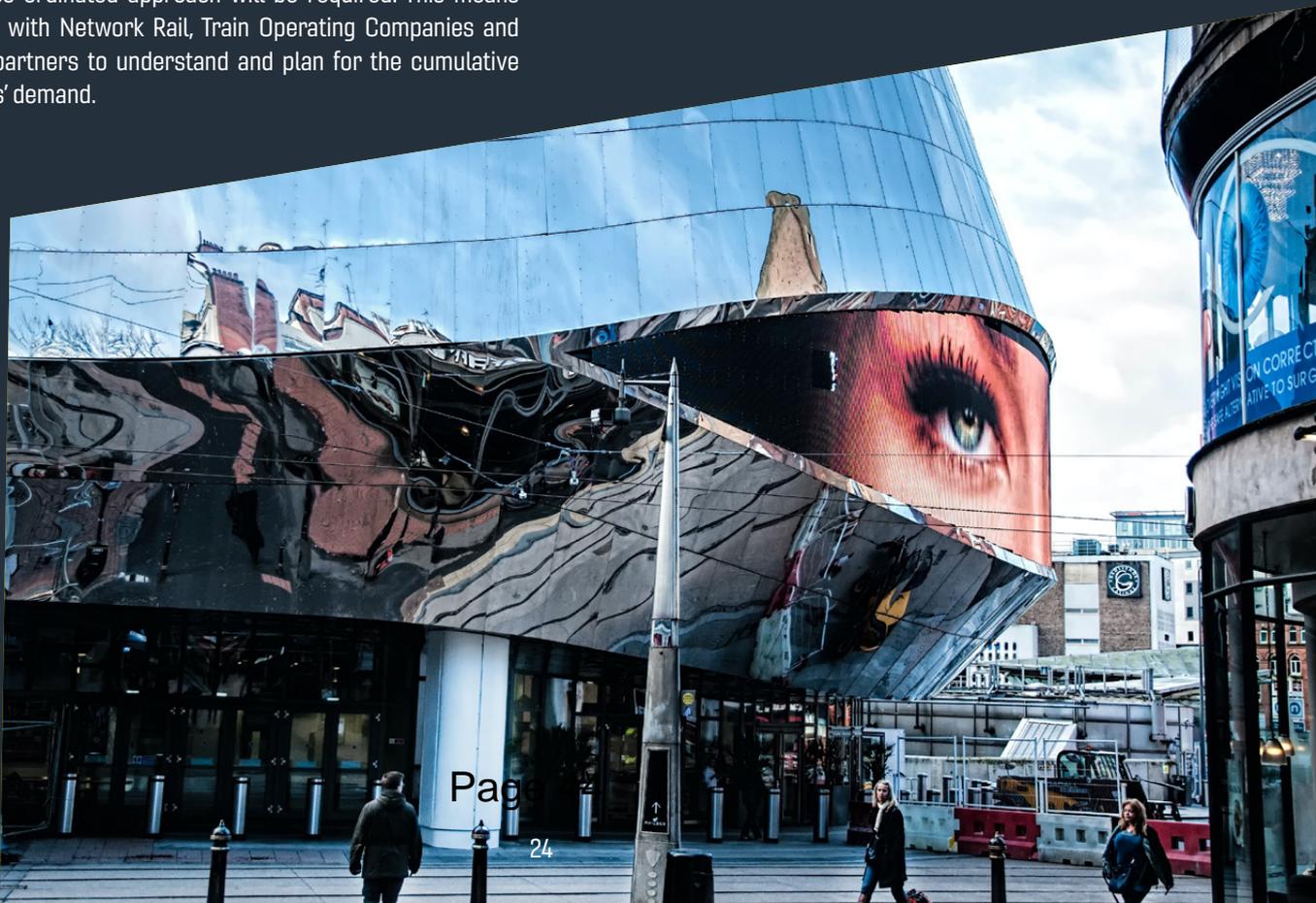
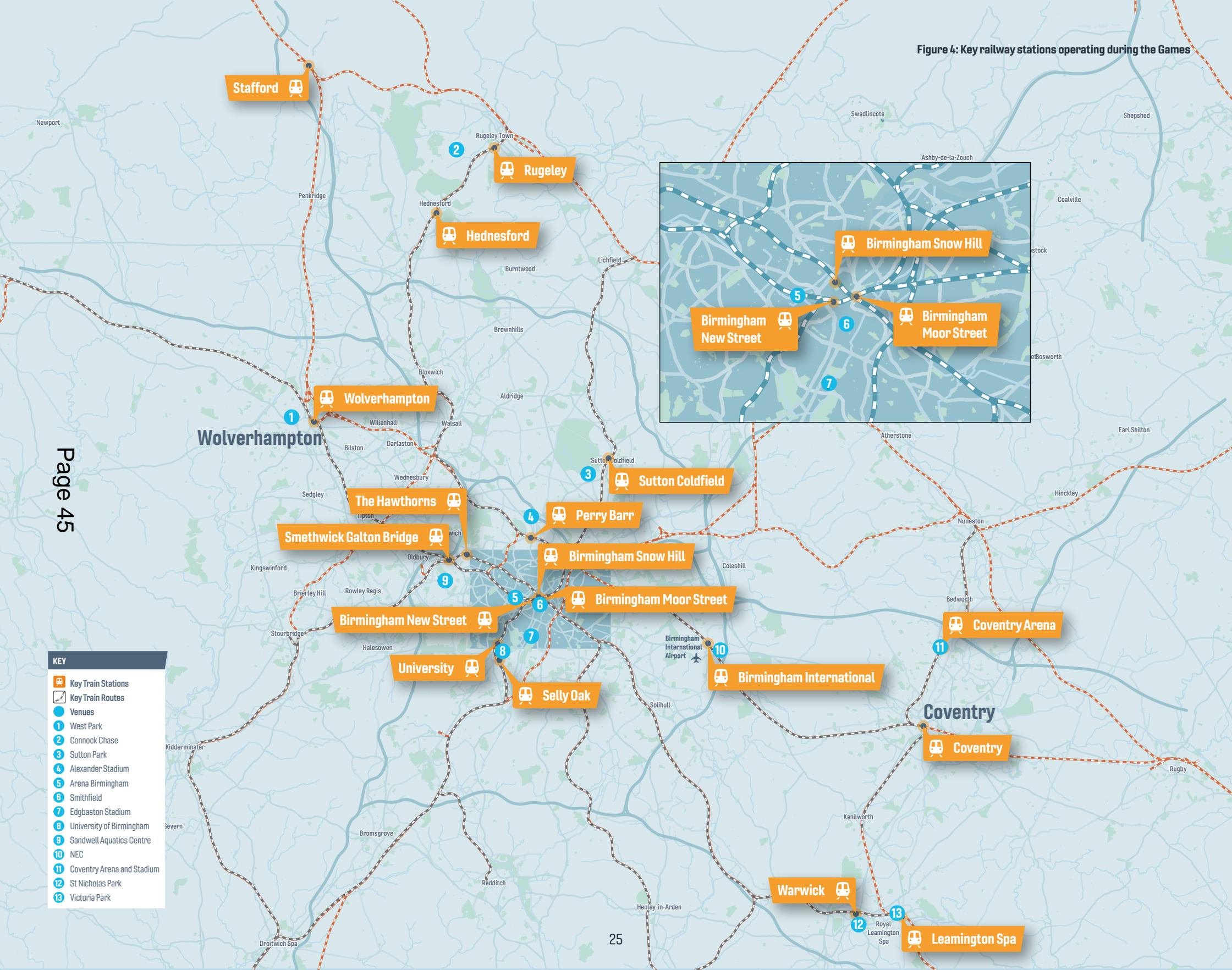


Figure 4: Key railway stations operating during the Games



KEY

-  Key Train Stations
-  Key Train Routes
-  Venues
-  1 West Park
-  2 Cannock Chase
-  3 Sutton Park
-  4 Alexander Stadium
-  5 Arena Birmingham
-  6 Smithfield
-  7 Edgbaston Stadium
-  8 University of Birmingham
-  9 Sandwell Aquatics Centre
-  10 NEC
-  11 Coventry Arena and Stadium
-  12 St Nicholas Park
-  13 Victoria Park

BUS AND BUS SHUTTLE

The West Midlands has an extensive bus network which usually carries over 80% of all public transport trips within the region.

The network is already undergoing significant improvements to deliver the aspirations set out in the West Midlands Vision for Bus under the stewardship of the West Midlands Bus Alliance partners. This includes:

- The introduction of a Cross City Bus Network for Birmingham - the first phases of which will deliver £28.5million of bus priority measures between Dudley and Druids Heath benefitting 90 million passengers each year.
- A step change in vehicle quality and emissions standards whereby many buses were Euro VI by April 2021 and a clear transition plan to move to Zero Emission as we seek to establish the UK's first zero emission bus city in Coventry.
- Improving passenger infrastructure, information and ticketing to develop a truly integrated multi-modal system. This will include several new and refurbished bus stations and interchanges, multi-modal capped ticketing and the latest passenger and network management information.
- Upgrades to the Pool Meadow Bus Station in Coventry which will include improvements to transport assets such as new electronic passenger information screens and the transformation of the visitor experience through artistic design enhancements in and around the station, and an improved retail offer.

We will make best use of the existing capacity that the network provides and where necessary, through working with the West Midlands Bus Alliance, we will supplement that capacity through the delivery of targeted strengthening of existing bus services and dedicated Games bus shuttle services. This will include shuttle buses to specific venues and to the Games park and ride sites. Our major stadia, such as Edgbaston, Alexander Stadium and Coventry Stadium will all be served by dedicated shuttles, as well as venues such as Cannock Chase and the Sandwell Aquatics Centre.

The dedicated bus shuttle services will be free of charge to ticketed spectators and charges will apply for the use of park and ride sites – blue badge parking will be free. All additional buses on the network and those running as part of the shuttle service for park and ride will be low floor, accessible vehicles, with boarding ramps.



As we aim for the Games to bring people together, improve health and wellbeing and be a catalyst for change, for events in the West Midlands, Games tickets will include access to public transport in the local area on the day of the event. This is part of our commitment to delivering a clean and green public transport Games and ensuring access to all.

We intend for car travel to only be used as a last resort to meet operational requirements.



SPRINT

Sprint, a bus-based rapid transport system is a bus priority corridor that will link Walsall to Solihull and Birmingham Airport via Birmingham City Centre, joining the A34 with the A45 to create one continuous route.

TfWM will deliver the first stage of infrastructure works for the Sprint corridor ahead of the Birmingham 2022 Commonwealth Games. This includes the provision of new and extended bus lanes and upgrades to traffic signals, CCTV to monitor the networks performance in real time and the installation of at least 79 enhanced bus shelters. The delivery of these elements will provide the efficient and reliable links between Alexander Stadium, the NEC and Birmingham Airport, providing additional public transport capacity for the Games.

Work has commenced on delivering Sprint with the first stage of works completing well in advance of the Games.

Each Sprint shelter will have the following features:

- Large waiting shelter
- Seating in shelters
- Real-time service information
- Passenger information and timetables



WEST MIDLANDS METRO

West Midlands Metro (WMM) is the modern, step-free light rail system in the West Midlands. Line One provides a fast link between Birmingham and Wolverhampton city centres, via West Bromwich, Wednesbury and Bilston.

There are currently 21 trams in the fleet and by 2022, the fleet size will increase to 29 trams to accommodate the additional Commonwealth Games demand. This extra capacity will enable WMM to carry residents and visitors for their leisure and work activities as well as for the Games.

There are 28 stops along the route, all of which have been designed to be step-free, ramped, or lift access to all platforms. Handrails are also provided where required. Every tram stop has the following features:

- Waiting shelter or totem on each platform
- Passenger information and timetables
- Lighting
- Seating in shelters
- Emergency help points at end of shelters
- Real Time Information and audio announcements

There is no permanent staff presence at stops.



Our new Urbos 3 trams are the first and only trams in the UK to use battery power to run along sections of the line specifically built without overhead wires, preventing the need to attach cables to historic listed buildings such as Birmingham Town Hall while also reducing the line's carbon footprint.

Services

Metro services, alongside bus shuttles will be available for city centre venues, Sandwell Aquatics Centre and Wolverhampton West Park.

Trams call at all stops along the route. The service operates between 0515 and 2330 Monday to Friday, 0515 until 0000 on Saturday, and 0800 to 2300 on Sunday. There is a frequent service every six to eight minutes between 0700 and 1900 Monday to Saturday and every 15 minutes at other times.

During the Games, capacity across the network will be managed with the use of ambassadors on board and at stops. These staff members will provide journey planning information and advice to those travelling to the Games and for those travelling for leisure or business. In addition, the services will be extended at peak times to ensure residents and visitors can travel with ease.

WMM will also optimise services during the Games by taking a 'data driven' approach. They will use up to date information to make best use of the available capacity and provide the best service possible to support the Games and everyday journeys.

Network expansion

The network will expand further in time for the Games, providing new connections into Wolverhampton rail station in the Black Country and extending into Edgbaston as part of Birmingham City Centre Westside extension. There will be 5 new stops in total providing greater connectivity, with frequent connectivity to the city centre. The Metro will provide an easy and convenient mode of transport for spectators, volunteers, residents and workforce during Games time.



Figure 5: Key Metro Stops during the Games



MANAGING LOCAL TRAFFIC AND PARKING PLANS

The Commonwealth Games will attract many visitors to venues and their surrounding areas. To minimise disruption and limit the impact on local areas, there will need to be parking controls and event-day traffic management in the areas around competition venues. Every venue is different; therefore, each will have its own bespoke Local Area Traffic Management and Parking Plan (LATMP). These plans will be designed to protect residents and businesses, ensuring that they have access to properties and parking. All traffic management plans will include the provision of blue badge parking and accessible load zones.

The LATMPs are key in delivering successful events – they will support venue operations, ensure safe pedestrian routes for spectators and help keep traffic moving around competition and key non-competition venues so that athletes, officials, workforce and spectators arrive on time.

Traffic Management Measures

A range of temporary traffic management measures may be implemented – they will be in operation on the competition days held at the venue, as well as on any other days as required to support venue operations. Before determining the measures and applying such restrictions, careful consideration will be given to local business and resident access requirements. The traffic management design for venues will also consider existing blue badge parking facilities and load zones in the locality. As a standard practice, existing operations will not look to be suspended, however, in the unlikely event that this should be necessary, consideration will be given to provide temporary blue badge measures nearby to compensate.

These may include (but not limited to) the following:

- Parking restrictions and changes to local access around venues;
- Restricted turns and/or road restrictions
- Diversion routes
- Kerbside waiting and loading restrictions
- Event-specific signage and messaging to support transport movement within the area of the venue
- Suspension or relocation of bus stops/services
- Extensions to bus lane operational periods
- Traffic signs and line markings
- Controlled Parking Zones to provide a consistent parking restriction around the venue, whilst allowing access for freight deliveries, residents and businesses.
- Temporary Traffic Regulation Orders & Temporary Traffic Road Notices to introduce and to allow enforcement of any proposed on-street parking measures, waiting/loading restrictions, reduced speed limits, prohibited vehicle movements, introduce road restrictions as required through the LATMP detailed design.

LATMP measures will be proportionate to the requirements for each venue and developed in line with the following aims:

- Incremental - building on existing measures where possible and keeping change to a minimum, such as adapting an existing parking zone rather than creating a new or different plan;
- Necessary and affordable – will not be introduced where existing arrangements are deemed adequate;
- Easy to install - the temporary nature of measures should

influence design, making them simple to install, easy to 'switch on and off' and able to respond to unexpected or changing conditions where necessary;

- Operable and enforceable – ensuring that the design does not create operational problems, making measures easy to enforce and self-enforcing wherever possible; and
- Suitable – protecting, and minimising the impact, on residents and businesses.

Controlled Parking Zones

Around each venue, existing parking arrangements will be reviewed to determine whether they are sufficient to manage traffic and parking on event days. Where the existing on-street parking restrictions are not sufficient to manage the parking around the venue, Event Day Controlled Parking Zones will be implemented - these are parking restrictions designed to protect local residents and businesses from indiscriminate parking during event day. Only accredited vehicles, local residents and businesses will be able to park in Controlled Parking Zones.

For spectators, public transport, cycling and walking will be the easiest and most effective way to get around during the Games. We understand that not everyone can use public transport, cycling or walking and for these reasons, blue badge parking will be available at all venues.

Spectator parking will only be permitted in designated areas, for example at Park & Ride sites and to access blue badge parking at venues. For venues that already provide official car parking, these areas of parking will be reviewed for their suitability to be used as part of the traffic management proposals for the venue.

Supporting Access to the Venues

Only approved vehicles will be able to access the venue, for example vehicles transporting athletes or those delivering goods to support the operations of the venue. For security purposes, all such vehicles will have to pass through a Vehicle Screening Area and all spectators and workforce will pass through a Pedestrian Screening Area. LATMP measures are crucial in ensuring there is sufficient space around venues to allow the safe operation and management of these areas.

Working with Communities

The measures will be designed in consultation with the public. Protecting access to properties will be a key consideration. Once preliminary designs are prepared, we will discuss the proposals with local residents, businesses and key stakeholders and work closely to shape the final design. In addition, all information regarding the traffic management and temporary road restrictions will be communicated in advance of the Games through a range of communication channels. Further information about this can be found in the 'Consultation and Engagement' chapter of the Games Transport Plan.

With sustainability at the core of the Games, we aim to consciously use

materials that can be reused, recycled or overall, reduced.

Aluminium sign plates and sign frames will be used as gateway signage where possible for the Games, as materials such as these can be reused for future events held at the venues.



GREEN ROUTES TO VENUES – MAXIMISING CYCLING AND WALKING

Ensuring walking and cycling plays a prominent role in moving spectators and workforce throughout the region is a key objective in delivering a Clean and Green Games. Through a network of safe, accessible and convenient active travel routes, spectators will be encouraged to walk and cycle to the venues, supporting the region's ambition of achieving a 5% mode split in journeys made by bike or on foot²¹.

To maximise walking and cycling, we are developing a concept of 'Green Routes to Venues' (green routes) to provide dedicated links between strategic centres and key venues.

Green routes will focus on both the promotion and improvement of existing walking and cycling infrastructure, including existing dedicated cycle lanes, national cycle network routes and the local canal network.

Active travel is a priority for the Birmingham 2022 Games as we strive to support a healthier and greener future for as many people as possible, regardless of their socio-economic status.

We will promote cycling and walking as a long-term solution through better use of the new and existing active travel routes across the region.



Green routes will focus on active travel corridors to Alexander Stadium, Edgbaston Stadium, University of Birmingham, Coventry Stadium & Arena and within Birmingham city centre. The location of these venues offers the most potential to generate higher levels of walking and cycling trips. Whilst cycle parking will be provided at all venues, we will look to provide higher quality and greater capacity of cycle parking at venues to further promote and support their use.

The canals will be vital to the delivery of the green routes. To support greater use of the canal network during the Games, TfWM will work with key stakeholder, Canal and River Trust to encourage more people to make their way to venues on foot or on bike via the canal towpaths. The canals proposed to be used and promoted for cycling and walking are:

- Birmingham Mainline Canal (for Arena Birmingham and Sandwell Aquatics Centre)
- Coventry Canal (For Coventry Arena & Stadium)

Green routes corridors will benefit from new wayfinding and signage. We will also look to work with local authorities and partners to identify and assess opportunities for physical improvements to deliver continuous, safe and attractive green route infrastructure.

Supported by an extensive travel demand management campaign which includes marketing and communications, we will actively promote the use of green routes for accessing venues.

This will include the use of the RTCC to provide live status updates of green route corridors, routing information and details on cycle hire and cycle parking availability. We will also look to provide personalised journey planning through the Games journey planner app to support those wishing to cycle and walk to the venues.

Safety audits of green routes will be undertaken to assess and mitigate conflicts between cyclists, pedestrians and/or vehicles. Additionally, access and accessibility audits will ensure those with disabilities and/or those riding on modified cycles are accommodated.

To support the green routes concept, we have also produced an Active Travel Strategy. This outlines a supporting programme of measures and details how the green routes to venue and active travel will be fully integrated into the Games transport offer.



We aim to encourage spectators, workforce and residents to live active and healthy lifestyles.

Our legacy aim for this Games is to create a step change in active travel. Easy access to green routes will enable more people to walk and cycle around the region and specifically within the city of Birmingham.

Optimising Cycling During the Games

Presently, there are several other cycling projects in various stages of development across the region, such as Cycling for Everyone and the West Midlands Cycle Hire Scheme. These will play an important role in supporting the Games green routes concepts and the wider Active Travel Strategy, whilst supporting TfWM in achieving its long-term legacy goals of encouraging a healthy and active lifestyle, and improved mental health and wellbeing.



We will work closely with cycle scheme operators to ensure enough bicycles are available at strategic locations throughout the region.

Cycling for Everyone

We are currently developing a cycling legacy package focused around 'Cycling for Everyone'.

This package is a West Midlands-wide programme and will enable those who otherwise would not benefit from the existing cycling network and infrastructure investments to take advantage of the interventions to support long term behaviour change and confidence around cycling. This initiative aims to reduce the existing gap in inequality through targeting 1-3% of people living in the most deprived communities in the West Midlands and providing them with support services such as training (for both adults and children) and an inclusive cycling offer.

This will also aim to overcome barriers of bike ownership through schemes such as Big Birmingham Bikes or through subsidised West Midlands Cycle Hire memberships.

West Midlands Cycle Hire

During 2021, West Midlands Cycle Hire Scheme rolled out 1,500 bikes over all 7 West Midlands Local Authority areas. The 1,500 bikes were made up of 1,350 pedal bikes and 150 electric-bikes.

Although the scheme is predominately a docked solution, there will be facilities in areas for special sites or events during the Commonwealth Games and we will look to increase capacity for cycle hire to accommodate Games demand and support the Green Routes to Venue objectives.

Active Travel Strategy

The Active Travel Strategy provides more information regarding:

- Cycle parking at Games venues;
- Cycle parking facilities for cyclists travelling to the city centre during Games time;
- Cycle parking facilities on event days during road events; and
- Adapted cycles.



Figure 6a: Green Routes to Venue Routes - Birmingham

35 min
from Birmingham New Street



Alexander Stadium



Access from Perry Park

KEY	
	Coventry City Centre Cycle Route to Venue
	Cycle Route to Venue along Canal Towpath
	Venues
	Wayfinding Points
	Key Train Station
	Aquatics - Diving
	Aquatics - Swimming & Para Swimming
	Athletics & Para Athletics
	Basketball 3x3 & Wheelchair Basketball 3x3
	Beach Volleyball
	Cricket T20
	Gymnastics - Artistic
	Gymnastics - Rhythmic
	Hockey
	Marathon Start
	Netball
	Opening Ceremony
	Squash

11 min
from Birmingham New Street



Arena Birmingham



Birmingham New Street



Smithfield



University of Birmingham



25 min
from Birmingham New Street



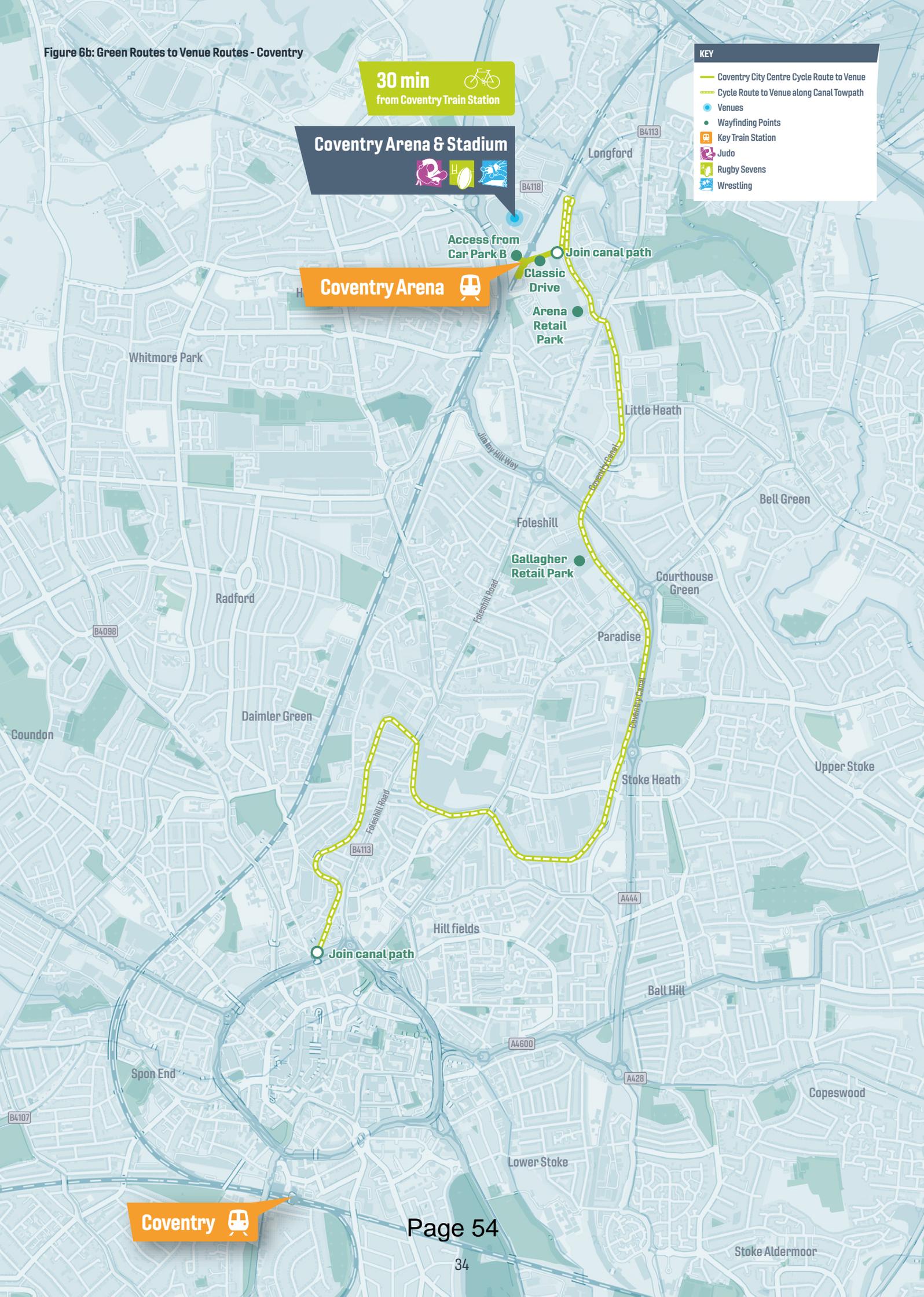
16 min
from Birmingham New Street



Edgbaston Stadium



Figure 6b: Green Routes to Venue Routes - Coventry



PARK AND RIDE

Park and Ride (P&R) and Park and Walk (P&W) will be an essential component of delivering the Games, helping to manage congestion and parking around venues and minimise the Games' impact on the local road network.

P&R and P&W sites will be strategically located to provide an option for car drivers to conveniently park and complete their journey using our bus shuttle services or by walking. As planning evolves, the area-based objectives will underpin how sites are taken forward and delivered. Currently, P&R, P&W and bus shuttle services are planned to operate at the following venues only:

	Bus Shuttles	Park & Ride	Park & Walk
Alexander Stadium			
Cannock Chase			
Birmingham City Centre			
Coventry Arena			
Coventry Stadium			
Edgbaston Cricket Ground			
NEC Cluster			
Sandwell Aquatics Centre			
Sutton Park			
Victoria Park			
St Nicholas Park, Warwick			



Some of the P&R sites for Coventry Stadium will be located within city centres to showcase the area, promote tourism and enhance the city centre economy.



P&R sites will be located to minimise congestion on key routes and will consider factors such as:

- Minimising the impact on the operation of the existing network
- Access via long-distance corridors such as motorways, and;
- Proximity and access to key venues - a maximum journey time of 30-minutes by shuttle bus between the P&R site and the event venue.

The number of P&R sites provided will depend on the demand for each venue, capacity at each site and we will aim to meet 85% of demand.

Each P&R site will serve one competition venue, equally, the same P&R site will be used to serve multiple events if the gaps between sessions are longer.

In Coventry city centre, a smaller number of P&R sites are likely to operate in conjunction with a larger, existing central transport station, where a dedicated shuttle bus service will also be stationed. Here, drivers will park their vehicles and walk a short distance to access the shuttle bus service to the competition venue.

Are you Game? #B2022



PARK AND WALK

A P&W Delivery Plan has been developed and sets out how to best manage demand at venues. We acknowledge walking is not accessible for all visitors, therefore, all park and walk sites will undergo an equality impact assessment to identify potential barriers to accessibility.

Special consideration has also been made to protect any sensitive ecological environments at Cannock Chase (an Area of Outstanding Natural Beauty), along with a plan to mitigate any potential risks.

The P&R & P&W Delivery Plan sets out the final locations for P&R and P&W sites, along with their detailed operational plans. This also provides more information about the about P&W and the P&W services at different venues.

BIRMINGHAM
2022

commonwealth
games

TAXIS AND PRIVATE HIRE VEHICLES

Taxis and Private Hire Vehicles (PHV) are an integral part of the public transport system in the West Midlands, particularly since the emergence of app based private hire booking platforms such as Uber.

Taxis and PHV will be managed at transport hubs and interchanges and competition-venues only. We will incorporate their requirements into the Venue Transport Operation Plans and will determine factors such as parking arrangements, the management of vehicles, venue-specific access controls, and pick-up and drop off zones. Accessible taxi drop-offs will be facilitated at venues. Work is ongoing to identify the best locations for these sites and to ensure minimal impact occurs on everyday activity around the venues.

We have collaborated with taxi and the PHV groups via our established networks to ensure a consistent transport offer is provided for spectators and providers alike. These collaborative networks have also enabled us to draw upon local knowledge to further enhance the operation and planning for taxis and PHV services during the Games.

During the Games, taxi and PHV offers will be integrated into the information provided to spectators and signage (where appropriate) will be used to inform spectators of the designated access points for taxi and PHV services.

We will deliver accessible and inclusive venue access to optimise spectator experience.



VENUE TRANSPORT OPERATIONS PLANS

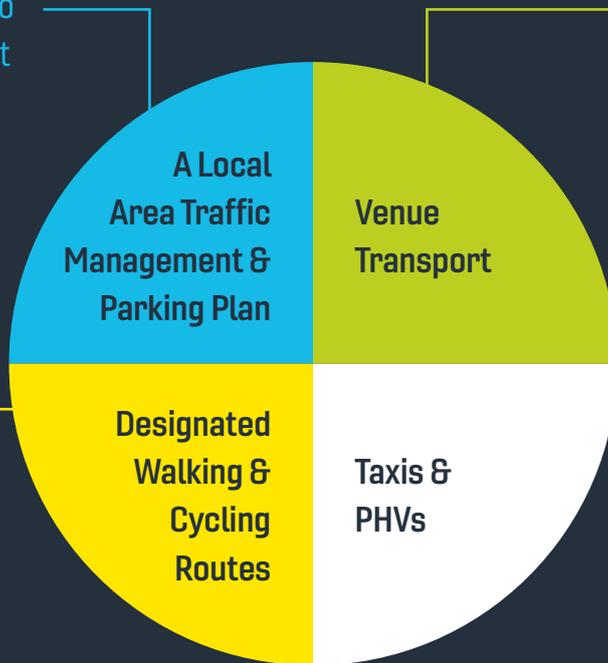
We will carefully consider the operations at key competition venues such as the Alexander Stadium, as well as at non-competition venues like hotels and training venues. Decisions will reflect factors such as existing event-day operations and Games-specific requirements (for the likes of transporting athletes).

Each venue will have a Venue Transport Operation Plan (VTOP) specific to the needs of the venue, number of spectators and its location. The VTOPs ensure all venues receive tailored, all-round services across the Games Family, irrespective of sport or venue. The services delivered may vary to address venue-specific challenges, however the overall level and quality of service will remain the same.

The following elements inform the planning process of the overall VTOPs:

Proposed temporary changes to traffic and parking management on the local streets around the venues to allow free flowing conditions on key routes

Identifying pick-up and drop-off points for Games specific services and provide better links to public transport



Assigned walking and cycling routes from transport hubs to venues, signage by temporary signage, wayfinding, traffic control and cycle parking facilities

Dedicated areas for PHVs including Rideshare and Demand Responsive Travel

As the VTOPs are currently being developed, the following section outlines the emerging transport plans for the different Games venues. Details may change as planning progresses.

ALEXANDER STADIUM

The Alexander Stadium will host the Athletics events, as well as the Opening and Closing Ceremonies. This international standard athletics venue is being redeveloped for the Commonwealth Games and will have a Games time capacity of approximately 30,000. Following the Games, the stadium will continue to be home to the famous Birchfield Harriers athletics club and host international Athletics and other events with a capacity of approximately 18,000.

To facilitate transport operations for both Games Family and spectators, dedicated areas for drop off and pick up (transport malls) will be installed close to the stadium. It is also likely that local traffic restrictions will need to be in place, especially around the Opening and Closing Ceremonies.

A transport mall is a hub located at a venue where Games vehicles pick up and drop off passengers

Spectators will be encouraged to travel by public transport to the event and the options available will include dedicated shuttle bus services and rail services at the newly redeveloped Perry Barr rail station. Equally, the new segregated cycleway on the A34 will also provide an easy, accessible route to the venue.

The key elements of the VTOP for the Alexander Stadium are shown on the map below:

Figure 7: Transport Plan for the Alexander Stadium



Figure 8: Daily competition schedule for Alexander Stadium

Sport/Discipline	Venue	July				August							
		T	F	S	S	M	T	W	T	F	S	S	M
		28	29	30	31	1	2	3	4	5	6	7	8
Opening/Closing Ceremony	Alexander Stadium	OC											CC
Athletics (inc Para Athletics)	Alexander Stadium												

CENTRAL BIRMINGHAM CLUSTER

The venues located around the centre of Birmingham have been grouped together to form a 'cluster'. These include Arena Birmingham, Smithfield, and the Marathon route.

Central Birmingham will be the heart of the Games and will be filled with activity throughout Games time. A substantial amount of work has been undertaken to ensure the competition venues, live sites and key transport hubs function to the best of their ability during the Games, ensuring everyday journeys are maintained for residents, workers and businesses and an overall great travel experience is offered to visitors.

Live sites are designated public areas where members of the public can watch events on big screens

Live Sites

Throughout the duration of the Games, live sites will be hosted in places across the region to allow the public to experience the atmosphere of the event. These sites will be situated in well-connected locations and are likely to offer large screens, refreshments, and temporary seating.

Two live sites will be located within the city centre. The first will be within the Smithfield venue and the second live site will follow the trail of Birmingham's annual Christmas Markets located in the city centre - from New Street to Centenary Square. This will be a family friendly site, with artists and performers opening in advance of the Opening Ceremony to generate buzz and excitement in the city centre.

Arena Birmingham will be the main media centre throughout the Games and will also host the Artistic and Rhythmic Gymnastics. There will be changes to how the venue has operated in the past and spectators are encouraged to use public transport to access the venue.

With the use of its former outdoor market site, the **Smithfield Site** in Digbeth will also house two competition venues- Basketball and Wheelchair Basketball 3x3 and Beach Volleyball- transforming the area into a lively and exciting sporting arena with 10 days of competition and multiple sessions per day. Some traffic management will be required to facilitate Athlete journeys, Officials and load zones. Spectators will be well served by the various public transport options in the areas.

The **Marathon route** will feature many of the city's well-known landmarks as it winds through the city centre on the first Saturday of the Games. The marathon will start at Smithfield and finish in Victoria Square. Multiple road restrictions and temporary arrangements, such as changes to bus stops and routes will be in place to facilitate this notable event.

Overall, public transport and active travel will be the most convenient way to access the city centre venues. The area is well served with high-frequency rail and public transport services; particularly at New Street Station - a major transport hub. Additional trains and buses will also operate during Games time to accommodate the increase in demand throughout this period. TfWM is exploring the option of electric scooter provision to cope with demand in this area.

Several temporary road and traffic arrangements will be in place throughout the Games to minimise disruption and uphold the needs of local businesses and residents.

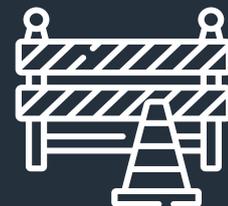


Figure 9: Transport Plan for the Arena Birmingham



Figure 10: Daily competition schedule for Arena Birmingham

Sport/Discipline	Venue	July				August							
		T	F	S	S	M	T	W	T	F	S	S	M
		28	29	30	31	1	2	3	4	5	6	7	8
Gymnastics (Artistic)	Arena Birmingham												
Gymnastics (Rhythmic)	Arena Birmingham												

Figure 11: Transport Plan for Smithfield



Figure 12: Daily competition schedule for Smithfield

	Venue	July				August							
		T	F	S	S	M	T	W	T	F	S	S	M
Sport/Discipline		28	29	30	31	1	2	3	4	5	6	7	8
Basketball 3x3 (inc Wheelchair Basketball 3x3)	Smithfield												
Beach Volleyball	Smithfield												
Athletics (Marathon)	TBC												

EDGBASTON VENUE CLUSTER

- **Edgbaston Cricket Ground**
- **University of Birmingham**

The **Edgbaston area** of Birmingham, southwest of the city centre will play an important role in the Games and will see action throughout the Games period and before. The world-famous Edgbaston Cricket Ground will host the Women's Cricket competition with two sessions per day and action on eight days of the Games. Likewise, as part of the three Athlete Villages, the Commonwealth Games Village at the University of Birmingham will operate upon the Athletes' arrival and accommodate approximately 2,800 athletes and team officials.

State of the art sporting facilities at the **University** will be adapted into world class competition venues for Hockey and Squash. These venues will be in use throughout the eleven days of sport and will no doubt provide some great sporting moments.

There will be significant changes to how traffic can circulate throughout this area and spectators and workforce alike will be encouraged to make use of University Station and the improved active travel links (walking and cycling). Spectators can walk from the city centre along the historic canal network or cycle down Birmingham Cycle Revolution A38/ Bristol Road Cycle Route to get to both these venues. Additionally, extra capacity on public transport will operate on event days to accommodate the increase in demand.

A temporary transport mall will be created at the Commonwealth Games Village Birmingham from where Athletes will catch bus and car services out to competition venues across the region.

Walking from the city centre to Edgbaston Cricket Ground will take approximately 35 minutes from New Street Station – shorter than most people think.

Shuttle bus services will also be available and there will be additional changes to road operations from what is normally seen during international cricket events.



The Commonwealth Games Villages are secure accommodation sites provided to athletes and team officials.

They offer the facilities required for competing athletes and include dining and leisure amenities. The villages will be served by accredited games family vehicles.

Figure 13: Transport Plan for Edgbaston Stadium

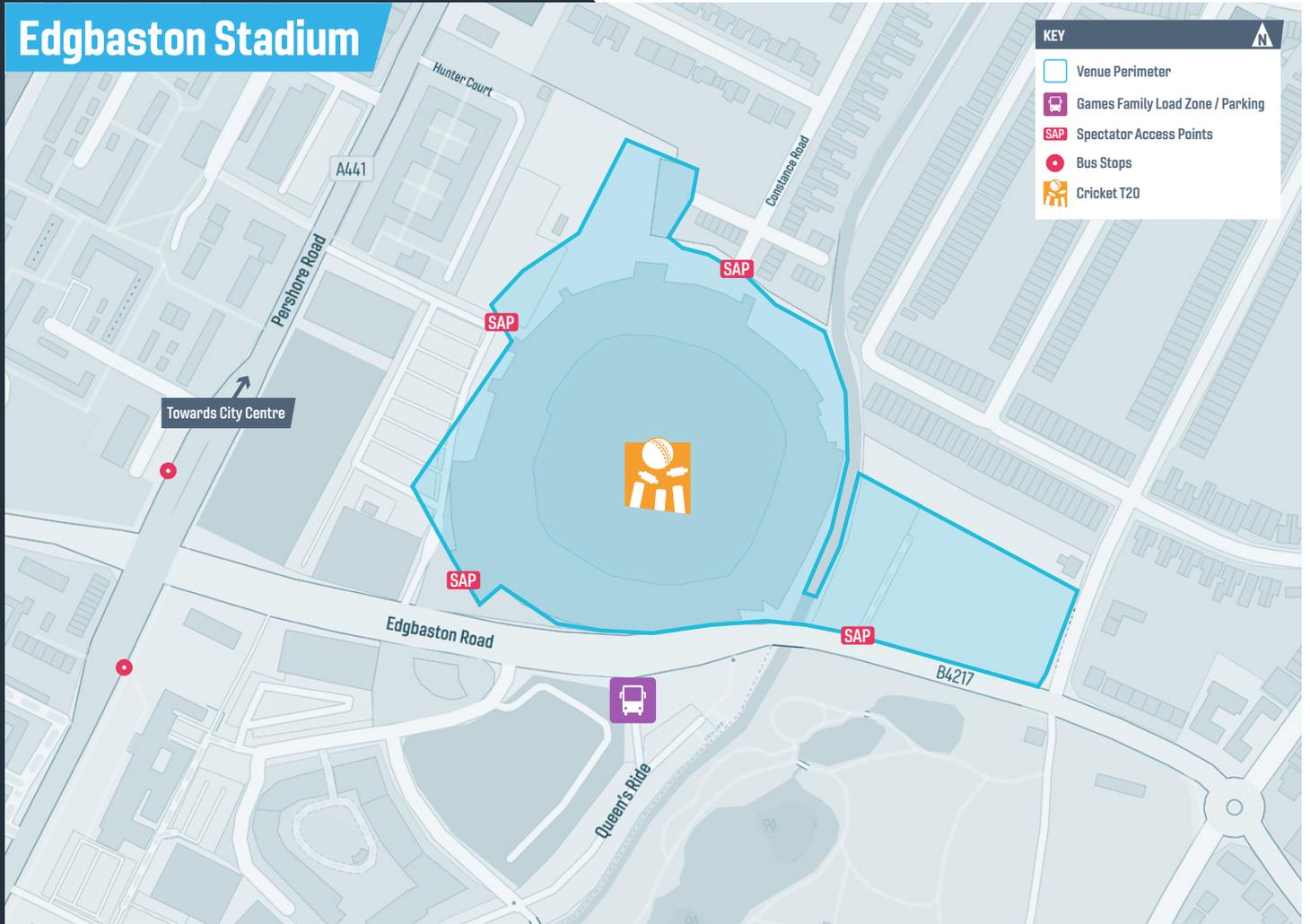


Figure 14: Daily competition schedule for Edgbaston Stadium

Sport/Discipline	Venue	July				August							
		T	F	S	S	M	T	W	T	F	S	S	M
Cricket T20	Edgbaston Stadium	28	29	30	31	1	2	3	4	5	6	7	8

Figure 15: Transport Plan for University of Birmingham

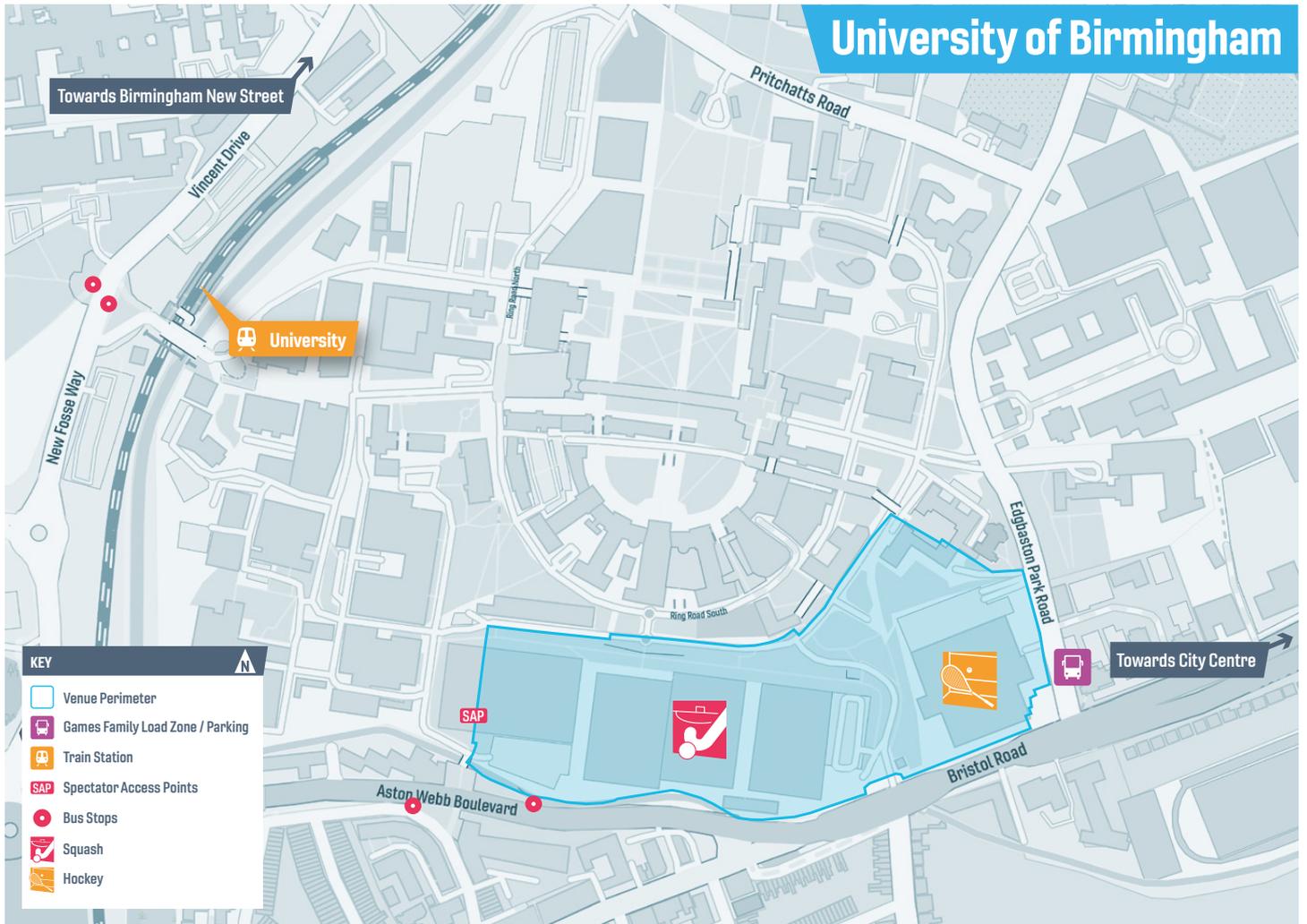


Figure 16: Daily competition schedule for University of Birmingham

	Venue	July				August							
		T	F	S	S	M	T	W	T	F	S	S	M
Sport/Discipline	Venue	28	29	30	31	1	2	3	4	5	6	7	8
Hockey	University of Birmingham												
Squash	University of Birmingham												

SUTTON PARK

Sutton Park, a 2,400-acre National Nature Reserve located six miles north of Birmingham city centre is one of the largest urban parks in Europe, as well as a Scheduled Ancient Monument and a Site of Special Scientific Interest. The park has open heathland, woodlands, seven lakes, wetlands and marshes, and will host the Swimming and Running components of the Triathlon competitions for the Games, while the cycling will take place on a short circuit around Boldmere High Street, Jockey Road and Chester Road. Temporary traffic restrictions at this location will be in place.

Spectators and workforce alike will be advised to travel to the venue by rail - via Sutton Coldfield station. From here, walking routes to the venue will be clearly signposted to guide visitors to the event. Rail services at this station will be strengthened to serve the additional demand on competition days.

Figure 17: Transport Plan Sutton Park

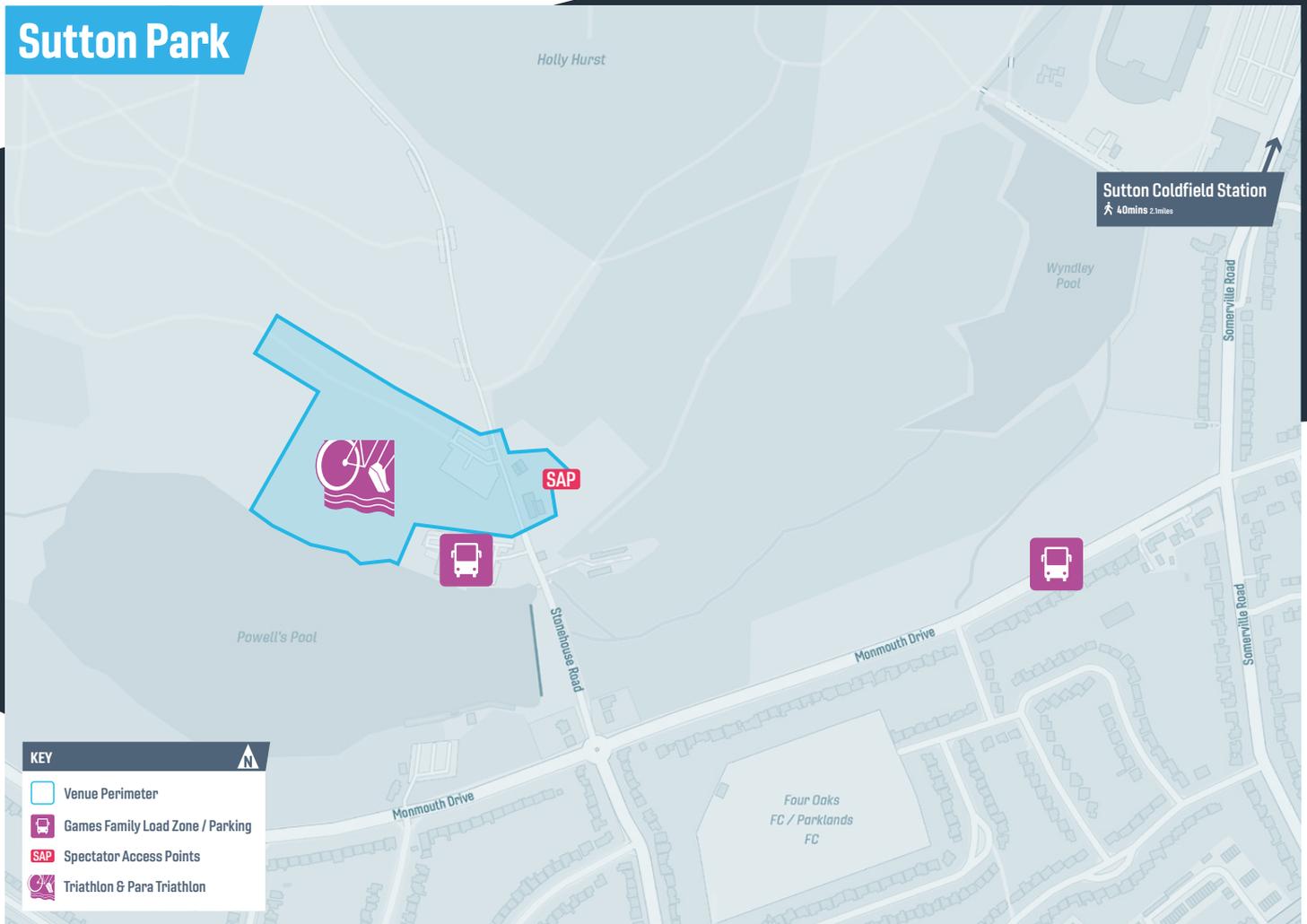


Figure 18: Daily competition schedule for Sutton Park venues

Sport/Discipline	Venue	July				August							
		T	F	S	S	M	T	W	T	F	S	S	M
		28	29	30	31	1	2	3	4	5	6	7	8
Triathlon (inc Para Triathlon)	Sutton Park												

THE NATIONAL EXHIBITION CENTRE VENUE CLUSTER

- The National Exhibition Centre
- Commonwealth Games Village NEC
- Birmingham Airport
- Birmingham International Station

The purpose-built **National Exhibition Centre (NEC)** complex located to the east of Birmingham, in Solihull will play host to numerous sports, the International Broadcast Centre and an Athletes Village. This institution at the heart of the motorway network will draw upon years of experience hosting events and introduce a few new arrangements.

Perfectly placed alongside Birmingham International Station, a special Designated Walking Route will be in operation between Birmingham International Railway Station and the spectator entrance point. Although public transport will be an easy and convenient way to get to the NEC, unlike other venues, spectators will be permitted to park within the NEC complex.

The Commonwealth Games Village NEC will provide high quality accommodation for approximately 1,600 athletes and team officials. A specifically designed transport mall will be created to cater for athlete services by car, bus and other services for supporting operations and visitors.

Figure 19: Transport Plan for the NEC

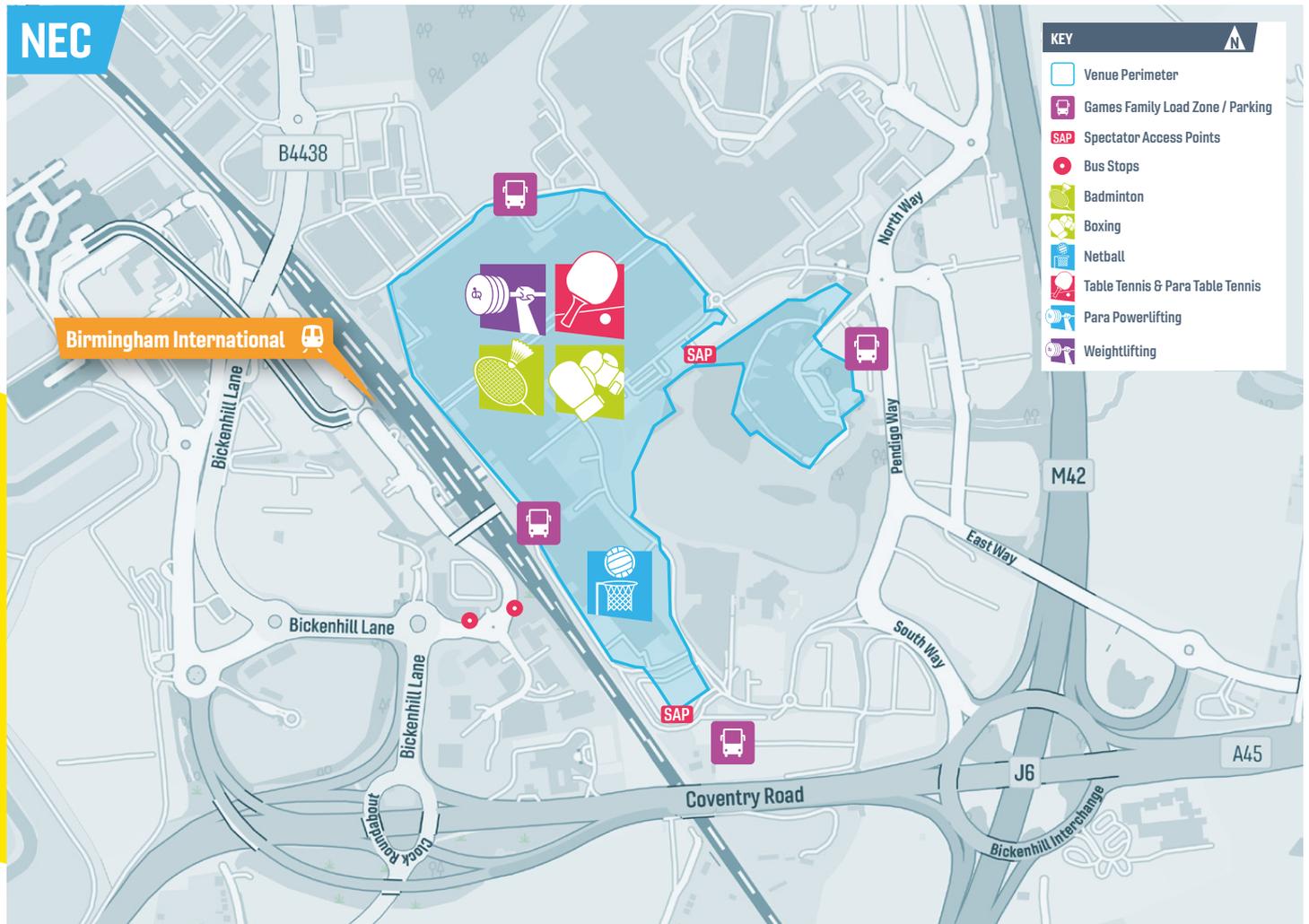


Figure 20: Daily competition schedule for NEC venues

Sport/Discipline	Venue	July				August							
		T	F	S	S	M	T	W	T	F	S	S	M
		28	29	30	31	1	2	3	4	5	6	7	8
Badminton	NEC												
Boxing	NEC												
Table Tennis (inc Para Table Tennis)	NEC												
Weightlifting and Para Powerlifting	NEC												

CYCLING EVENTS

- **Wolverhampton Time Trial**
- **Warwick Road Race**
- **Cannock Chase Mountain Bike, and**
- **Lee Valley VeloPark, London for Track and Para Track Cycling**

Each of the Midlands based venues will be made up of a 'Start and Finish Venue' with some spectator seating and back of house areas for the Athletes and Media along with a 'Field Of Play' that takes in the wider road network or surrounding area. The Lee Valley Velodrome is the award-winning Track Cycling venue built for the London Olympics and is a permanent feature of the Olympic Park in Stratford, northeast London.

Both the Road Race and Time Trial will take place on roads normally used by the public, and so will require significant traffic management measures (e.g. temporary closures, route diversions and changes to local bus services) to ensure safe, entertaining events can take place. There will be opportunities for the public to spectate at various points along the routes to watch athletes' pass by. It is important that those looking to catch a glimpse of the action use public and active travel to access the viewing area as there will be changes to the road network on event days.

Wolverhampton has an excellent public transport offer with a transport interchange in the city centre supporting bus, railway and Metro services. Public transport will therefore be the best mode of choice for spectators and workforce attending Games events in Wolverhampton. Likewise, the Lee Valley Velodrome (London) is also well served by public transport services.

Rail travel (via Warwick station) will be the most convenient mode of travel for spectators and workforce attending the Warwick Road Race. Likewise, rail will also be easily accessible for those attending events at Cannock Chase – with services operating via the Chase line and the Stafford Line.

LEE VALLEY VELODROME (LONDON)

Lee Valley Velodrome located within the Lee Valley VeloPark at the Queen Elizabeth Olympic Park in Stratford, East London was opened to the public in March 2014. The facility was one of the permanent venues for the 2012 Olympic and Paralympic Games.

Lee Valley VeloPark is at the northern end of Queen Elizabeth Olympic Park. It has a velodrome and BMX racetrack, which have been used for the London 2012 Olympic Games, as well as a one-mile (1.6 km) road course and 5 miles (8 km) of mountain bike trails.

The venue has continued to host world class cycling events post London 2012 Olympics and Paralympic Games including the Revolution Series, UCI Track Cycling World Cup, 2016 UCI Track Cycling World Championships and currently hosts the annual Six Day Series.

Rail travel is the most convenient mode of travel for spectators attending the cycling events at Lee Valley Velopark, with a number of stations located approximately a 20-minute walk from the venue.

Stratford station is served by the Underground (Jubilee and Central lines), the Docklands Light Railway (DLR) and Abellio Greater Anglia national rail services to Liverpool Street, Essex and East Anglia. Stratford International station is served by the DLR and national rail Southeastern High Speed 1 services to St Pancras International.

Several bus routes connect Stratford and Stratford International stations with the VeloPark. There is also an accessible shuttle serving both Stratford and Stratford International stations.



VICTORIA PARK

Victoria Park located in Leamington Spa will host the Lawn Bowls competition. The Leamington Spa bowls club is the resident club and the home of English Bowls. The venue hosts the annual Bowls England National Championships, held in August. The five greens in Victoria Park are used for County competitions, national events and for international matches and competitions. Multiple sessions per day across eleven days of competition will ensure this venue and the sport of Lawn Bowls are another key feature of this Games.

Rail will be the most convenient way to travel to this venue, with Leamington Spa Station located close by. TfWM have also confirmed P&W provision for this venue.

Figure 21: Transport Plan for the Victoria Park

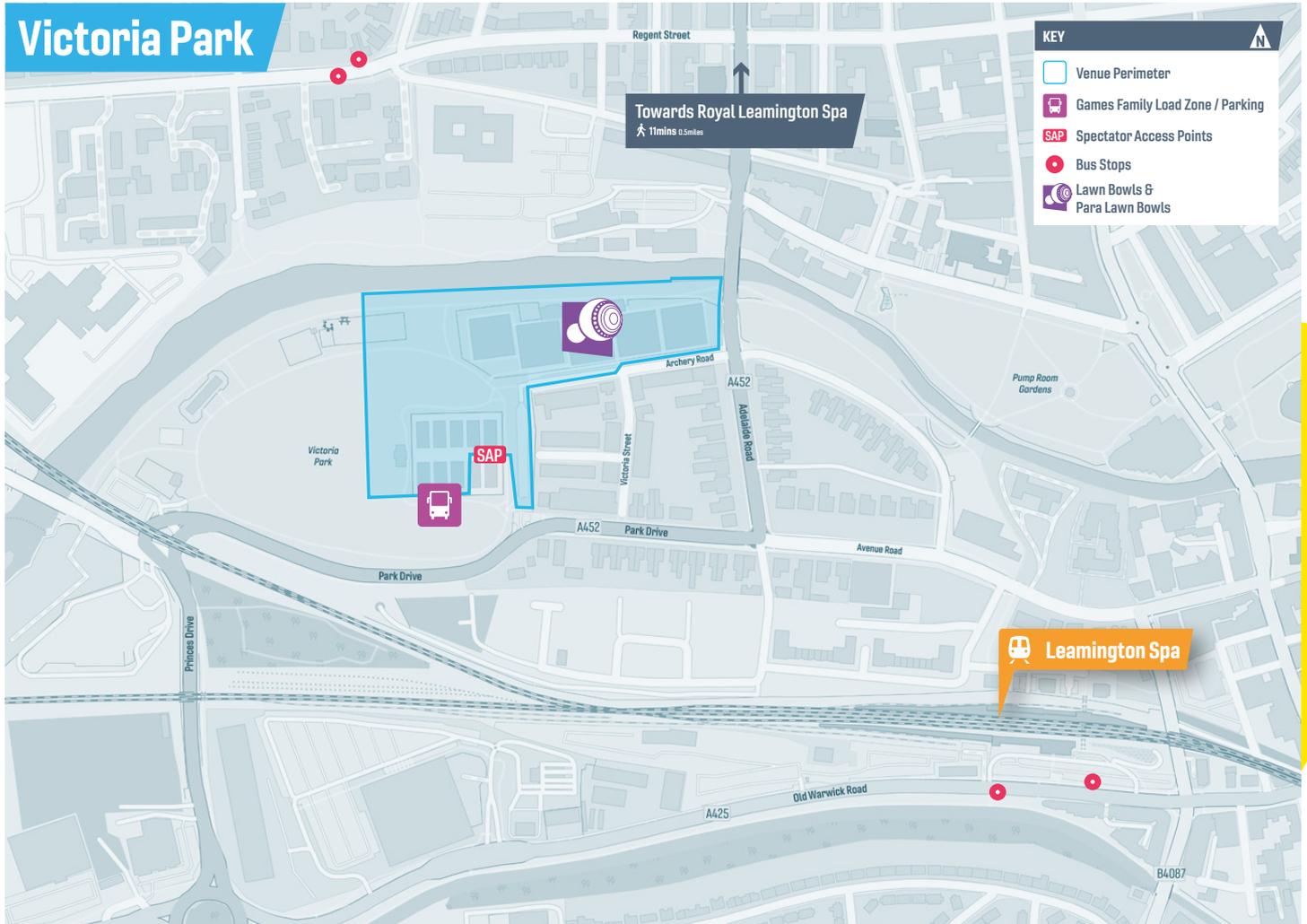


Figure 22: Daily competition schedule for Cycling Venues and Victoria Park Lawn Bowls

Sport/Discipline	Venue	July				August							
		T	F	S	S	M	T	W	T	F	S	S	M
		28	29	30	31	1	2	3	4	5	6	7	8
Cycling (Mountain Bike)	Cannock Chase Forest												
Cycling (Road Race)	St Nicholas Park												
Cycling (Time Trial)	West Park												
Cycling (Track inc Para Cycling Track)	Lee Valley Velopark												
Lawn Bowls (inc Para Lawn Bowls)	Victoria Park												

SANDWELL AQUATICS CENTRE

Sandwell Aquatics Centre is being constructed especially for the Games and will host the all-important Swimming and Diving Competitions through the eleven days of competition. After the Games, this modern facility will take full advantage of its residential location and provide leisure facilities to Sandwell residents and those from further afield.

TfWM will look to create an integrated transport hub around Hawthorns railway station where primary rail access from Birmingham city centre is combined with tram access via Hawthorns tram stop and P&R sites in the vicinity. Dedicated bus shuttles would then operate between the transport hub and the venue. The newly renovated railway stations at Smethwick Rolfe Street and Smethwick Galton Bridge, with improvements to the public realm and walking routes, will provide further access for inter-city services and local services with walking routes clearly signposted to guide visitors towards the venue. Several temporary changes to the road network will also be in place to help ensure the smooth running of the Games.

Figure 23: Transport Plan for the Sandwell Aquatics Centre

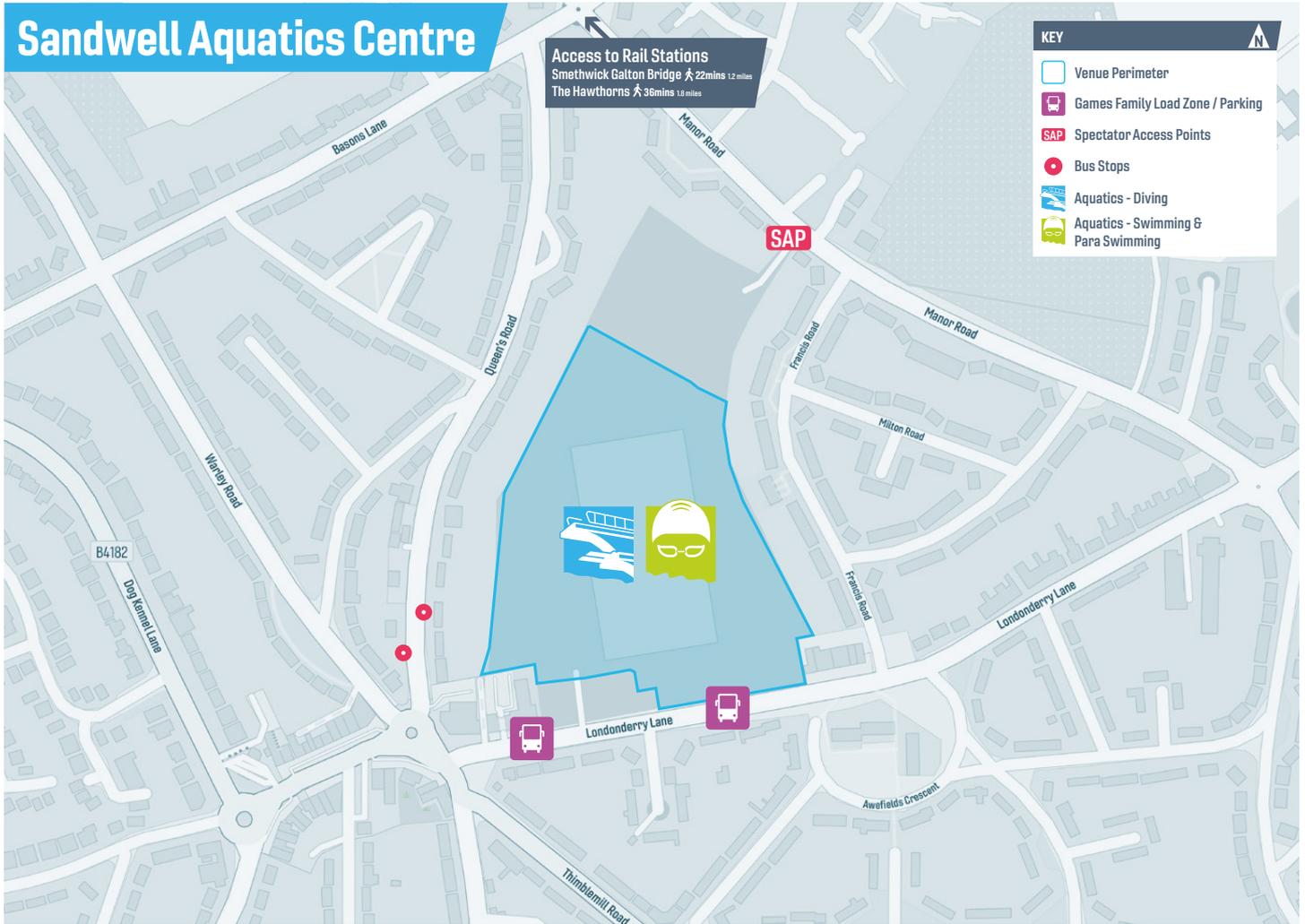


Figure 24: Daily competition schedule for Sandwell Aquatics Centre Venues

Sport/Discipline	Venue	July				August							
		T	F	S	S	M	T	W	T	F	S	S	M
		28	29	30	31	1	2	3	4	5	6	7	8
Aquatics (Swimming inc Para Swimming)	Sandwell Aquatics Centre												
Aquatics (Diving)	Sandwell Aquatics Centre												

COVENTRY STADIUM AND ARENA

Coventry Stadium and Arena will host the Rugby Sevens Competition (Stadium), Judo and Wrestling (Arena) and will follow much of the normal event-day transport operation. Rail will provide the best connectivity from Coventry city centre, from where dedicated bus shuttles will operate to transport spectators and workforce to the venues. Spectators accessing the venue from the East Midlands via Nuneaton will be able to access the venue via Coventry Arena Station - situated directly adjacent to the event.

For events at Coventry Stadium, TfWM is exploring options for potential P&R sites, including within the city centre, and P&W sites around the stadium.

Figure 25: Transport Plan for the Coventry Arena and Stadium

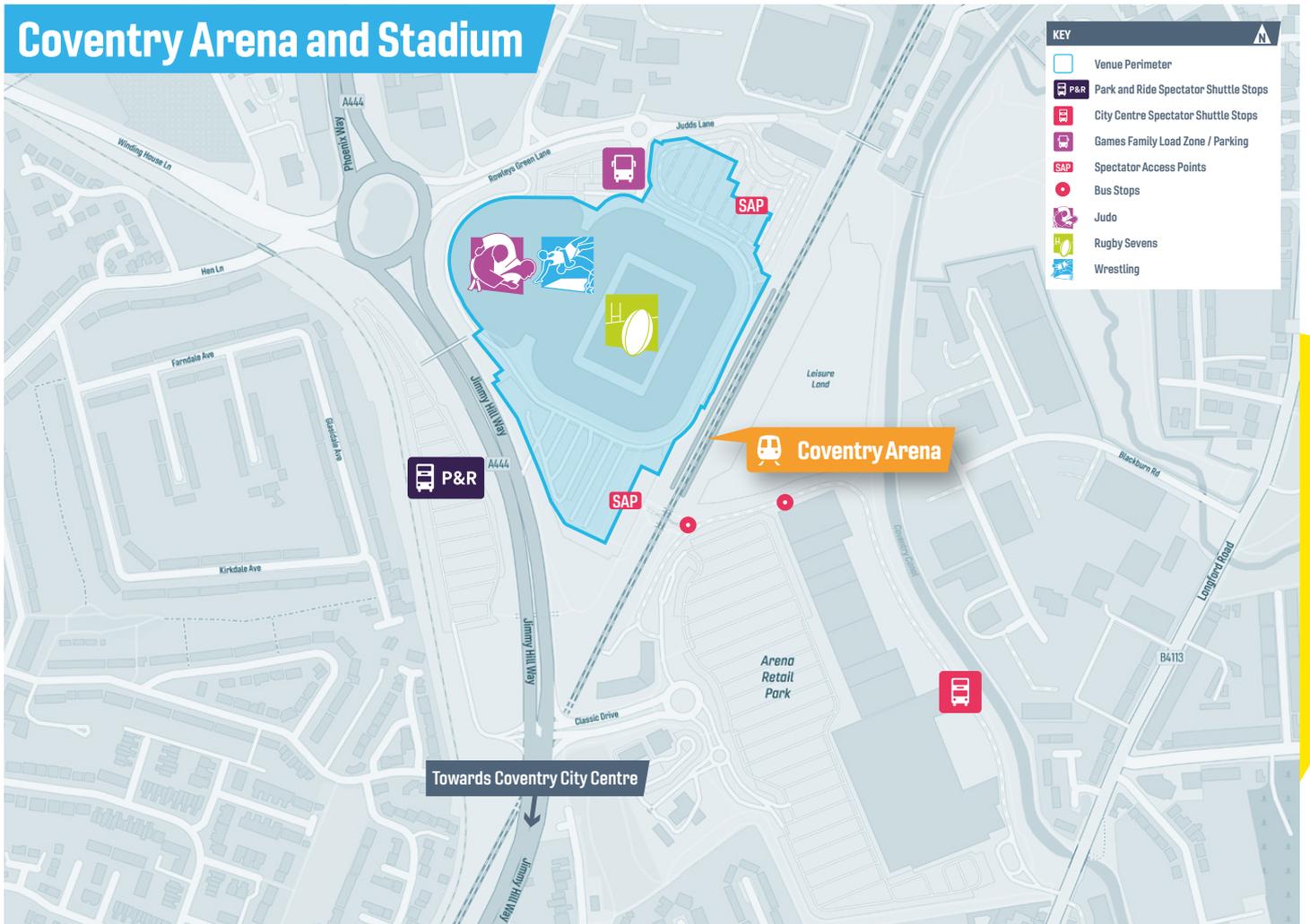


Figure 26: Daily competition schedule for Coventry Venues

Sport/Discipline	Venue	July				August							
		T	F	S	S	M	T	W	T	F	S	S	M
		28	29	30	31	1	2	3	4	5	6	7	8
Judo	Coventry Arena												
Rugby Sevens	Coventry Stadium												
Wrestling	Coventry Arena												

9. GAMES FAMILY TRANSPORTATION

The OC has the lead responsibility for planning detailed transport operations around each competition venue for the Games Family, which includes Athletes, media and technical officials travelling and staying in region during the period of the Games. Together, along with other key stakeholders, TfWM and the OC will produce detailed transport operation plans to connect the Games Family to competition and non-competition venues, taking into account the wider network demands. This will provide the Games Family with reliable journeys and timings which they can build into their planning and preparations to get the Athletes and officials to their competitions on time.

THE GAMES ROUTE NETWORK

The successful management of the West Midlands road network is critical to the success of the Games. During the Commonwealth Games the road network will need to function efficiently to balance the travel movement priorities of Athletes, other Games Family and Spectators with minimal disruption to businesses, residents and everyday users of the network. Safe, reliable and efficient transport will be provided for the Games Family through the provision of a Games Route Network (GRN), on which journeys will be undertaken between their accommodation, competition and non-competition venues, and other official locations. The roads comprising of the GRN are designed in collaboration with the relevant authorities and are managed and maintained by local authorities in their capacity as Traffic and Highway Authorities.

What is the Games Route Network?

The GRN is a network of existing roads that will be proactively managed in the run up to, and during the Commonwealth Games to accommodate Games time traffic. It will operate from 22 July to 10 August 2022 and will be made up of routes that link the competition and key non-competition venues to provide timely and reliable journey routes for the Games Family.

Roads that form the GRN will remain open to general traffic although there may be some restrictions close to venues. It is important to manage the roads that form the GRN to ensure reliable and consistent journey times for the Games Family so events can take place on time. Where necessary, a variety of traffic management measures will be implemented on the roads forming the GRN to ensure the route is as free flowing as possible, this may include measures such as kerbside restrictions, banned turns or road restrictions, and priority turning lanes.

GRN COMPONENTS

The B2022 GRN will be divided into the following four categories:

CORE GRN

- This will provide the main links used by the Games Family covering access to and from the major competition venues, athletes villages, Games Family hotels, International Broadcast Centre and the Main Press Centre.
- The Core GRN will operate throughout the Games period.

VENUE GRN

- These routes will provide access to a competition venue if it is not already served by the Core GRN.
- These will only operate when the venues are in operation

ALTERNATIVE GRN

- These will provide contingency routes to the Core and Venue routes.

TRAINING GRN

- These will provide access to training venues for Athletes (Note: all locations to be confirmed).

The GRN will link the venues listed in Table 2. Games vehicles with appropriate OC issued Vehicle Access and/or Parking Permits will be encouraged to use the GRN.

Competition venues
Alexander Stadium, Birmingham
Arena Birmingham
Cannock Chase
Coventry Arena
Coventry Stadium
Edgbaston Cricket Stadium
NEC Arena and Halls
Sandwell Aquatics Centre
Smithfield, Birmingham
St Nicholas Park, Warwick
Sutton Park, Birmingham
University of Birmingham
Victoria Park, Leamington Spa
West Park, Wolverhampton

Non-competition venues
Birmingham City Centre Transport Hub
Coventry City Centre Transport Hub
Hawthorns Transport Hub
Stafford Transport Hub
Grand Hotel, Birmingham
Commonwealth Games Village NEC
Commonwealth Games Village Birmingham
Commonwealth Games Village Warwick
Training Venues

Traffic Management Measures on the GRN

A range of temporary traffic management measures will be implemented where required on the GRN to help provide reliable journey times for Games Family vehicles. These measures will be in place before the competition events begin in order to support Athletes and Officials transport movement around the network and to effectively integrate into the venue coordination. Before determining the measures and applying such restrictions, we will give special consideration to local business, freight deliveries and resident access requirements.

Potential temporary traffic measures include:

- Changes to intersections such as banned or restricted turns
- Road restrictions
- Diversion routes
- Suspension or relocation of bus stops
- Event-specific signage and messaging
- Traffic signal improvements and extensions
- Extensions to bus lane operational periods
- Traffic signs and line markings
- Kerbside waiting and loading restrictions
- Parking restrictions and changes to local access around venues

Some existing restrictions may be temporarily removed where there is a benefit to either GRN users, background traffic or emergency service vehicles. Impacts to public transport due to road restrictions including any temporary route changes and closures of bus stops will be consulted upon with key stakeholders and will also be discussed with the residents and businesses during the public engagement meetings. In addition, all information regarding the traffic management and temporary road restrictions will be communicated in advance of the Games through a range of communication channels.

WAYFINDING AND REGULATORY SIGNAGE

Temporary traffic signs will be placed along the GRN to advise motorists of restrictions that will be in place on the GRN during the Games and to provide advance warning of restrictions in place ahead of time to allow for journeys to be adjusted. Where practical, signs may also be placed as part of our strategy to respond to any incidents, providing information to motorists.

There will be clear communication to outline parts of the route where vehicle accreditation and permits will be necessary.



KEEPING THE REGION MOVING

Planning for the Commonwealth Games needs to ensure the wider network is prepared for additional or unusual demand and that safety, congestion and incidents can be effectively managed to keep the region moving and minimise impacts on event operations. The RTCC will help monitor and communicate information across the network and we will also be working bus, rail and metro operators to help keep the region moving.

To support the operation of the GRN, a Travel Demand Management programme will be in place for the Games to reduce or redistribute demand on the GRN and across the region's roads. This programme will provide information and guidance to the travelling public to support the Games through changing their travel behaviour. This will also assist in minimising the disruption to everyday users and allow them to plan ahead.

The primary objective for the GRN is to support Games Family traffic by:

- Ensuring reliable, safe and secure journeys for the Games Family
- Facilitating Games Family movements while keeping the region moving and minimising disruption to local businesses and residents during the Games
- Providing Games Family vehicles with access routes to all Commonwealth Games venues

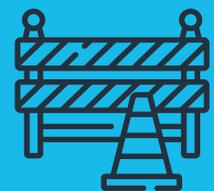


Figure 27: The Games Route Network - North

KEY

- Core Games Route Network
- Venue Games Route Network
- Alternative Games Route Network
- Venues

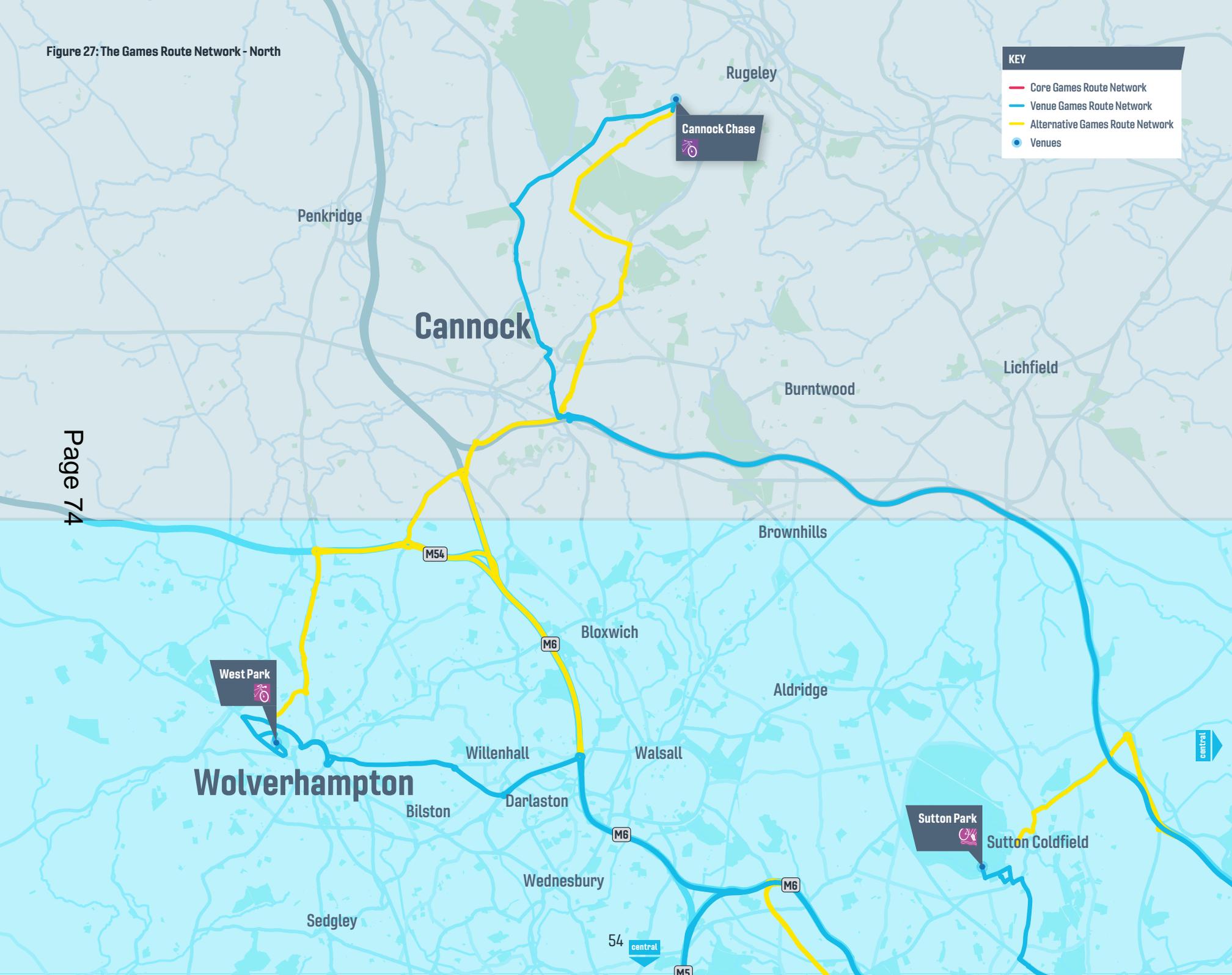
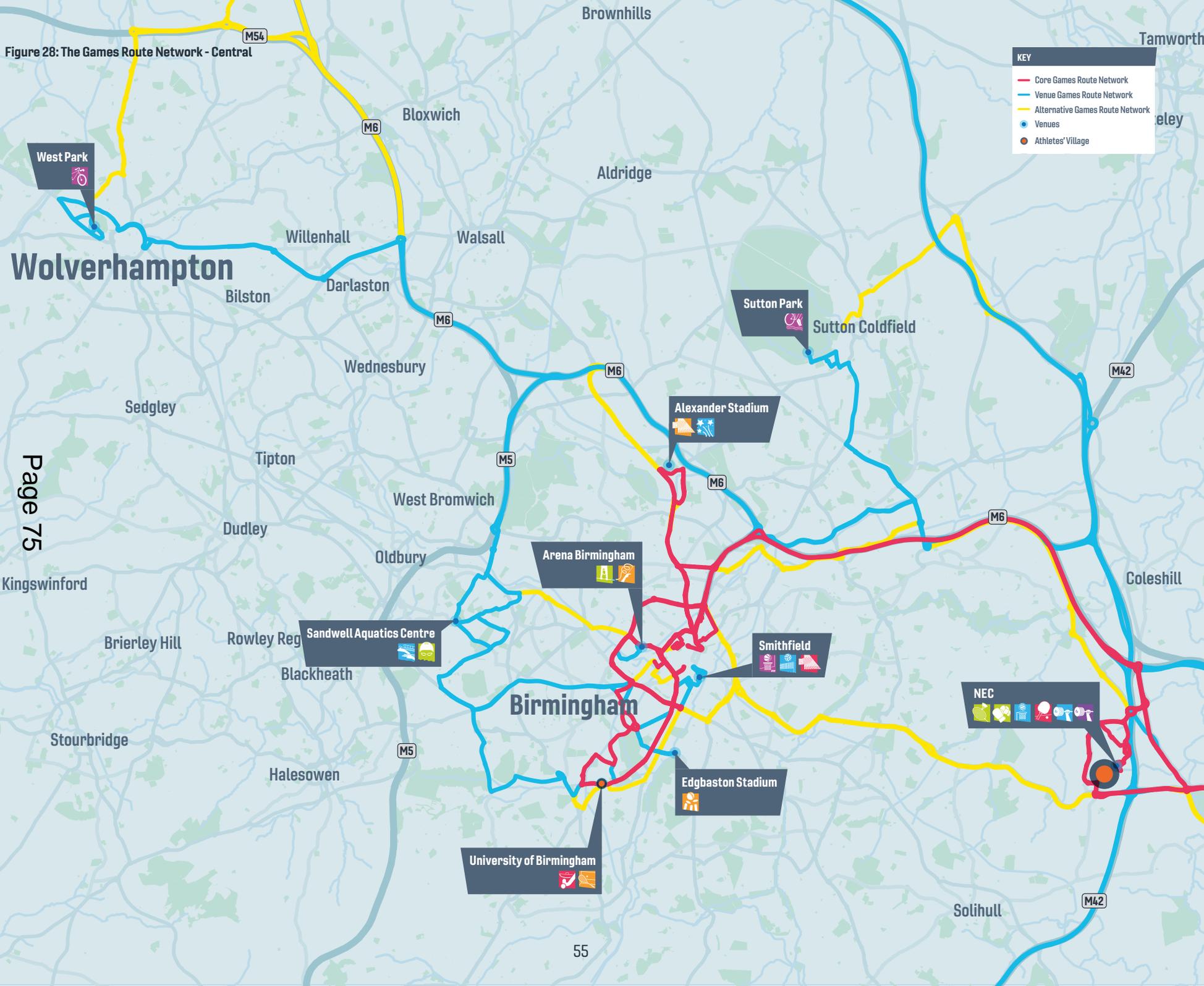


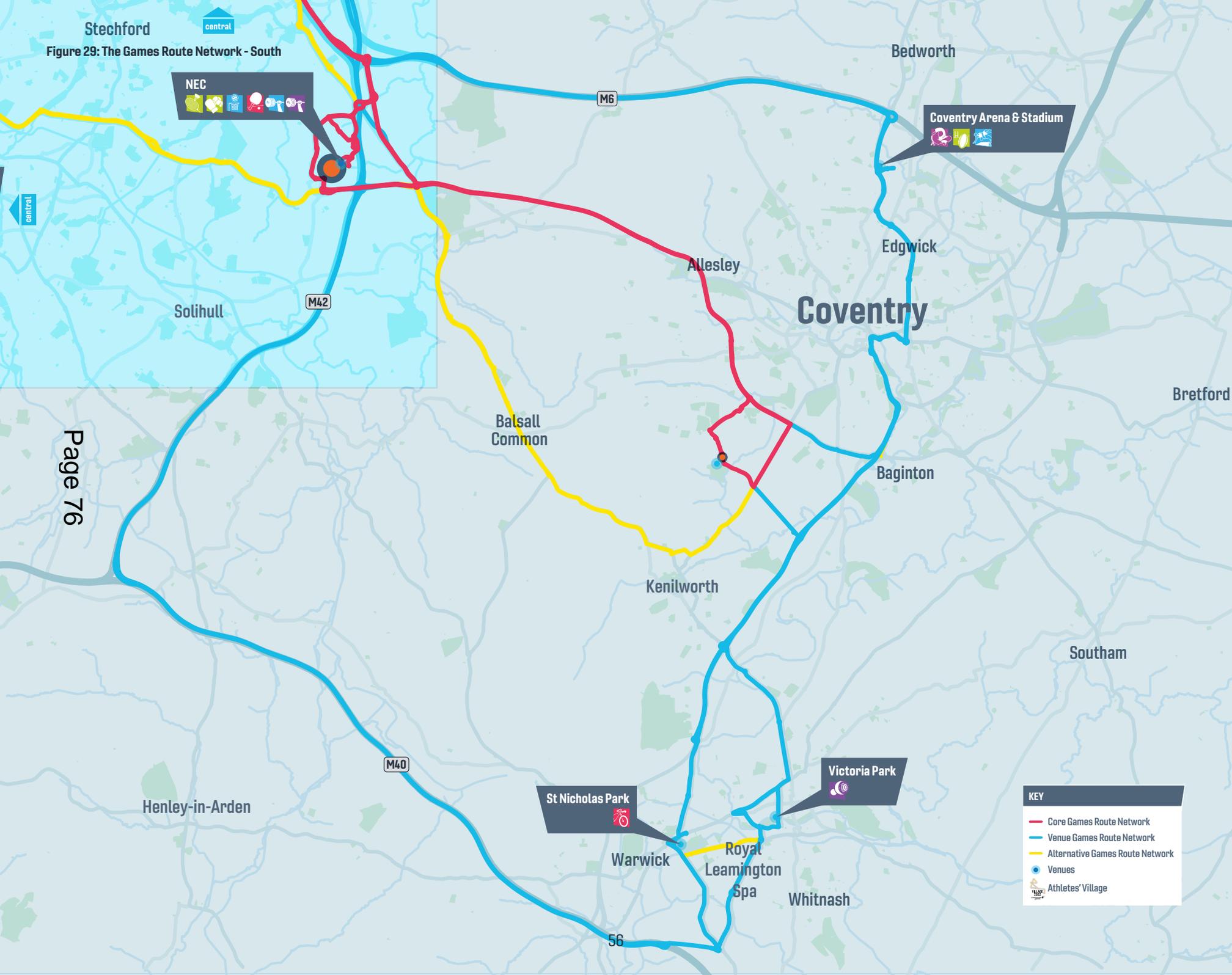
Figure 28: The Games Route Network - Central



KEY

- Core Games Route Network
- Venue Games Route Network
- Alternative Games Route Network
- Venues
- Athletes' Village

Stechford
 Figure 29: The Games Route Network - South



NEC

Coventry Arena & Stadium

Victoria Park

St Nicholas Park

KEY

- Core Games Route Network
- Venue Games Route Network
- Alternative Games Route Network
- Venues
- Athletes' Village

FLEET OPERATIONS

The OC aims to meet the transport requirements of the Games in the most sustainable and cost-effective manner possible. Birmingham 2022 is taking an innovative approach to the provision of transport services for the Games Family with the aim of reducing the number of vehicles used and the overall vehicle-kilometres driven.

The aim is to optimise sustainability and cost, whilst delivering the transport services that are needed to deliver the Games. The OC aims to use larger vehicles such as buses and coaches instead of individual fleet cars to transport the larger 'bulk' movements of clients when circumstances allow.

B2022's aim is to meet the transport requirements of the Games in the most sustainable and cost-effective way possible.



The criteria for sourcing all fleet vehicles will include safety, accessibility, comfort, reliability, fuel efficiency and efficient noise and emission levels.

The vehicle fleet for accredited clients will be sourced by the OC. All vehicles will meet or exceed minimum standards for emission levels which will at least meet the standards of Birmingham's Clean Air Zone. The OC's intention is to create the most sustainable and electrified fleet ever used within a Commonwealth Games whilst balancing the operational requirements with what the market can supply.

The ongoing dialogue between the Commonwealth Games Federation, the Commonwealth Games Association Advisory Board and the OC will ensure that sufficient accessible vehicles are procured to meet the needs of accredited clients with mobility requirements.

The OC is also investigating other methods of providing the fleet services required for the Games.

The majority of fleet drivers will be volunteers. All drivers will undergo thorough training to ensure they are familiar with the GRN routes to and from venues. They will also receive training on security protocols and procedures, background of the Games, local information and 'eco-driving' or 'hypermiling' techniques that minimise fuel consumption and carbon footprint. Where required, specific training will be provided, tailored to their specific role, venue and client group they will be serving.

The Games Family vehicle fleet will be parked and maintained at secure depots before and during the Games. The depots will be strategically located across the West Midlands to provide coverage to all the official Games venues. They will all contain the facilities necessary to maintain the fleet to the highest standard and provide for the wellbeing of fleet vehicle drivers. Depots will adhere to all the safety and security criteria.

All fleet drivers will receive training on 'eco-driving' techniques to minimise fuel consumption and carbon footprint. These key techniques can be followed by all drivers after the Games.



GAMES FAMILY BUS SERVICES

Bus services are essential for transporting Athletes, technical officials, media personnel and client groups during the Games. The OC are seeking to provide bus and coach services in a sustainable manner to ensure the most fuel-efficient vehicles are in operation and where possible, alternative fuel vehicles are used.

- Vehicles will match demand rather than a 'one size fits all' approach to reduce fuel consumption
- The Games will operate a demand-responsive bus service to encourage the use of active travel and minimise vehicle mileage
- Depot and maintenance facilities will be located close to venues to minimise the movement of empty vehicles

Level access and low floor double and single deck buses, as well as, wheelchair accessible coaches and minibuses will be provided.



All vehicles used on Games services by the OC, TfWM and the West Midlands Police aspire to meet the Birmingham City Council Clean Air Zone standards as a minimum, regardless of whether they are operating within the Clean Air Zone or London's Low Emission Zone.



ARRIVALS AND DEPARTURES

On arrival into the United Kingdom, the OC will provide transport services for Athletes and the Games Family from their designated ports of entry to their official Games time accommodation.

Transport services will be provided from Birmingham Airport and likely other airports to the Commonwealth Games Villages at Birmingham, Warwick, the NEC and to the accommodation for the track cyclists in London.

Buses and coaches will be used wherever possible to transfer the Athletes and Games Family to and from the airports. These will be accompanied by logistics lorries to transport the teams' equipment and luggage. We also do not expect demand from air travel to be significant nor for it to add substantial pressure onto Birmingham Airport. It is likely that most Athletes and Team Officials from England, Scotland, Wales and the Channel Islands will arrive in Birmingham by non-air modes, including coach, car and rail. Arrangements will be put in place to facilitate the transfer of any clients arriving by rail from Birmingham New Street Station to their official accommodation venues.

After the Games, it is intended that all accredited clients will be transported back to the airports or Birmingham New Street station within two days after the Closing Ceremony. The Arrivals and Departures process is complex, the OC will work with all relevant partners to ensure the smooth movement of all accredited clients to and from their ports of entry.

- **DEMAND-RESPONSIVE BUS SERVICE**
- **MILEAGE CONTROL**
- **ALL FLEET DRIVERS TO RECIEVE 'ECO-DRIVING TRAINING'**
- **SHARED TRANSPORT TO REPLACE INDIVIDUAL FLEET VEHICLES**
- **CRITERIA FOR ALL FLEET VEHICLES INCLUDE: FUEL EFFICIENCY, LOW EMISSION AND REDUCED NOISE LEVEL**

TRANSPORT SAFETY AND SECURITY

Safer Travel Partnership

The Safer Travel Partnership is a cohort of over 100 staff from across TfWM, West Midlands Police, British Transport Police, operators and private security companies. The primary objective of the Partnership is to improve passenger safety, deliver the Safer Travel Plan and reduce and manage crime on public transport.

The Safer Travel Partnership is unique, as it has brought together a range of partners to deliver results. The Safer Travel Partnership utilises deployment models such as SARA (Scan, Analyse, Respond, Assess) and POP (Problem Orientated Policing), following the Police National Intelligence Model. This approach ensures the proper resources are in the right place, at the right times to minimise crime and increase passenger safety. The Partnership has received national and European praise for its innovative crime reduction methods.

The Safer Travel Partnership will also support the work of both Counter Terrorism Policing and the Serious and Organised Crime Unit - particularly in the Prevent and Protect strands whilst working to tackle County Line.

To meet the predicted increase of demand on the transport network during the Commonwealth Games, the Safer Travel Partnership will be enhanced with extra resources at key locations. The Safer Travel Partnership have recruited additional accredited officers to be available at key times to ensure safe travel for visitors and residents during the Games.

The region and its safety are at the heart of the work of the Safer Travel Partnership, as we aim to make travelling across the region even safer.



Games Route Network Security

The GRN will be subject to enhanced levels of traffic enforcement with West Midlands Police and civil enforcement officers providing support to the security and safety plans of the organisers and TfWM.

This will entail the use of Intelligence, CCTV and Automatic Number Plate Recognition to direct patrols with an increased visibility and capacity of police officers, including specialist resources. Vehicles parked in contravention on the GRN will be liable to removal to ensure the integrity of the network.

Passenger security

West Midlands Police is working closely with partners, including British Transport Police and the Safer Travel Partnership to provide further visibility and safety between travel hubs and the venues. Officers will make further use of CCTV and intelligence to ensure the integrity of bus, rail, metro, cycle as well as walking routes and the wider road network.

Venue Security

There will be an increase in visible and covert police resources around the venues to help deliver and support the OC's safety and security plan. There will be additional police resources, including armed officers and other specialist officers to provide visibility and reassurance.



10. CREATING A TRANSPORT LEGACY FOR ALL

As detailed within the Commonwealth Games Legacy Plan, the Games has the power to bring people together, improve health and wellbeing, act as a catalyst for change, help the region to grow, and put us on the international stage. The legacy ambition will be delivered by a strong partnership of organisations working together to maximise the opportunity and investment presented by the Games.

A GAMES FOR EVERYONE

	 Bring people together	 Improve health and wellbeing	 Be a catalyst for change	 Help the region to grow and succeed	 Put us on the global stage
Games Missions	These Games will embrace and champion the youth, diversity, humanity and pride of the region and the Commonwealth.	Inspire, engage, and connect communities and athletes to realise their full potential and live happier, healthier lives.	Transform and strengthen local communities, working together to deliver new and improved homes, facilities and transport links.	Drive sustainable growth and aspiration, creating opportunities through trade, investment, jobs, and skills.	Deliver an unforgettable, global Games in partnership, on time and on budget to showcase the best of Birmingham, the West Midlands and the Commonwealth.
Aligned Legacy Programmes	Community Cohesion, Inclusion & Pride Creative & Cultural Participation Learning Programme Physical Activity & Wellbeing Volunteering	Community Cohesion, Inclusion & Pride Creative & Cultural Participation Learning Programme Physical Activity & Wellbeing Jobs & Skills Social Value Sustainability Volunteering	Community Cohesion, Inclusion & Pride Creative & Cultural Participation Learning Programme Physical Activity & Wellbeing Jobs & Skills Social Value Sustainability Volunteering	Community Cohesion, Inclusion & Pride Creative & Cultural Participation Learning Programme Physical Activity & Wellbeing Jobs & Skills Social Value Sustainability Business & Tourism Volunteering	Community Cohesion, Inclusion & Pride Creative & Cultural Participation Learning Programme Business & Tourism Jobs & Skills Sustainability Volunteering 

Transport Legacy

The Games Transport Plan has presented the range of improvements that will take place across the transport system to manage demand, pollution and the efficient operation of the West Midlands transport system during Games time and thereafter.

The goal of delivering the first carbon-neutral Games requires ambitious strategies of how we plan to move people around. Therefore, TfWM is continuing to work with partners to ensure the measures proposed encourage greater public transport and active travel use and fundamentally, bring back the confidence in public transport following the Covid-19 pandemic.

The Games can help us deliver our vision of a better-connected region. Driven in part by planning for the Games, closer partnership working and improvements to our data collection, management and dissemination enables the transport network to work as one. Accurate, reliable information will enable residents to make the best possible travel choices, not just when they plan ahead but also as they move around the network.



“We will ensure the Games leaves this region with big legacies for us as a community and small legacies for thousands of us as individuals.”

-The B2022 Legacy Plan, 2021

Transport upgrades

Several key transport schemes are being delivered in time for the Games, these include:

- Cycling improvements: new segregated cycleways along key routes and canals and the introduction of a bike share scheme to reduce existing barriers to active travel.
- A Metro extension and rail station redevelopments at University, Perry Barr and Coventry rail stations.
- The infrastructure works for the Sprint corridor to support the new bus routes and improve connectivity to key venues such as the Alexander Stadium and the NEC.
- Road improvement schemes to enhance the transport experience for pedestrians, cyclists and public transport users.
- Greater investment into the West Midlands RTCC to enhance the coordination of transport networks and services for a more reliable, resilient and integrated transport network. This would also facilitate the improved collaboration between transport agencies and the overall upskilling of professional staff.

Enabling more walking and cycling after Games time

Supporting behavioural change is one of the most important legacy outcomes of the Games. Therefore, using the Games as the catalyst, we want to increase the amount of cycling and walking in the West Midlands and highlight the widespread active travel networks across the region.

Walking and cycling are key drivers to increasing the level of physical activity and improving mental health and wellbeing across the region, particularly after the Covid-19 pandemic. TfWM is therefore, looking to roll out programmes to target some of the region's most disadvantaged communities and provide a support package to help get more people cycling and walking regularly. This is set out further within the Active Travel Strategy.

Transport investment in Perry Barr

The Perry Barr rail station and bus interchange will be redeveloped to encourage active travel and public transport use for the Games. Equally, the delivery of Sprint and the existing segregated cycle lane to the city centre along the A34 will provide local people with greater and more efficient, sustainable travel choices.

11. CONSULTATION AND ENGAGEMENT

This Games Transport Plan outlines a wide range of adjustments to the existing transport network which will impact West Midlands residents and businesses at key times during the Games.

TfWM and partners will ensure anyone affected by these activities is informed of changes in a timely manner and that they have an opportunity to inform TfWM of any issues or specific circumstances that need to be considered.

We will be communicating further on aspects within this Games Transport Plan. This engagement will be more specific to people and businesses directly affected and includes such things as:

- The GRN
- LATMP
- P&R Locations
- Road Race Events
- Temporary Traffic Regulation Orders

WHO ARE WE COMMUNICATING WITH?

Engagement will take place within key affected communities-

Specifically, around each Games venue and key operational sites:

- approximately within 1km of each area
- surrounding areas or commuter routes

Along the GRN:

- where temporary access arrangements will be made
- where junction or road improvements will be made
- information for users and those travelling through

Every effort will be made to engage the whole community - including those whose first language may not be English. This will be done through local and community radio stations, events and publications. Accessibility is important to us and we will be engaging local disability and charitable services to support communicating any changes and gathering feedback.

We are also working closely with Games partners and stakeholders, including all affected Local Authorities and transport operators.

OUR APPROACH

When communicating with residents we will be:

Clear and consistent: The messages we give will be easy to understand and we will inform all members of the community in a consistent way.

Approachable and helpful: Our communications and engagement will be friendly, and always offer an open line of enquiry.

Open and Honest: We will not try and hide bad news but be upfront on the effects and deploy empathy and consideration in our approach to understanding and working through issues.

This is in support of Birmingham 2022's broader commitment to community engagement. They are clear that their approach is to:

Inform: Keep communities informed of the impacts and opportunities that the Games bring, through clear, well timed, relevant communications.

Respond: Operate channels that allow communities to have a dialogue with the Games Partnership. These will be free and accessible for all members of the community to use should they wish to contact us or want to find out more information or raise a concern.

Include, Inspire and Improve: We will create opportunities for local people and communities to get involved throughout the delivery of the Games. Where possible, this will be informed by what people have told us they want from the Games. We will also leave something positive behind. Not just turn up, engage, and leave without making an impact.

LISTENING TO YOU

We want to listen and understand any issues from raised by the Games Transport Plan and we will deploy a three-point approach to engaging local residents or businesses that raise any concerns or provide feedback.

LISTEN

Show we have listened and understand concerns via:

- Face to face meetings*
- Media opportunities
- Local community spaces
- Social Media

EXPLAIN

Investigate and provide alternatives if possible and explain via:

- Face to face meetings*
- Media opportunities
- Local community spaces
- Social Media

MONITOR

Ensure regular engagement is then maintained via:

- Phone calls
- Email
- Meetings

*Face to face meetings will be undertaken pending Covid-19 restrictions.

Specific channels and contact information will be available in all communication however, any concerns or feedback can be sent to customerservices@tfwm.org.uk at any time.

You can contact us at any time to request documents in additional formats such as easy read or large print and in any other language.

DATA PROTECTION

Under the Data Protection Act, we have a legal duty to protect any information we collect from you. When you submit information to us, it is treated in confidence and in accordance with data protection principles. We will use your personal information for a number of purposes including the following:

- To record accurately and analyse any questions you raise or feedback you have provided in response to this engagement;
- To report on our engagement, setting out what issues have been raised and how we have responded to that feedback (individuals will not be identified in any such reports).

Information from which you can be identified will only be used by us, our agents and service providers, and will not be disclosed or shared unless we are obliged or permitted by law to do so.

We will share information you provide with partners such as Birmingham City Council and Birmingham 2022 who are working with us to develop transport planning for the Birmingham 2022 Commonwealth Games.

The lawful justifications for collecting and using your personal information are that it is necessary in the public interest and also for our legitimate interests, to ensure the engagement process, analysis and reporting are accurate and informative, and carried out fairly and lawfully. For more information about what we do with personal information please see our privacy notice, available here: <https://www.tfwm.org.uk/privacy-cookie-policy>.

APPENDIX A

I. ROLES AND RESPONSIBILITIES

When the Games was awarded to Birmingham and the West Midlands, a Host City Contract setting out obligations and commitments was signed by the Commonwealth Games Federation, the UK Government and Birmingham City Council. However, delivering the Games requires the support of a range of partners to work collaboratively as one team, operating one transport network. Roles and responsibilities have been agreed between existing local and regional transport authorities and Birmingham 2022. This is to ensure clarity and accountability where appropriate. In summary:

- The Organising Committee - An arm's length body of the Department for Digital, Culture, Media and Sport, established for the purpose of organising and delivering the Games, is responsible for the delivery of transport for Athletes, officials, media and Games Family and for managing the transport operation upon arrival and departure at venues;
- TfWM - Its constituent authorities, alongside Staffordshire County Council, Warwickshire County Council and Transport for London will provide and facilitate transport services for the Games workforce and volunteers, spectators, and everyday users, such as residents, commuters and businesses. Responsibilities vary between authorities and include delivering infrastructure improvements to provide additional capacity, encouraging the use of sustainable transport, and implementing measures to manage traffic;
- For Central Government, the Department for Transport and the Department for Digital, Culture, Media and Sport will provide oversight of Games preparations;
- Network Rail and National Highways, who own the rail infrastructure and motorway network respectively, are responsible for ensuring these networks can cope with additional demand and that they are managed effectively, in cooperation with local transport authorities;
- Transport operators will deliver services that are efficient and reliable. We will work with operators to ensure services are enhanced to deal with the extraordinary demands of the Games; and
- West Midlands Police and emergency services will ensure the Games are safe and secure, and that incidents are responded to swiftly.

II. GOVERNANCE

Stakeholders

- The Games transport delivery partners have worked in close collaboration with all stakeholders to minimise any disruptive impacts created by the Games. Stakeholder engagement and collaboration has enabled TfWM to understand the needs of the residents, spectators, workforce and the Games Family to therefore create a transport plan that equally accommodates the needs of all.

APPENDIX B

EQUALITY IMPACT ASSESSMENT

The aim of the Games Transport Plan is to deliver successful transport operations to ensure everyone involved in competing, watching, administering and reporting on events are transported in a safe and efficient manner, whilst keeping any disruption to current users of the transport network to a minimum.

To support the delivery of transport services that are accessible for all, an Equality Impact Assessment (EqIA) has been completed. This has reviewed the Games Transport Plan to establish whether there is a differential impact on specific equality groups and to identify how the Games Transport Plan can promote inclusion and improve equality of opportunity for different groups of people. The full version of the EqIA can be found online.

Summary of the EqIA for the Games Transport Plan

The full EqIA outlines the key potential barriers to equal accessibility during the Games and presents an Action Plan of the practical measures required to promote inclusion and prevent any adverse impacts. Effective delivery of these measures will help ensure the Games offers a positive experience for all.

Table 3 below summarises a selection of transport measures considered to promote equality of opportunity and help foster good relations between people who will be most impacted.

Table 3: EqIA Summary

Key transport barriers	Protected characteristics most affected	Mitigation measures to overcome key transport barriers
Transport inaccessibility		Promotion of sustainable travel options, inclusive active travel schemes and greater investment in active travel infrastructure and signage.
Affordability of travel	<ul style="list-style-type: none"> Lower socio-economic groups Minority ethnic groups People with a disability Young people and older people 	For events in the West Midlands, Games tickets will include access to public transport in the local area on the day of the event. Games time volunteers, the OC workforce and all members of the Games Family will also be able to access the local public transport network.
Health and environmental inequalities		Enhanced information provision, improved network management and ticketing to support a more a responsive transport experience.
Active travel inequalities	<ul style="list-style-type: none"> Lower socio-economic groups Minority ethnic groups People with a disability Women 	Blue badge parking available at all venues.
Access to venues		Access audits will be undertaken for all cycling and walking routes and key infrastructure.
Higher demand for transport services	<ul style="list-style-type: none"> Lower socio-economic groups Minority ethnic groups People with disabilities Young people Women 	All venues will be accessible by public transport.
Increased travel disruption during the Games		Temporary measures and services will make efficient use of the network and alleviate pressure on the network by providing support for extra demand.
Information on changes and travel options	<ul style="list-style-type: none"> Lower socio-economic groups and people with disabilities 	Investing in new or/and improving existing infrastructure to help meet the extra demand during the Games.
Safety concerns	<ul style="list-style-type: none"> Minority ethnic groups People with a disability Young people Women LGBTQ+ 	Extension of peak time services and efficient management of the capacity across the Metro network with ambassadors providing journey planning information.

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Public Transport	
Consultation feedback	TfWM response
During Games time, all public transport should receive the same priority as the dedicated Games transport. Everyday users must not be delayed by the Games. Further engagement with transport operators to discuss the venue transport plans and local traffic management was requested to ensure the public transport network is prioritised and that local passengers and Games passengers are not delayed.	This is noted. TfWM are undertaking engagement with public transport operators, such as bus.
The Cannock Chase event may provide some challenges in terms of public transport and it is anticipated that the majority attending would be by car, due to the nature of the location. How will TfWM work around these challenges?	Cannock Chase has multiple small car parks and will be attractive to car users. P&W facilities provided will be close to the venue to support this. A free bus shuttle services will also operate from Stafford station and will be publicised, including in spectator guides.
Cycling and Walking	
Consultation feedback	TfWM response
Keen to see some genuine legacy benefits from the Games in terms of cycle parking infrastructure and pedestrian wayfinding improvements associated with the events in Warwick and Leamington Spa.	Opportunities will be taken to provide permanent cycle parking as legacy to the event.
Is Cycling for Everyone available in Birmingham only, or will it include other venues, too?	Cycling for Everyone is a West Midlands wide programme.
Electric Vehicle Charging	
Consultation feedback	TfWM response
Are there any intentions to install electric vehicle charging infrastructure around venues during the Games, understanding the legacy benefits it could provide?	There is generally no parking at Games venues and therefore, there are no plans to install EV charging infrastructure for spectators at venues. Consideration is being given to EV charging infrastructure at Park and Ride sites and at Games fleet depots.
Games Routes Network	
Consultation feedback	TfWM response
In the Games Transport Plan, 'keeping the region moving' needs to be about the wider network rather than just roads. Travel Demand Management programme is about other modes / networks. Although, it is recognised that this section focusses on roads and the GRN, and there are other references to keeping the region moving elsewhere in the plan.	This is noted, the Keeping the Region Moving section in the GTP now provides an outline of how we will help keep the wider network moving.
Are there plans where proposed measures will reflect the venue operation times, rather than for the whole period? If so, would that be worth saying more clearly?	The implementation of traffic management measures will reflect the particular operational requirements at each venue, for example, some road restrictions will be lifted overnight, while others will remain in place for the duration of the venue operation. These details will be stated in the information provided to the public for each

	venue. It is not considered suitable to provide such detailed information as part of the Games Transport Plan.
Should any restrictions, many of which are listed in the Transport Plan, be required, it would be helpful if the areas affected were listed as post-code data. This would make it easy for operators to enter this data into vehicle routing software so that the affected zones are avoided by their vehicles.	As our venue operation plans develop, we will finalise road restriction detail. Some of these may operate 24/7 for the duration of the Games and some may only be in place for one or two days. Additionally, some restrictions may be lifted at certain times of the day to assist with traffic movement around the network. To capture and share all of this information we are working with suppliers to ensure real time information associated with road restriction in the vicinity of venues is available and pushed out to mapping and journey planning platforms in a timely manner. Additionally, as part of the preparation for the Games we are preparing postcode and USRN data to our Highway Authority partners and works promoters who may be operating in the area to ensure network availability is maximised and can arrange for this information to be made available to you.
Traffic and Minimising Disruption	
Consultation feedback	TfWM response
Due to the COVID-19 pandemic, there is an increase of van traffic on roads which will impact traffic and overall road usage. Has this increase in vehicle usage been modelled into traffic management measures so that the new reality is fully recognised in the Transport Plan?	The effects of the Covid-19 pandemic have been and continue to be closely monitored and evaluated by TfWM. Transport modelling work has been updated with recent traffic surveys and a range of agreed Covid recovery scenarios will be tested in our strategic models to provide input to transport planning decision making.
The Travel Demand Management Programme which will provide information and guidance to the travelling public to support the Games could be useful to help influence commercial journeys during the Games period, for example advising HGV drivers of timing / location of expected additional traffic on network and of alternative routes to consider which may be more reliable.	This is noted and we welcome working together with our partners. We recognise the large volumes of freight activity in and around the West Midlands and there will be a specific freight engagement element to the TDM programme. We agree that this is a great opportunity to influence journeys and collaboration will be key.
Legacy	
Consultation feedback	TfWM response
What are the measures to ensure buses run quicker and more reliable even after the Games are over?	The Games has been a catalyst for major improvements to the road and transport network which will provide a legacy for the region. Improvements have been made to the A34 corridor and by introduction of Sprint bus routes for the A34 and A45. It has also accelerated the development of the Regional Transport Co-ordination Centre (RTCC) which responds to incidents and co-ordinates the management of

	the regional transport network. Improvements to some traffic signals are being planned to assist in the efficient movement of Games vehicles and bus shuttles during the event. These will also provide general improvements and legacy for bus operations.
Freight	
Consultation feedback	TfWM response
Freight should be given special consideration in all planning decisions due the impact of the Key Route Networks (KRN) on freight routes. What measures will be taken to ensure diversion routes put in place for freight are secure and reliable?	Where diversion routes are required to support traffic management planning for the Games, appropriate consideration will be given to identifying routes with sufficient capacity and infrastructure to meet requirements.
Park and Walk	
Consultation feedback	TfWM response
There seems a lack of Park and Walk (P&W) availability at each venue. When will the P&R delivery plan be available for?	We are looking at providing P&W for the Warwickshire Road Race event and Sutton Park, these are likely to be confirmed. However, as the Birmingham 2022 Games has a strong focus towards active travel and public transport use, P&W will not be provided at venues where there are good, alternative transport links.
What are the plans for Park and Walk in Warwick?	P&W will be provided for events at Victoria Park and we are looking to also provide P&W services for the Warwick Road Race. P&W site will also be available at Warwickshire College.
Communication and Engagement	
Consultation feedback	TfWM response
The Regional Transport Coordination Centre (RTCC) will provide a focal point for transport operations across the region. What plans are being put in place so this could happen? How will you be pushing out messages through to the public and businesses in the region? Will there be Games specific transport channels?	A comprehensive travel demand management (TDM) programme and a communication and engagement programme are being developed - this will include advice to residents, businesses and road users. The freight industry will also be included in detailed advice regarding disruption arising from the event. In particular, there will be advice around road restrictions close to venues and for road races.
How will you work with other organisations such as HS2 and National Highways? Will you be sharing traffic data with these organisations?	Information will be shared with partners through regular engagement planning meeting.
Accessibility	
Consultation feedback	TfWM response
People with learning disabilities can often feel excluded and find the use of transport challenging. What are the plans for those who are neuro-diverse – (learning disabilities)?	There will be increased staff presence, clear signage, easy and accessible journey planning facilities and increased safety and security presence. The narrative around this has been strengthened within the GTP. The Equality Impact Assessment (EqIA) also states that we will ensure good equality and

	diversity practices are embedded in the training provision for the Games volunteers and public transport staff (also included within Jobs and Skills Academy EqIA).
The purpose of Equality Impact Assessment is to collate and analyse the baseline evident which exists in relation to the transport impact of the Games. Will TfWM complete an EIA?	An EqIA was completed for the draft GTP.
Positive impacts should be identified and recorded, as well as the negative impacts and how they will be mitigated. A few examples might be: a. Cost of travel for young and older people and low-income groups: Fares are often costly and difficult to understand b. Barriers to travel for disabled people. Specific concerns include physical infrastructure that is inaccessible and lack of consistent accurate information c. Concerns with safety on using the transport network d. Language and communication difficulties	This has been addressed in the EqIA and a summary of this is presented in Table 3 of the GTP, which can be found in Appendix B of the GTP. Here, the key barriers and the mitigations have been summarised. Table 3 has been updated to outline the groups that are most likely to be impacted by each issue.
The wording around how barriers to transport will be mitigated needs strengthening.	This is noted, the narrative in the GTP has been amended accordingly.
Arrival and Departures	
Consultation feedback	TfWM response
There is limited focus on visitors and spectators arriving via air. Is there any data to predict how many international visitors we will be expecting through to Birmingham Airport?	Experience from previous events and Games indicates that access of spectators by air is minimal - typically below 10%. We do not anticipate these flows will have material impact on key aviation gateways. However, at Birmingham airport, spectators will be able to access CWG services by the A34/A35 Sprint scheme and this will be promoted by the travel demand management and communications programmes.
Rail	
Consultation feedback	TfWM response
The GTP mentions 'trade offs' being necessary to balance the competing demands on the rail network during the Games, especially as the Games traffic will generate demand outside of rail's normal operating window. Rail freight traffic may see an unintended mode shift back to road transport if freight paths are removed or altered, rendering the route non-viable on rail. Deliveries will continue to be required to be made and operators will look to other modes to fulfil this demand.	We recognise the need to engage the wider rail industry, including freight, as the timetable process develops further, particularly where there may be impacts on other operators. Work to identify additional paths for passenger services is being done in recognition of the already established needs of freight.

EQUALITY IMPACT ASSESSMENT

An Equality Impact Assessment (EqIA) is a review of a new or existing policy which establishes whether the policy has a differential impact on specific equality groups and identifies how the policy can help promote inclusion and improve equality of opportunity for different groups of people. The term policy is interpreted broadly and refers to anything that describes what we do and how we expect to do it. It can range from policies and procedures, to strategies, projects, schemes and everyday customs and practices that contribute to the way our policies are implemented and how our services are delivered. An EqIA aims at improving the WMCA's work, by promoting equality and ensuring that the proposed or existing policy promotes equality can benefit a wide range of people.

NAME OR TITLE	Commonwealth Games Transport Plan
DATE OF COMPLETION	April 2021
DATE DUE FOR REVIEW	Not applicable – EqIA will help inform strategy plans

A. ABOUT THE POLICY

1. Describe the main aims, objectives, activities and outcomes of the policy. Who is expected to benefit?

The Birmingham 2022 Commonwealth Games will take place from 28th July to 8th August 2022 and will bring together athletes and officials from 72 Commonwealth nations in 19 different sports and 15 venues primarily in Birmingham and the West Midlands but also in Staffordshire, Warwickshire and London. Over a million spectators will attend, with an estimated 10% from abroad.

The purpose of the Games Transport Plan is to set out the approach to the planning, provision and management of transport services during the Games. The aim is to deliver successful transport operations to ensure everyone involved in competing, watching, administering and reporting on events are transported in a safe and efficient manner whilst also making sure that any disruption to current users of the transport network is kept to a minimum.

An Equality Impact Assessment of the draft Games Strategic Transport Plan in 2019 highlighted key equality considerations. This Games Transport Plan is a more detailed plan which provides guidance and information on the arrangements during the Games. Ultimately, it aims to ensure that transport during the Games is the best that it can be for residents, businesses and visitors alike. It also aims to demonstrate how the long-term benefits from the Games form a guide throughout the planning process.

Key principles include:

- Clean and Green; a public transport Games (ensuring sustainable travel such as public transport, cycling and walking are the most attractive way to travel through clearer signage, cycle parking, easy ticketing and other initiatives)
- Minimising disruption
- Long-term benefits of sustainable transport options and improved public spaces
- Access for all (socially inclusive, seamless, affordable and accessible transport across all modes to ensure everyone can equally participate)
- Safe, secure, reliable and efficient transport

Key themes:

- Effective use of the network
- Provision of temporary additional services
- Investment in infrastructure

Key actions taken to achieve transport aims:

- Engaging with businesses and communities to discuss transport options in the lead up to the Games
- Providing members of the public with up-to-date information so they can make well informed choices
- A robust communications campaign to state changes
- Consider a dedicated journey planner for travel during the Games
- Introduction of temporary measure to make efficient use of the network
- Encouraging visitors to use public transport to minimise disruption to the network.
- For events in the West Midlands, Games' tickets will include access to public transport in the local area on the day of your event. Games time volunteers, the OC workforce and all members of the Games Family will have access the local public transport network
- Ensuring all events are accessible by public transport
- Introducing temporary services to alleviate pressure on the network (for instance, bus shuttle services).
- Using the RTCC as a single source of data to help TfWM deliver better information and journey planning information to the public
- Implement traffic management measures for road network efficiency
- Investing in infrastructure to help meet the extra demand, including bike share and improved transport links on cycle routes, Metro, Sprint and the rail network that will have long term positive impact
- Working with the Safer Travel team to keep the network safe
- Ensuring venues are located within walking distance of rail stations and a £1 billion investment by West Midlands Rail franchise in services on the

- West Midlands route, including new and refurbished trains, improved passenger information and accessibility, free Wi-Fi, station upgrades, flexible ticketing for part-time workers.
- Working with bus and train operators to understand the potential for providing extra temporary capacity and connectivity to accommodate increases in passenger numbers
 - Implementation of route diversions and temporary bus stop relocations to improve access to the venues
 - Enhancing the park and ride offer to ensure drivers can safely park their cars and use public transport to the venues
 - Providing bus shuttles tailored to the competition schedule to ensure spectators, the workforce and volunteers can get to events on time
 - Implementation of complementary services such as rideshare, taxis, coaches and ring and ride (for people unable to use conventional public transport)
 - Implementation of potential measures in key Games routes, such as bus priority, traffic signal improvements, event-specific signage, temporary suspension of parking and temporary road closures
 - Accessibility transport measures for people with disabilities, such as clearly signposted accessible walking and cycling routes; accessible transport services; new accessible transport infrastructure; blue badge parking availability in all venues; accessible shuttle bus services from key transport hubs and park and ride sites; complementary accessible services; conducting access audits; engagement with disability groups to identify needs.

Key infrastructure developments and improvements include:

- New Sprint Bus Rapid Transit schemes (A34 Walsall to Birmingham supporting access to Alexander Stadium; A45 Birmingham to Birmingham International and Solihull supporting access to NEC Halls and Arena)
- Improvements to the Metro through extensions to Centenary Square, Five Ways and Edgbaston and the delivery of a new multi-modal transport interchange at Wolverhampton
- University rail station upgrade which will support the hockey and squash venues at the University of Birmingham
- Perry Barr station enhancements to improve the passenger experience providing access to Alexander Stadium
- Coventry bus station capacity and accessibility improvements
- New segregated cycle way along the A34 and A38
- Improvements to the region's highways

Transport initiatives, new schemes and infrastructure improvements will bring improvements across the region. They will link communities to local facilities enhancing a thriving modern community hub for future generations to live, work and enjoy; they will provide more efficient access to future employment and leisure facilities further afield. The legacy will include deduction in journey carbon footprint; investments in transport resulting in enhanced passenger experience; integrated network management and better demand management; additional walking and cycling routes and services and more responsive travel information.

A number of other strategies, tactical and operational plans are critical to the Games Transport Plan. These include:

- Venue Transport Operation Plans
- B2022 Sustainability Strategy
- Commonwealth Games Legacy Plan
- Games Transport Plan Communications and Engagement Plan
- Park and Ride Delivery Plan
- Taxi and Private Hire Vehicle Strategy
- Active Travel Strategy
- Public and Spectator travel information
- Local Traffic management measures
- Rail Station Management Plans
- Games ticket sales information

B. EQUALITY RELEVANCE/IMPACT

2. Does the policy affect the public or employees directly or indirectly? In what ways?

The plan affects the public and staff directly. The following are likely to be affected:

- Approximately 4 million residents and everyday users (commuters, businesses)
- 1.2 million spectators
- 12,000 athletes and games family (team and technical officials, sponsors, media)
- 45,000 workforce and volunteer

3. What information is available on the equality issues in the key target groups¹? (What inequalities, discrimination /and health inequalities currently exist in relation to the target groups? What information/data do you have that explains why these inequalities exist and how they are maintained?)

¹ Equality target groups: Age, gender disability, race, religion and belief, pregnancy and maternity, socio-economic, sexual orientation

This section will present data, report findings and key demographic information for the West Midlands Metropolitan area to identify any potential impact on protected characteristics.

Besides key demographic data, there will be a focus on transport, deprivation and socio-economic inequalities as these are the inequalities we need to be reviewing in relation to the transport plan.

It will also focus on transport related barriers as they are likely to have an impact on people's ability to access the games opportunities.

Other inequalities and data (i.e. employment, volunteering, environmental) will be briefly referenced but they are tackled in more detail as part of separate EqIAs (i.e. Skills Academy EqIA).

Input from this EqIA can also help inform separate games strategies and plan linked to the transport plan (i.e. ticketing, park and ride, engagement).

THE WEST MIDLANDS REGION AT A GLANCE (CENSUS DATA)

Population

The West Midlands Metropolitan Area comprises Birmingham, Coventry, Dudley, Sandwell, Solihull, Walsall and Wolverhampton.

The population was 2,916,458 in mid-2018 (estimates).

Population density is the highest in Birmingham, with 42.6 people per hectare and lowest in Solihull with 12.1 people per hectare.

The population has grown faster than previously anticipated, with the West Midlands having the second highest fertility rate of all UK regions. The population is projected to increase by 9.6% by 2038.

International net in-migration has continued at a high rate but with variations in the origins of migrants. The growing population is likely to become increasingly diverse. The changing population may result in the need for more infrastructure and pressure on the environment.

Race and Ethnic Background

The West Midlands Metropolitan area has the largest non-White regional population outside of London. Asian or Asian British is the ethnic group that makes up the biggest non-white proportion of the population.

69% of the population have a White British ethnic background, which compares to an average of 80.5% in England and Wales. Birmingham is the most ethnically diverse district (47% being minority ethnic groups), followed by

Wolverhampton, Sandwell and Coventry. The two biggest ethnic minority groups are Pakistani (at 7.3%) and Indian (at 6.8%)².

According to the University of Birmingham IRIS department, Birmingham is now classified as a 'Super diverse' city composing 187 different nationalities/ethnicities.

There are distinct concentrations of minority ethnic communities within the metropolitan area.

Faith or Belief

People in the West Midlands Metropolitan area have a greater level of religious affiliation than in England overall. 53.8% of the population declared that they are Christian. This compares to 59.3% in England and Wales. 20.3% of the population declared that they have no religion, whilst 12.2% declared that they are Muslim.

Sex

The split between the sexes (50.5% female and 49.5% male) is similar to England and Wales.

Age

The West Midlands Metropolitan area has one of the highest proportions of population aged under 16 and a lower proportion of people aged over 65 compared with other regions. The mean age is 37.4 which compares to 39.4 in England and Wales. The only districts that slant older are Solihull and Dudley. Walsall has got a higher proportions of younger aged groups but it also has a higher proportion of people above retirement age.

Birmingham specifically is described as the youngest city in Europe, with under 25s accounting for nearly 40% of the population.

The West Midlands Metropolitan area also generally has a lower percentage of people aged 65+ with the exception of Solihull and Walsall that have higher proportions of people above retirement age than nationally.

Sexual Orientation

2.3% of the West Midlands population identified themselves as gay, lesbian or bisexual in 2018³. However, key organisations such as Stonewall estimate the figure to be higher at 5-7%.

Disability

² These figures are based on Census 2011 data and are likely to be significantly higher once the next Census of 2021 is conducted

The West Midlands Metropolitan area has a larger percentage of people in households with a limiting long-term illness (6% of households compared to 4.7% in England and Wales). It also has a slightly larger proportion of disabled people than England and Wales (19% versus 18% in England and Wales). The Equality Act defines disability as any physical or mental impairment that has a substantial and long term effect on people's ability to carry out day to day activities. This includes people with mobility difficulties, sight loss, hearing loss, people with mental health impairments, dyslexia and other neuro diverse conditions, speech impairments and people with learning disabilities. Progressive conditions such as HIV, cancer, dementia and multiple sclerosis are also included.

TRANSPORT INEQUALITIES

In the West Midlands, transport poverty is widely dispersed across the region but is more concentrated in urban peripheral areas (Lucas et. al, 2019). Transport accessibility is a key issue across numerous demographics.

Car ownership, transport dependence and mobility options: The percentage of car ownership within the West Midlands Metropolitan area positively correlates with the English Indices of Multiple Deprivation. Levels of deprivation impact the likelihood of being able to purchase a car. People on the lowest income centiles are much less likely to own a car and some of the most deprived wards have under 50% household car ownership. Groups much more likely to be reliant on public transport are: Single parents (primarily women); young and older people; black and minority ethnic people (minority ethnic people twice more likely to live in a household with no car ownership); people on low incomes; part-time workers; unemployed people (3/4 of jobseekers do not own a car); disabled people (only 38% of people with mobility difficulties are main drivers or have household access to a vehicle). The majority of bus and foot travel are made by individuals from the lowest income groups whereas train, metro and bicycle trips are mainly made by those who fall within the highest income groups. A significant percentage of West Midlands residents rely on public transport, primarily buses, to get around. White British people are more likely to live in a household with access to a car or van than any other ethnic group. Black people are more than twice as likely as white people to live in a household with no access to a car or van; there has been a marked drop in car ownership amongst young people. Even though car ownership can pose an advantage to many, 67% of car-owning households in the lower income groups report experiencing car related economic stress as running costs can be prohibitive. Car owners and main drivers in households are the least mobility constrained across all social groups. They make more trips over longer distance for all journey purposes giving them higher levels of access to activity, employment and other opportunities. Mobility and accessibility inequalities are highly correlated with social disadvantage. Lower income households travel much less and travel over much shorter distances than higher income household. They make nearly 20% fewer trips and travel 40% less distance than the average household (Lucas et. al, 2019). People who depend more on bus for work tend to be lower paid, live in

more deprived areas and are more likely to turn down jobs due to transport issues, than those on higher incomes, who tend to use cars and trains more often

Location: Inequalities in the provision of transport services are strongly linked with where people live, and the associated differences in access to employment, healthcare, education, and local shops. People with more money have more options in both where to live and how to travel and good transport links drive up the cost of housing. The lack of private vehicles in low-income households, combined with limited public transport services in many peripheral social housing estates, considerably exacerbates the problem.

Commuting costs and transport affordability: Lower income households tend to spend a relatively high proportion of their income on commuting costs (25% compared to 13% for higher income households). Transport costs can even exceed wages for some on very low incomes, after tax and benefit withdrawal. Public transport costs has been reported to be the biggest issue faced by young people when accessing employment, education or training. Research has shown that there is a marked relationship between job accessibility by bus and employment outcomes. Issues with transport have been linked to low participation in post-16 education and college dropouts – which mostly impacts low income households. One consequence of having no access to a car and poor transport links is an increased reliance on taxis, which tend to be more expensive per mile than other options. The poorest households take more taxi journeys than other income groups. Similarly, people relying on cash to buy daily tickets as and when required and not affording weekly/month/annual passes end up spending more on an annual basis in comparison to those who are more financially secure and can invest in a travel pass. A number of groups are especially affected as they are more likely to live in more deprived areas on lower incomes or be unemployed (Single parents, young and older people, black and minority ethnic, part-time workers, disabled people).

Network accessibility: Disabled people are more reliant on public transport in comparison to other groups, yet 1 in 5 disabled people within the West Midlands have reported having difficulty accessing the public transport network. Barriers such as a lack of integration between different modes of transport, inaccessible railway stations, poor staff and passenger attitudes, safety concerns and inadequate, inaccessible information provision contribute to difficulties for disabled people when it comes to using public transport.

Perceptions of safety: Perceptions of safety is a key barrier when it comes to accessing public transport. Young, minority ethnic people, LGBTQ+, disabled people and women are more likely to feel unsafe using public transport. Young people in particular feel anxiety around public transport safety. LGBTQ+ groups and women feel vulnerable and fearful of crime when waiting at stations, shelters and interchanges. Within the West Midlands, disabled and young people are more likely to be concerned by the behaviour of other passengers, such as rowdiness, abusive behaviour, smoking and the consumption of alcohol.

Cycling and walking inequalities: Between 2010 and 2018 there was a 5% increase in walking trips per year for adults for those on the lowest income and 14% for those on the highest income. Cycling is primarily popular with white, under 40, males with medium to high household income. Women, minority ethnic groups, disabled people, older people and people from deprived neighbourhoods are significantly under-represented in cycling.

Concessionary pass holders data regional Free travel passes are provided to some 510,000 senior citizens of eligible age and 30,000 disabled people in the West Midlands as part of the English National Concessionary Travel Scheme. All permanent residents of the West Midlands who are of the age of entitlement or disabled people who meet the application criteria are entitled to a free pass. The travel pass entitles holders to free travel on bus, rail and tram services in the West Midlands and free national bus travel. Children under 16 and those aged 16-18 in full time education holding a disabled pass are entitled to a free travel concession before 9.30 Monday to Friday. Reduced fare travel is also provided to young people under 16 years old and 16-18 year olds in full time education or an apprenticeship and reside within the West Midlands.

Blue badge statistics In 2019 there were 257,000 Blue badge holders in the West Midlands region.

DEPRIVATION

There is very strong correlation between deprivation, unemployment or poor employment and poor educational outcomes. This section outlines key national and regional deprivation statistics highlighting inequalities.

There has been little change in poverty (and persistent poverty) figures over the past decade. The proportion of the population (national figures) living in poverty was 22% in 2018/19 compared to 21% in 2010/11. However, poverty has shifted more toward in-work households (trapped in poverty by low wages, zero hour contracts and job insecurity with poor employment levels significantly higher) and those living in the private rented sector (housing costs have risen sharply). There has also been an increase in in-work child poverty (a significant percentage of which were minority ethnic children -45% compared to 20% white British) and low financial resilience with nearly 70% of families in the bottom quintile having no savings or very few savings.

Nearly half of those in poverty in the UK in 2018, 6.9 million people, were from families in which someone had a disability. After housing costs, the proportion of working age disabled people living in poverty is higher than the proportion of working age non-disabled people.

Some ethnic groups also face much higher rates of poverty than others, particularly those who are Black and Bangladeshi and Pakistani origin where rates of poverty are as high as 50%. Poverty is twice as high in ethnic minority

groups on average, who are more likely to be in low skilled and low paid occupations and in precarious employment. Twice as many minority ethnic people live in deprived areas and more than 1 in 3 people from Black and Pakistani groups live in deprived neighbourhoods compared to 1 in 12 of which British people.

Regionally, deprivation is even higher. Average incomes in the West Midlands are 9% below the national average. Overall, the West Midlands Metropolitan area has a higher proportion of working age residents claiming out of work benefits compared to England and a higher percentage of working age residents who are economically inactive. 45.6% of households are located within the 20% most deprived areas in England. Household multiple deprivation is most severe in the Black Country and Birmingham. Birmingham, Sandwell, and Wolverhampton are the three most deprived authorities in the metropolitan area as per the 2019 Index of Deprivation. Specifically, they ranked 6th, 8th and 19th of the 326 authorities in England and Wales. Walsall (31st most deprived) and Coventry (81st most deprived) also have high levels of deprivation. 28% of Lower Layer Super Output Areas (LSOAs) within the West Midlands fall within the top 10% of the most deprived areas within England.

EMPLOYMENT AND UNEMPLOYMENT FIGURES/STATISTICS

Nationally, while employment rates had increased between 2010 and 2019, there was also significant increase in poor quality, insecure employment. There has also been a significant increase in the numbers of people on zero hour contracts (900,000 in 2019 compared to 168,000 in 2010) while in work poverty has also significantly risen. Those with lower socioeconomic position, younger people, those in lower paid jobs, disabled people and ethnic minority groups are all more likely to experience unemployment and poor quality work with attendant impacts on health.

The regional picture shows even starker inequalities. Regionally, The GVA per head is one of the lowest in the country (covid-19 impact on regional GVA will also be significant) and the unemployment rate is much higher than the national average (6 of the 10 constituencies in the country with the highest rate of unemployment are in the West Midlands). Employment rates are also lower. There is a prevalence in the region of low value, low wage and low skill work. The West Midlands Metropolitan area has smaller percentages of managers, professionals, small employers and self-employed workers. Conversely, it has higher percentages in the never worked and student categories, though there are differences by district. The WMCA performs especially poorly in relation to the employment rates of low activity groups, such as minority ethnic groups for example, those with lower levels of qualifications, single parents and disabled people. The difference in employment rate because these groups and the “prime” groups is 33.4% compared to smaller gaps in other regions - 24% in London, 21% in the West of England.

DIGITAL INEQUALITIES

An understanding of key digital inequalities is crucial as it may have an impact on people's ability to access transport related information or Games related opportunities. Digital skills are typically lower for those who are from deprived backgrounds. As society shifts more towards online systems and phasing out face-to-face interaction, those who do not possess sufficient skills or knowledge will struggle to adapt. As a result of this, the inequality gap will widen, with these individuals becoming more isolated. Just under 60% of individuals from lower income groups do not have access to the internet whereas 99% of individuals within higher income groups do.

Nationally, 7.5% of adults have never used the internet and within the West Midlands Metropolitan area, 13% of residents have never sent an online message or email. While around 90% of Londoners use the internet to send and receive emails, the share in the West Midlands is only 78%. Similar regional differences can be seen for the use of online banking or the cloud services to store and access files. 3% of the population within the West Midlands do not have a bank account. These individuals rely solely on cash as a means of purchasing goods and accessing services, such as public transport. Interestingly, even though over 90% of adults own a debit card, the percentage of those who utilise online transactions is much less. The West Midlands has got the highest proportion of people who are offline across England.

95% of non-disabled adults were listed as recent internet users whereas this was only 78% for disabled adults. Contrastingly, this is not consistent with the internet usage of young disabled adults in the 16 to 24 demographic; 98% of disabled young adults were listed as recently using the internet which is close to the 99% of non-disabled young adults. This suggests that disabled people from older age groups are more disadvantaged when it comes to digital inequalities. Moreover, this is applicable to the overall older demographic, regardless of disability.

Nationally:

- 4.1 million adults living in social housing are offline
- Around 60,000 11-18 year olds in the UK lack any internet connection at home whilst around 700,000 are in homes without any laptop, desktop or tablet.
- 5.9 million adults have never used the internet
- 20% of disabled adults have never used the internet
- There are 1.9 million households without internet access in the UK, and 9 million people can't use a device on their own
- Adults aged 16 to 24 have the highest rates of internet use
- 67% of those not in paid work or full/part time education said they had never paid for public transport tickets online (compared to 52% in full time work; 53% in part time work and 60% in education).

More generally, the internet is increasingly the channel by which services are publicised and accessed. However, the digital divide is also more likely to widen the poverty gap, as those who are digitally excluded are unlikely to receive the right information or access the right opportunities and even money saving deals. According to recent government estimates, predominantly offline households spend an average of £560 more per year on shopping and utility bills, compared to families which use the internet to compare prices and access better deals

VOLUNTEERING INEQUALITIES

Volunteering participation rates differ and some groups appear to experience a broader range of barriers to volunteering. Age: The transition from adolescence to adulthood is associated with a decline in volunteering followed by a steady increase in volunteering with age up until the age of 70, where volunteering rates decline again. Students are more likely to volunteer and spend longer per day volunteering than those in paid work. Disability: The difference between the proportion of people with and without disabilities taking part in formal and informal regular volunteering is small Sex: A greater proportion of women in England volunteer formally and informally compared to men. Ethnicity: Asian groups are less likely to participate in formal volunteering compared to white and black groups. Socio-economic: People from lower socio-economic backgrounds are less likely to volunteer

Among older people, poor health and physical functioning, poverty, stigma, lack of skills, poor transport, time constraints, inadequate volunteer management, and other caring responsibilities are highlighted as potential barriers to volunteering. For younger people, a lack of institutional support and not being socialised into volunteering roles are barriers identified. Younger people may have negative perceptions of volunteering, as well as not having time to volunteer. A significant barrier to volunteering for people with a disability can be the disablist attitudes of others, including a stigma associated with impairment and perceptions that people with a disability have very little to offer or that supporting someone with a disability to volunteer will be too resource intensive. Some people with a disability may themselves express concerns about participating outside of 'safe' spaces and may sometimes require additional skills development to take part in volunteering. Men and women may have different motivations for volunteering and all identified barriers to volunteering appear to have a gender element. Women are constrained to a greater extent than men by housework and additional caring responsibilities (for children and elderly relatives) and are likely to receive less support from employers. People from minority ethnic groups may also experience limited access to volunteering infrastructures and have fewer resources to volunteer. Those with less personal and social resources are less able to volunteer and gain the associated benefits

ENVIRONMENTAL INEQUALITIES

Environmental inequalities occur where specific communities experience a poorer environmental quality. Young children, young adults, minority ethnic people and households in poverty have the highest levels of exposure to air pollution because they are more likely to live in urban, densely populated areas with higher pollution sources (AQMRC, 2019). Socially and economically disadvantaged people and some ethnic minority groups may also experience increased susceptibility to the negative air pollution-related health effects, ranging from conditions such as respiratory irritation and cardiovascular disease to premature death, as a result of higher underlying baseline disease rates in deprived communities.

Children and older people are also more susceptible to certain health impacts. An example of this susceptibility is the higher rates of asthma in children, the symptoms of which can be exacerbated by poor air quality. Higher exposure to air pollutants increases the risk of lung cancer, respiratory infections, stroke, ischemic heart disease, chronic obstructive pulmonary disease and depression.

WELLBEING

- The life span of people in the most deprived areas are 10 years shorter than well-off households.
- Nearly a quarter of adults are experiencing a mental health problem but the risks of poor mental health are not uniformly distributed. They are influenced by social, economic and physical environmental factors and social inequalities.
- 25% of children in the WMCA area are obese by Year 6.
- Women living in poorer households are three times as likely as men living in the most well off households to be diagnosed with a common mental health problem.
- Mental health disorders for children are high (within the 20% for England).
- People with an increased risk of developing mental health problems are : looked after children and young people leaving care; homeless people and people living in poor quality housing; unemployed people; people from BME backgrounds; lesbian, gay, bisexual and trans people; people with disabilities; carers; people experiencing multiple disadvantage.
- Black/ Black British men are five times more likely to be diagnosed and admitted to hospital for schizophrenia; have disadvantageous pathways into mental healthcare; higher than expected rates of detention under the Mental Health Act (MHA); are more likely to be prescribed medication; and have difficulties accessing services and poorer outcomes when they do. Black Caribbean young men are also twice as likely to die as a result of suicide as White psychiatric in-patients
- BME groups are more likely to report ill health and experience ill health earlier than white British people.

- **Disability:** Disabled people are more likely to experience health inequalities and major health conditions, and are likely to die younger than other people. Disabled adults are more likely to report poor mental health and wellbeing than non-disabled adults. Disabled people are more likely to be inactive because of their impairment or medical condition and more likely to develop secondary conditions such as diabetes, mental health conditions and metabolic dysfunction as a result of sedentary behaviour. 49% of disabled adults in the West Midlands are inactive

Sports and physical activity and inequalities:

- In the West Midlands approximately one third of adults are in the category of highest levels of physical inactivity in England – less than 30 minutes per week. This is below the England average.
- 64.7% of females are currently inactive compared to males
- If you have a disability you are more likely to be inactive than if you don't have a disability (80.6% of disabled people are inactive/don't take part in physical activity)
- Activity levels fall with age – 80% of over 65s are inactive
- People from lower socio-economic backgrounds are more likely to be physically inactive
- **Ethnicity:** many minority ethnic groups are less active than average and are less likely to achieve the recommended levels of regular physical activity. This is most pronounced for Bangladeshi and Pakistani women. Some BME groups experience worse health than others. For example, surveys commonly show that Pakistani, Bangladeshi and Black-Caribbean people report the poorest health, with Indian, East African Asian and Black African people reporting the same health as White British, and Chinese people reporting better health.
- **Sexual orientation and gender identity:** Research shows that half of all LGBT+ people say they would not join a sports club, twice the number of their heterosexual counterparts. One study noted not only the existence of prejudice, homophobia and discrimination in sport but a lack of expertise to address these barriers. The source of prejudice around LGBT+ issues in sport was traced to the application of gender stereotypes which may increase the risk of physical inactivity.

4. Is further research needed (i.e. consultations, working groups, surveys, data) to properly assess impact on the different equality target groups? If yes, how will it be undertaken and by when?

Existing equality impact considerations have been identified following research and information gathering (see question 3) and through previous engagement with equality target groups. This EqIA draft must be updated following further

engagement and consultation with key equality groups and other stakeholders in the region, the Birmingham 2022 accessibility forum and local residents. The timeline for consultation is outlined in the transport (engagement July-October with final plan published in January).

The consultation document will be communicated to a large database of community and equality groups, will be available in alternative formats (as well as print and digitally) and there will be opportunities for virtual or face-to-face (covid-19 dependent) consultation sessions, where needed. Toolkits will be produced and partners will be actively encouraged to share and promote across their channels; Webinars and briefings will also be offered to key businesses surrounding venues; door drops to residents/businesses on affected routes; social media (including paid) engagement; press releases; posters in public spaces.

Following extensive engagement activities planned any equality and access concerns will feed into this EqIA and, where feasible, will help inform transport plan measures.

5. What measures does, or could, the policy include to help promote equality of opportunity for and/or foster good relations between people who share a protected characteristic?

Key potential issues/barriers/disadvantage (as also identified in question 3) that the transport plan is likely to have positive equality impact on are outlined below:

Issue/Barrier	Protected Characteristics most affected	Games Positive Impact
Transport Inaccessibility (infrastructure, information provision safety concerns, affordability etc.)	Lower socio-economic groups Race (minority ethnic groups) Disability Age (young people and older people)	Active promotion of sustainable travel options, inclusive active travel schemes and investment in active travel infrastructure and public space and signage improvements are likely to help narrow the health inequalities and active travel inequalities gap and benefit some of the groups affected
Health and environmental inequalities	Lower socio-economic groups Race (minority ethnic groups) Disability Age	Investment in transport infrastructure (rail and bus station improvements, Metro extensions, cycle routes and Sprint routes), improved transport links and public transport improvements are likely to especially benefit those groups most reliant on public transport for education, employment and leisure.

Active Travel inequalities	Lower socio-economic groups Race (minority ethnic groups) Disability Age Sex (women)	Games environmental legacy will result in deduction in journey carbon footprint which is likely to especially benefit some of the groups in column 2 (details on health and environmental inequalities in question 3) Through improvements in information provision, network management and ticketing, the Games will support the longer-term provision of more a responsive and personalised transport experience which will likely positively impact those groups who face the biggest barriers – information and affordability wise.
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Barriers that may have an impact on people’s ability to benefit from the Games or potential inequalities resulting from the Games transport strategy are outlined below along with accompanying considerations.

Issue/Barrier	How/Why	Protected Characteristics most affected	Considerations and mitigation
Access to volunteering and training opportunities	Transport accessibility and affordability issues Data shows that transport affordability is one of the key deterrent for taking up volunteering, training and other opportunities for people from lower socio-economic groups and other protected characteristics most likely to be from a lower economic background	Lower socio-economic groups Race (minority ethnic groups – details in evidence, question 3) Disability Age (young people)	<u>Mitigation</u> Transport costs for volunteers will be covered during the games (along with transport costs for all workforce and the Games Family) <u>Additional considerations</u> While not directly linked to the transport strategy remit, it is important to consider <i>ways to support volunteers and trainees with affordability issues (not just covering basic travel but also (where needed) other expenses linked to training and volunteering)</i> . This would also

			<p>help ensure we are attracting people from lower-socio economic groups who are most likely to benefit from these opportunities. Considerations relating to supporting single parents and people with caring responsibilities is also crucial. This consideration forms part of the Jobs and Skills Academy's EqIA</p>
<p>Increased travel demand putting a strain on the public transport system with ensuing adverse impact on some groups</p>	<p>Availability of services (higher demand than available services) especially problematic for groups reliant on public transport to get around</p> <p>Overcrowding in interchanges and on public transport especially problematic for disabled people, including people with hidden disabilities (mental health, neuro diverse conditions and learning disabilities)</p> <p>Availability of public transport seating for wheelchair users, parents with buggies and disabled people</p> <p>This may be exacerbated by the fact that people are actively encouraged to use public transport with venue parking restrictions. While this is crucial to avoid major congestion and other disruption to the network, it is also important to acknowledge that it may impact on regular public transport</p>	<p>Lower socio-economic groups</p> <p>Race (minority ethnic groups – details in evidence, question 3)</p> <p>Disability</p> <p>Age (young people)</p> <p>Women</p>	<p><u>Mitigation</u></p> <ul style="list-style-type: none"> - Engaging with businesses and communities to discuss transport options in the lead up to the Games and encouraging (where possible) flexible working arrangements - Introduction of temporary measures to make efficient use of the network - Introducing temporary event services to alleviate pressure on the network and provide surge support to cope with the extra demand (for instance, a number of dedicated spectator and workforce accessible shuttle services and temporary park and rides etc.). - Investing in new or/and improving existing infrastructure to help meet the extra demand, including bike share and improved transport links on cycle routes, additional cycling and walking routes, Metro, Sprint and rail network infrastructure improvements - Working with bus and train operators to understand the potential for providing extra temporary capacity and connectivity to accommodate increases in passenger numbers - Metro wise, services will be extended at peak times to ensure

	<p>users (reliant on public transport to get around) as well as disabled public transport users and disabled spectators</p>	<p>residents and visitors can travel at ease</p> <ul style="list-style-type: none"> -With Metro, capacity across the network will be managed with the use of ambassadors on board and at stops who will provide journey planning information and advice to those travelling -Rail wise, considerations on how train crew and rolling stock remains balanced to not only meet Games demand but also maintain efficient rail operations for every users. -Station management plans for all those stations where significant numbers of additional passengers are expected -Blue badge parking availability at all competition venues <p><u>Additional considerations</u></p> <ul style="list-style-type: none"> -Staff availability and presence in key, high demand locations (bus and rail stations etc.) is crucial as there will be visitors with no understanding of the local network; there will also be a number of regular commuters or and local games spectators who may need additional support due to overcrowding and network capacity issues. The effective deployment of volunteers in key interchanges (similarly to what is being planned with the Metro operations) is crucial and will help increase confidence in public transport use during the Games -Consider implementation of complementary services such as rideshare, taxis, coaches and ring and ride (for people unable to use conventional public transport) -Message consistency and clear
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		<p>messaging across the network is crucial to ensure disabled public transport users and other groups are not marginalised during the Games. There are likely to be access issues for wheelchair users, parents with small children, disabled public transport users with hidden disability and other public transport users with mobility difficulties. A combination of over-demand, under capacity, language barriers and overcrowding may have a detrimental impact on public transport usage for some groups – a number of considerations include clear messaging across the network; consistency of messaging across all operators; staff understanding of potential issues and a clear comms strategy of how they can be dealt with; promotion of voluntary visual aids that can help highlight that people may need additional support or/and may have a hidden disability.</p> <ul style="list-style-type: none">-Transport Hub Integration Group is developing Games time Station/transport hub plans for all of the designated stations or transport hubs. These will need to take into account key accessibility considerations and contingencies if things go wrong (i.e. lift breakdown and alternatives for wheelchair users).-Blue badge parking availability in venues acknowledges that a number of disabled people are either not able to use conventional public transport or/and may find it difficult with increased demand. Pre-bookable spaces in venues can help address this issue (along
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			with other measures such as availability of alternative services) but it is really important to model potential blue badge demand and ensure blue badge availability can, as far as practically feasible, help meet demand
Travel disruption caused by the Games is likely to impact some groups disproportionately	Travel disruption likely to negatively impact those groups heavily reliant on public transport to get around for employment, education or leisure who are likely to use or reside in key routes. This is not just due to increased travel demand (covered earlier in this table) but also in relation to disruption and journey delays as a result of diversion routes, stop relocations, parking restrictions and access to local access, road restrictions, loading restrictions etc.	<p>Lower socio-economic groups</p> <p>Race (minority ethnic groups – details in evidence, question 3)</p> <p>Disability</p> <p>Age (young people)</p> <p>Women</p>	<p><u>Mitigation</u></p> <ul style="list-style-type: none"> -Information campaign to raise awareness of changes (detailed in the information section of this table) so that people are aware and have contingency plans in place, where possible, in advance - Controlled parking zones to allow access for residents and local businesses - Engaging with businesses to discuss transport options in the lead up to the Games and encouraging (where possible) flexible working arrangements -Local residents engagement in relation to any temporary measures and input into final design ensuring access to properties is a key consideration -Temporary traffic regulation orders and traffic road notices to allow enforcement -Accessibility related resident needs will be identified and protected (blue badge, load zones etc.). -Greater investment into the West Midlands RTCC can help enhance the co-ordination of transport networks and services and minimise impact of disruptions. <p><u>Additional considerations</u></p>

			<p>It is crucial that any temporary infrastructure and other changes still meet key accessibility standards (i.e. temporary stop relocations) and that even individual changes are effectively and proactively communicated in a number of ways (for instance signage on a discontinued stop may not be spotted by visually impaired bus users)</p>
<p>Access to venues</p>	<p>Accessibility of cycling and walking Games' options (routes, signage, infrastructure)</p> <p>The protected groups described in question 3 (also see column 3 of this table) are under-represented in cycling, affordability and living conditions (locality etc.) as well as physical accessibility being issues</p> <p>Public transport or cycling/walking may not be a viable option for some disabled people especially if demand increase makes it harder to use public transport</p> <p>Public transport accessibility is already a concern for disabled people and that could be exacerbated under Games conditions (full or over capacity, congestion etc.)</p> <p>Accessibility of venues by public transport or/and car</p>	<p>Lower socio-economic groups</p> <p>Race (minority ethnic groups – details in evidence, question 3)</p> <p>Disability</p> <p>Age (young people)</p> <p>Women</p>	<p><u>Mitigation</u></p> <ul style="list-style-type: none"> --All events accessible by public transport which supports lower socio-economic groups -Introduction of temporary measures to make efficient use of the network makes transition to the venues faster and more efficient -Most venues located within walking distance of rail stations (though people with mobility or orientation difficulties may not benefit equally) -Implementation of route diversions and temporary stop relocations to improve access to the venues -Developing a park and ride offer to ensure drivers can safely park their cars and use public transport to the venues (hence enhancing options for residents/visitors who don't live in close proximity to transport links) -access audits of cycling and walking routes and key infrastructure which can help enhance information provision (i.e. to raise awareness of any access barriers that are identified that cannot be mitigated through a

	<p>– definition of walking distance, drop off points for car users, venue car parking options for blue badge users unable to use public transport etc.</p> <p>Accessible transport options for spectators who are not car users and cannot use conventional public transport</p> <p>Park and Ride accessibility – affordability, accessible connection services, walking distance to public transport or/and venues</p> <p>Journey times may be longer for disabled users</p>	<p>personalised journey planner)</p> <ul style="list-style-type: none"> - Introducing additional temporary services to alleviate pressure on the network and provide support for extra demand (for instance, a number of accessible shuttle services to venues, park and rides etc.). -Investing in new or/and improving existing infrastructure to help meet the extra demand, including bike share and improved transport links on cycle routes, Metro, Sprint and rail network infrastructure improvements -Assigned walking and cycling routes from transport hubs to venues supported by temporary signage, wayfinding and cycle parking - Working with bus and train operators to understand the potential for providing extra temporary capacity and connectivity to accommodate increases in passenger numbers -Metro wise, services will be extended at peak times to ensure residents and visitors can travel at ease -With Metro, capacity across the network will be managed with the use of ambassadors on board and at stops who will provide journey planning information and advice to those travelling -Rail station management plans for all those stations where significant numbers of additional passengers are expected -Blue badge parking availability at all competition venues -Dedicated areas for PHVs (as well as rideshare and demand responsive travel) -Identified pick-up and drop-off
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		<p>points for venues</p> <ul style="list-style-type: none"> -Extension to bus lane operational periods -Specific cycling measures to target those typically under-represented in cycling through schemes such as “cycling for everyone” -Park and ride and park and walk facilities -Investment in improvement to the canal network to make it easier to walk/cycle <p><u>Additional considerations</u></p> <p>A number of considerations included in previous sections. Additionally:</p> <ul style="list-style-type: none"> -While walking options are feasible for the majority of public transport users, such options are limited for people with mobility issues, especially when walkways are inaccessible. Key accessibility requirements for park and ride and park and walk or/and other interchange facilities need to be considered for people with mobility difficulties or/and who are not able to walk long or short distances to venues. -Accessibility considerations need to form part of all elements of transport planning and all infrastructure projects (i.e. proximity of parking spaces to shuttle services, clarity of information, accessibility of drop off points). A checklist of key considerations in line with key access standards can help support the auditing process -While taxis and PHVs have a great role to play in terms of
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		<p>meeting accessible transport requirements, not all taxis/PHVs are accessible. That combined with low regulation levels may result in negative impact for some customers. However, as taxis account (as per the taxi and private hire strategy) for nearly 5% of trips during the games it is crucial that, through early engagement, they are integrated into wider transport planning. Due to the number of spectators (and the relatively low number of available taxis/PHVs in the West Midlands compared to other major cities) it is also key to ensure efficiency of taxi utilization is maximized. All these considerations are captured within the taxi strategy which also highlights the need for integration with venue accessibility transport plans and with the broader accessible transport strategy, taking into account a number of issues and requirements (i.e. driver training and awareness – taxi driver behaviour being a long standing issue, especially for disabled customers)</p> <ul style="list-style-type: none"> -While a number of rail projects have been designed with accessibility in mind, ideally out of scope accessibility issues (platform edge tactile) should be considered for Perry Barr and University Station rail stations -cycling parking/facilities to consider accessibility for adapted bikes -Rail station management plans to consider staffing accessibility requirements (i.e. supporting increasing demand for wheelchair users) and whether a no booking
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			system could be supported during the Games
Affordability of travel	Affordability of travel is an issue for a number of groups more likely to be on the lower socio-economic spectrum.	<p>Lower socio-economic groups</p> <p>Race (minority ethnic groups – details in evidence, question 3)</p> <p>Disability</p> <p>Age (young people)</p>	<p><u>Mitigations:</u></p> <p>Volunteer provisions were covered in earlier sections</p> <p>Public transport included in the event ticket for spectators. Event staff and volunteers to have access to public transport</p> <p>Multi-modal capped ticketing can help inform better ticketing choices</p> <p>Concessionary tickets still valid during the games</p> <p><u>Additional considerations</u></p> <p>Transport ticketing provisions aside, Games ticketing affordability options should be considered (though not within the remit of this transport strategy)</p> <p>Ensure park and ride and other blue badge parking is available free of charge</p>
Information on changes and travel options	A number of service and temporary infrastructure and parking changes may be required in the lead up to and during the Games which is likely to have an adverse impact on a number of groups as per question three – these groups are less likely to access mainstream communication channels, standard formats etc. so may be unaware of the	<p>Lower socio-economic groups</p> <p>Race</p> <p>Disability</p>	<p><u>Mitigation</u></p> <p>-Communications campaign to state changes through a range of channels (digitally, in print and through resident leaflet drop off in affected routes – more details above)</p> <p>-Engagement with equality groups in the region, local and community based stations etc.</p> <p>-A dedicated journey planner for</p>

	<p>changes or/and may find it difficult to adapt and may need additional support to adapt</p> <p>Likewise, spectator information on the Games may not be equally accessible for all</p>		<p>travel during the Games</p> <ul style="list-style-type: none"> -Using the RTCC as a single source of data to help TfWM deliver better information and journey planning information and to facilitate the coordination of transport networks -Spectators and workforce will have access to public transport within their event ticket, simplifying ticket purchasing options -Journey planning information communicated to spectators with their Games ticket <p><u>Additional considerations</u></p> <ul style="list-style-type: none"> -Ensure the journey planner app is fully accessible and that all modes of transport are integrated within it The journey planner should offer accessible travel information to include information such as accessible walking routes, walking distance, wheelchair access options, designated pick-up and drop-off points etc. The journey planner should be tested with a number of access groups to ensure it is fully accessible - In consultation with access groups, ensuring signage and information is easy to understand, accessible for all (readability, colour contrast etc.) and available in a number of different formats (print, digital etc.) is key
<p>Safety concerns</p>	<p>Some groups are more likely to have safety concerns when using public transport</p>	<p>Race (minority ethnic groups – details in evidence, question 3)</p>	<p><u>Mitigation</u></p> <ul style="list-style-type: none"> -Additional resources deployed at key locations -Enhanced staff and volunteer

		Disability Age (young people) Women LGBTQ+	presence to offer reassurance
Enhancing spectators' and visitors' experience	Games spectators, athletes and the Games family will come from a wide range of backgrounds and are also likely to have language barriers – communication difficulties Disabled transport users or/and spectators may need additional support or/and may face additional barriers due to increased demand (which may also exacerbate other passenger negative behaviours), One of the key barriers to public transport for disabled passengers is staff and passenger behaviour	Race Disability LGBTQ+	<u>Considerations</u> -Ensure good equality and diversity practice is embedded in training provision for games volunteers and public transport staff (also included within Jobs and Skills Academy EqIA) -The public transport system in the region is not regulated – this means that there is a plethora of bus, train operators. Moreover, there is also minimal regulation for taxis and PHVs. It is crucial that the need for staff awareness is communicated to all operators. However, identifying what equality awareness is needed for Games purposes and providing operators with relevant resources and material can help support a consistent approach to training

6. Do you think that the policy in the way it is planned and delivered will have a negative, positive or no impact on any of the equality target groups (please tick as appropriate)?

Positive impact: where the impact on a particular group of people is more positive than for other groups

Negative impact: where the impact on a particular group of people is more negative than for other groups

Neutral impact: neither a positive nor a negative impact on any group or groups of people, compared to others.

EQUALITY TARGET GROUP	AGE	GENDER (including gender reassignment)	DISABILITY	MATERNITY	RACE	RELIGION/BELIEF	SEXUAL ORIENTATION	SOCIO-ECONOMIC
POSITIVE IMPACT	Yes	Yes	Yes		Yes		Yes	Yes
NEGATIVE IMPACT								
NEUTRAL IMPACT				Yes		Yes		

The aim of the transport plan is to deliver successful transport operations to ensure everyone involved in competing, watching, administering and reporting on events are transported in a safe and efficient manner whilst also making sure that any disruption to current users of the transport network is kept to a minimum. To support access for all a number of actions have been considered (see mitigations in question 5) and a number of additional considerations have been included within this EqIA (see question 5 and question 8 – action plan). Effective delivery of these will help ensure the Games offers a positive experience for all and any negative impact is averted, as far as practically possible.

7. If adverse/negative impact is noted to any of the listed equality target groups, can it be justified, i.e. on the grounds of promoting equality of opportunity for any other group/s?

Not applicable

8. ACTION PLAN

What practical actions can be taken to promote inclusion and reduce/remove any adverse/negative impact?

Issues to be addressed	Actions required	Timescales	How would you measure impact/outcomes in practice
Addressing increased travel demand and travel disruptions	<ul style="list-style-type: none"> • Explore ways to ensure sufficient staff and volunteering availability and presence in key, high demand locations (bus and rail stations etc.) is crucial • Access and inclusion issues in relation to over-demand, under-capacity, language barriers, access needs and overcrowding should be considered in relation to transport operations and effectively communicated to transport staff—both in terms of mitigating risks and clear and consistent messaging across operators. • Promote voluntary visual aids that can help highlight that people may need additional support or/and may have a hidden disability • Station management plans to take into account key accessibility considerations and contingencies. Similar station management plans should be considered for bus 	Now – embed within plans and strategy	<ul style="list-style-type: none"> -Sufficient staff presence in key venues and interchanges -Customer satisfaction and reduced number of incidents -Transport staff confident in their understanding of games access and inclusion considerations -Visual aids used on public transport during the games -Accessibility embedded within station plans -Blue badge availability in venues covers demand -All infrastructure (temporary or otherwise) meets key accessibility standards

	<p>stations likely to be heavily used during the Games and for Metro operations</p> <ul style="list-style-type: none"> • Work with the venue planning teams to highlight the need to model potential blue badge demand and ensure blue badge availability can, as far as practically feasible, help meet demand • Ensure accessibility considerations included for all temporary infrastructure measures/changes (i.e. temporary bus stops) 		
<p>Access to venues for all</p>	<ul style="list-style-type: none"> • Consider and communicate travel alternatives to park and walk for passengers with mobility difficulties or/and who are unable to walk long or short distances to venues • Develop a checklist of key considerations for infrastructure project to help support the auditing process and to help ensure accessibility considerations form part of all elements of transport planning • Ensure taxi and PHVs strategy is integrated with venue accessibility transport plans and the wider transport strategy • Consider (currently out of scope) accessibility enhancements for 	<p>Now – embed within plans and strategy</p>	<ul style="list-style-type: none"> -Customers with mobility difficulties able to travel the venues without additional effort and within a reasonable time frame -Checklist of access needs developed and used -Effective taxi operation during the games that meets demand and offers an accessible service -New/refurbished rail projects fully meet accessibility requirements -cycling infrastructure accessible for disabled cyclists -free parking for blue badge holders

	<p>Perry Barr and University Station (platform edge tactiles) in time for the Games</p> <ul style="list-style-type: none"> • Ensuring cycling parking facilities are designed with accessibility considerations in mind • Liaise with train operators to ensure rail station management plans consider infrastructure and staff accessibility requirements (i.e. staff availability to support customers who need additional support) • Ensure blue badge parking in park and rides is free 		
<p>Inclusive information provision</p>	<ul style="list-style-type: none"> • Ensure full user accessibility of the journey planner app and that all modes of transport are integrated within it (including taxis and PHVs). • Ensure the journey planner offers accessible travel information to support an enhanced, trouble-free travel experience for disabled users • The journey planner should be tested with a number of access groups to ensure it is fully accessible 	<p>Now – embed within plans and strategy</p>	<p>-An accessible journey planner that meets user needs (meeting key app accessibility standards) -testing with disability groups taken place and recommendations embedded in design and development -inclusive information provision and signage developed</p>

	<ul style="list-style-type: none"> • Games signage and information needs to be easy to understand and accessible. Testing with key equality groups can help support this 		
<p>Enhancing spectator and visitor experience</p>	<ul style="list-style-type: none"> • Ensure good equality and diversity practice is embedded in training provision for games volunteers and public transport staff (also included within Jobs and Skills Academy EqIA) • Effectively communicate to operators the need for staff awareness on equality and inclusion issues. Develop and communicate a number of resources or/and principles for operators that can help support a consistent approach to training 	<p>Now – embed within plans and strategy</p>	<ul style="list-style-type: none"> -customer satisfaction -fewer complaints/incidents -transport staff abreast of equalities and confident in their ability to support customers



Transport Scrutiny Sub-Committee

Date	24 November 2021
Report title	City Region Sustainable Transport Settlement
Accountable Chief Executive	Anne Shaw Interim Managing Director TfWM email: anne.shaw@tfwm.org.uk
Accountable Employee	Mike Waters, Director of Policy, Strategy & Innovation email: mike.waters@tfwm.org.uk
This report has been considered by	WMCA Board 17 September 2021

Recommendation(s) for action or decision:

Transport Scrutiny Sub-Committee is recommended to:

1. Note an update on the WMCA's City Region Sustainable Transport Settlement with Government and on the next steps that are set out in section 7.1-7.5.

1. Purpose

- 1.1 To provide an update on the regional transport infrastructure programme with Government, which forms part of the City Region Sustainable Transport Settlement (CRSTS). The Budget/Spending Review 2021 confirmed a WMCA allocation of £1.05bn for 2022-27.

2. Background

- 2.1 CRSTS is a five-year capital settlement to enable the region to achieve its ambitions in terms of transport investment. The fund is overseen by DfT and aligns with the planned publication of a new Local Transport Plan (LTP). CRSTS commences in 2022-23 with £8.9m allocated to the West Midlands in 2021-22 to assist preparation and delivery of the settlement.
- 2.2 On 20 July 2021, WMCA and other Mayoral Combined Authorities received guidance from DfT pertaining to the CRSTS. Previously badged as the Intracity Transport Settlement, the fund is a five-year capital settlement to enable the region to achieve the Government's ambitions in terms of Transport investment, Carbon reduction, economic growth and levelling up.

3. CRSTS Prospectus

- 3.1 Issued guidance by DfT set out that the WMCA area was given a funding range of between £780m - £1,280bn. This would include the final year of Transforming Cities Fund (TCF), Integrated Transport Block (ITB) and Highway Maintenance Grants as part of a 5-year funding programme.
- 3.2 In response to the guidance, a WMCA CRSTS investment prospects was developed and set out against Government priority outcomes of;
 - Growth and Productivity
 - Levelling up
 - Decarbonisation
- 3.3 However, the prospectus was developed locally and identified Programme Themes which were based on their alignment to emerging LTP, as well as Government priorities. This provided the framework for programme development and also included the principle of replacing the current Integrated Transport Block (ITB) allocations with Local Network Improvement Plans for each CRSTS programme theme.
- 3.4 This equates to a £107.5m 5-year rolling programme budget across the local authorities and TfWM. This will facilitate the continued delivery of minor schemes as per the current ITB funding. The current budget allocated for Local Network Improvement Plans represents a 21% increase on current ITB funding and a 18% increase on current maintenance block funding was also included.

- 3.5 The investment prospectus submitted by the WMCA totalled £1.732bn. This included an over programming of 35% (£452m), but also aimed to provide over £500m in local match funding. A total programme of £2.289m submitted to Government.
- 3.6 A draft prospectus was approved by WMCA Board on 17th September, which was developed in partnership between TfWM and the constituent authorities. The prospectus made the case for a funding programme which supports the long-term ambitions for the area and a strategic case for investment.

4. WMCA settlement allocation

- 4.1 The WMCA formally submitted a full prospectus for £1.732bn of asks to DfT on 29th September 2021 (against an upper advised limit of £1.28bn). Ongoing negotiations took place between TfWM, Treasury and DfT during October 2021.
- 4.2 The Budget/Spending Review has confirmed a WMCA allocation of £1.05bn for 2022-27. Any final programme will have to be formally agreed with Government.
- 4.3 The first-year funding (2022-23), includes the final year of the TCF. The settlement also includes future allocations of existing devolved grants i.e. ITB and Highway Maintenance Block Grant. ITB has been historically calculated on a per capita basis by DfT and paid to the WMCA. Highway Maintenance Block Grant (including the incentive fund and potholes fund) is based on a technical formula set by DfT for each highway authority (except Birmingham).
- 4.4 If the historic arrangement was to be continued broad assumptions could be used to calculate what ITB and Highway Maintenance Block Grant allocations would have been beyond 2021/22*, as set out below.

WMCA	2022/23	2023/24	2024/25	2025/26	2026/27	Total
ITB	£17.75m	£17.75m	17.75m	£17.75m	£17.75m	£88.75m
Highway Maintenance Block Grant	£20.35m	£20.35m	£20.35m	£20.35	£20.35m	£101.75m
TCF	£71.5m					£71.5m
					Total	£262m

**It is to be noted that this assumption is only made for the purposes on understanding new monies to the WMCA. The bid to government included an uplift for both ITB capital and Maintenance as part of the proposals.*

- 4.5 Removing TCF and the above assumptions on what the continuation of existing devolved grants might have looked like, the additional new money available to WMCA totals £788m over a five-year period. With the proposed Local Network Improvement Plans and Highway Maintenance Grant uplifts, as set out 3.4, this amount would reduce further.
- 4.6 It should be noted that Birmingham City Council receives a separate settlement for highway maintenance, through its PFI arrangements with the DfT. This equates c.£50m per annum (£250m over the CRSTS period) and includes PFI credits and additional Birmingham City Council investment.

5. Developing a revised West Midlands CRSTS programme

- 5.1 The WMCA's investment prospectus submission was above the funding range which government indicated was available. DfT have confirmed that WMCA were not marked down for submitted a bid above this range. No MCA area received the maximum range of their submitted bids.
- 5.2 The local contribution that had been identified in the bid was significantly larger than other MCA's bids, however, some of it was predicated on achieving the full bid value which was above the top of the range (£1.7bn) so could not be guaranteed.
- 5.3 TfWM are now in discussions with DfT and Treasury to understand the next phase of the process to release the funding and what specific funding conditions HMG will apply to the West Midlands allocation. These are likely to reflect requirements to deliver cycle and bus infrastructure to a certain minimum level of standard; requirements for quantified de-carbonisation and various monitoring and evaluation requirements. Some schemes will be likely to be retained for final approval by DfT.
- 5.4 Government is also set to issue detailed guidance on how the statutory LTPs will need to demonstrate quantifiable carbon impacts, as set out in its Transport Decarbonisation Plan and national Net Zero Strategy.
- 5.5 Officers from TfWM and the constituent authorities are already working together to assimilate any HMG requirements in a local process to transparently prioritise the current £1.732bn programme to match the available funding. This will focus on deliverability, specific fund criteria and ability to achieve the outcomes set out in the prospectus approved by the CA Board in September. This will result in series of recommendations and dialogue with the Strategic Transport Board prior to further consideration by Board.
- 5.6 Recommendations for Board will include addressing how the principles captured in the bid are carried forward. This will cover issues such as how the replacement of Integrated Transport Block funding at an enhanced level (delivered in CRSTS under similar principles but through a series of Local Network Improvement Plans); and increased funding for highways maintenance will be met within the total available allocation.

6. Alignment to other new national funding streams

- 6.1 The Budget/Spending Review 2021 also announced £1.2bn of new bus funding to deliver improvements in fares, services and infrastructure. This will be set out in the published Bus Service Improvement Plans (BSIP), the WMCA's BSIP is was submitted to DfT on 5th November 2021.

- 6.2 Advice received from Urban Transport Group suggested that the national BSIP funding will be evenly split between capital and revenue. It is understood that Government is likely to focus the capital elements of the BSIP on investing in areas that do not have a CRSTS allocation. This may place additional pressure on the CRSTS allocations, as Government are still likely to require similar outcomes regarding improvements to the public transport system.
- 6.3 Recent written DfT correspondence on the TfWM/WMRE unsuccessful Restoring Your Railways Fund bids and unsuccessful Levelling Up Fund bid (Metro depot expansion) may also add further pressures to the already over-programmed CRSTS prospectus programme. It should also be noted that in September 2021, WMCA Board agreed the principle that in the event the £50m Levelling Up Fund bid for the Metro Depot was not successful, the project would have a high-priority call against the CRSTS.

7. Next steps

- 7.1 Confirmed funding of £1.05bn provides a great opportunity for the WMCA area to bring forward schemes which would not otherwise have been possible.
- 7.2 A further round of local prioritisation is required to match the programme to the confirmed allocation. The WMCA and local authority partners will need to satisfy government requirements to deliver against the settlement outcomes. This will also require direction and approval from WMCA Leaders and the Mayor. It is planned to come to either the January or February 2022 CA Board for formal approval of a recommended programme and final programme level business case (which DfT and HMT will need to approve).
- 7.3 Resources within TfWM, constituent authorities and delivery partners will need to be ramped up to manage the scale of any final programme. This is supported by the £8.9m of capacity revenue funding which WMCA Board approved the distribution of in September 2021.
- 7.4 As soon as HMG have confirmed the grant conditions and requirements for the final programme level business case a more detailed view of the impact on programme prioritisation can be formed. Monitoring and Evaluation will also be important as we will need to demonstrate impact of funding and delivery progress to inform future settlement rounds.
- 7.5 A programme level business case has to be developed and submitted to Government before April 2022.

8. Financial Implications

- 8.1 The Financial Implications are set out in the report.

9. Legal implications

- 9.1 There are no direct legal implications arising in regards to the recommendations set out in the report. Notwithstanding this, Legal notes that the capital projects identified in respect of the Settlement will require legal support and assistance to facilitate the delivery of those projects. Given this, legal will assist and support as necessary particularly in ensuring that funding agreements between the parties set out terms and conditions on which the funding is being made available by WMCA. The WMCA will need to ensure that decisions around programming after agreed allocation follow the usual principles of good governance including transparency, equitability and proportionality.

10. Equalities implications

- 10.1 The proposed programme is likely to help support connectivity and improve the transport network, with a subsequent positive equality impact. At design stage individual schemes would need to undergo equality impact assessment to ensure equality considerations are embedded. Following confirmation of the funding allocation a full programme level business case will be required by HMG and this will include a comprehensive equalities assessment.

11. Inclusive Growth Implications

- 11.1 The schemes for investment have been selected by theme and location and ensure that many of the region's most underinvested places are prioritised. This potentially covers several of the inclusive growth fundamentals:
- Climate resilience: resulting from investment into low carbon modes of transport and demand reduction.
 - Connected Communities: creating the right sort of mobility for the right places, based on social links as well as economic ones.
 - Health and Wellbeing: making it easier to choose active travel modes and improving air quality.
 - Equality: ensuring that people can access mobility regardless of where they live in the WMCA area.
 - Inclusive Economy: ensuring that people can travel quickly and conveniently to employment opportunities.
- 11.2 As this proposal will not be funded in full, it is important consider the programme match against the final allocation, to ensure that areas with the greatest need are not disadvantaged. Any areas not benefiting from direct CRSTS investment should be considered for application of other funding pots wherever possible.

12. Geographical Area of Report's Implications

- 12.1 The report encompasses the West Midlands region. The CRSTS fund is specifically targeted at the constituent authority area, with existing Integrated Transport Block and maintenance funding for this area being wrapped in and the fund being attached to a requirement for a refreshed Local Transport Plan.
- 12.2 Notwithstanding this many of the identified initiatives provide significant benefit to the wider travel to work area, and as the LTP is refreshed continued dialogue will be held with non-constituent Transport Authorities to ensure good alignment and synergy between priorities and investment proposals.

13. Other Implications

- 13.1 There are no other implications

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Transport Scrutiny Sub-Committee

Work Programme

Title of Report	Description of Purpose	Date of Meeting	Lead Officer/Member
Portfolio Lead for Transport Q&A (Policy): Lead Member Response to the recommendations presented to the Overview & Scrutiny Committee	To receive a formal response to the recommendations and/or considerations presented to the Overview & Scrutiny Committee on 8 November 2021	17 January 2022	Lyndsey Roberts
Fares & Ticketing: Products and Services and Marketing the Benefits	To receive an update on the work ongoing in respect of fares and ticketing and raising public awareness	17 January 2022	Matt Lewis
Q&A: Transport Delivery - 23 February 2022			
Transport Champions for addressing violence against women and girls	To receive an update on the Government Strategy to ensure women and girls are safe everywhere, and work undertaken to date.	23 March 2022	Anne Shaw Laura Shoaf

Title of Report	Description of Purpose	Date of Meeting	Lead Officer/Member
Active Travel Fund - Snapshot Summary	To receive an update on this matter.	23 March 2022	Emma Crowton

EST MIDLANDS COMBINED AUTHORITY FORWARD PLAN: JANUARY 2022 - MARCH 2022

Title of Report	Summary of purpose and recommendations	Lead Portfolio Holder	Lead Officer	Confidential	Category
Meeting 14 January 2022					
Establishing an Independent Remuneration Panel	<p>Purpose: To seek approval to setting up an Independent Remuneration Panel following recommendations arising out of the review of WMCA governance.</p> <p>Recommendation(s): That an Independent Remuneration Panel be establish and report back on its recommendations in respect of mayoral and member allowances relating to WMCA meetings.</p> <p>Rationale/Background: The WMCA Board undertook a review of its governance during 2021 and were recommended to review the allowances that were paid to the Mayor and members involved in WMCA meetings. An Independent Remuneration Panel undertakes this review and submits its recommendations to the WMCA Board.</p>	n/a	Satish Mistry	no	Governance
Draft Annual Business Plan 2022/23	<p>Purpose:</p> <p>Recommendation(s):</p> <p>Rationale/Background:</p>	n/a	Laura Shoaf	No	Policy



Title of Report	Summary of purpose and recommendations	Lead Portfolio Holder	Lead Officer	Confidential	Category
Local Transport Plan Consultation Approval	<p>Purpose: The 26th UN Climate Change Conference of the Parties (COP 26) will take place in Glasgow in November 2021. Following the Summit with Leaders on the future of West Midlands transport strategy in September, a short LTP ‘prospectus’ will be published to tie in with the UK hosting COP26. The prospectus is proposed to be a short high-level document which will affirm the West Midland’s commitments to working towards achieving a net zero transport system in the shortest possible time. The document will provide high level messages around the emerging ambition for the new Local Transport Plan.</p> <p>Recommendation(s):</p> <ul style="list-style-type: none">• That CA Board approves the high level principles which will be used to frame a new West Midlands LTP• That CA Board approves the publications of the LTP COP Prospectus• That CA Board notes the programme for taking the LTP to consultation and through to formal adoption <p>Rationale/Background: WMCA has a statutory duty to develop and implement a Local Transport Plan. Rapid decarbonisation of the transport system is a priority for a new WM LTP reflecting the ambition of the WM2041 strategy and the requirements of the UKs legal requirement to decarbonise by 2050.</p>	Cllr Ian Ward	Laura Shoaf	No	Transport



Title of Report	Summary of purpose and recommendations	Lead Portfolio Holder	Lead Officer	Confidential	Category
	<p>The West Midlands aims to be a leader within the green industrial revolution and the LTP provides an opportunity for the region to show Leadership in this space.</p>				
Bus Delivery Options	<p>Purpose: To update CA Board on work undertaken over the last 18 months to assess delivery mechanisms for bus services in the West Midlands Region.</p> <p>Recommendation(s):</p> <ol style="list-style-type: none">1. To approve the development of a Full Business Case assessment for Bus Franchising in the West Midlands, (funded through the Intracity Transport Fund?)2. To continue to explore alternative mechanisms to deliver the region's Vision for Bus whilst achieving long-term best value for public funding <p>Rationale/Background: In 2019, CA Board asked TfWM to assess future delivery options for Bus Services in the West Midlands in order to best achieve the objectives of the CA's adopted Vision for Bus. This work has reviewed options available to TfWM under the Bus Services Act 2017, including Franchising, and concludes there would be a positive case for undertaking a Full Business Case assessment.</p>	Cllr Ian Ward	Anne Shaw	No	Transport



Title of Report	Summary of purpose and recommendations	Lead Portfolio Holder	Lead Officer	Confidential	Category
	This report will seek approval to progress the Full Business Case and consider how TfWM will, at the same time, continue to develop alternative mechanisms to try and address the identified challenges within the current market through the ongoing development of partnership approaches.				
Draft WMCA Budget 2022/23	Purpose: Recommendation(s): Rationale/Background:	Cllr Bob Sleigh	Linda Horne	No	Finance
Financial Monitoring 2021/22	Purpose: To outline the latest financial position of WMCA and provide an update on any current financial matters affecting WMCA. Recommendation(s): Rationale/Background:	Cllr Bob Sleigh	Linda Horne	No	Finance
Full Business Case - SME Equity Paper 'WM Co-Invest'	Purpose: The Outline Business Case was approved at WMCA Board in July 2021. This Full Business Case paper notes progress, funding and the delivery model. Recommendation(s): The report will recommend commencement of the fund, subject to satisfactory progress through the WMCA assurance process pre-board.	Cllr Bob Sleigh	Linda Horne	No	Finance

Title of Report	Summary of purpose and recommendations	Lead Portfolio Holder	Lead Officer	Confidential	Category
	<p>Rationale/Background: West Midlands Co-Invest is a Co-Invest Equity Fund designed to facilitate investment into growth SMEs in the West Midlands, aid economic recovery and enhance the SME ecosystem.</p>				
<p>Appointment of WMCA Director of Law & Governance</p>	<p>Purpose: To appoint a permanent Director of Law & Governance to the WMCA.</p> <p>Recommendation(s): To appoint a named applicant.</p> <p>Rationale/Background: Following the resignation of the former director, the position has been covered on an interim basis. This report will recommend the appointment of a permanent Director of Law & Governance to the WMCA.</p>	n/a	Linda Horne	No	Governance
<p>Equality Scheme 2022 - 24</p>	<p>Purpose: To provide a summary of Equality Scheme objectives and inform the board of provisional timescales for publication of the scheme.</p> <p>Recommendation(s): 1. Approve the 2022 - 24 Equality Scheme and Action Plan.</p> <p>Rationale/Background: The Equality Act 2010 requires public bodies to publish one or more equality objectives at up to four-year intervals to support the key aims of the public sector equality duties, namely to (a) eliminate unlawful discrimination, harassment and victimisation; (b) advance equality of opportunity between different groups, and (c) foster good relations between different groups.</p>	Cllr Brigid Jones	Ed Cox	No	Inclusive Communities

Title of Report	Summary of purpose and recommendations	Lead Portfolio Holder	Lead Officer	Confidential	Category
City Region Sustainable Transport Settlement Programme	<p>Purpose: To approve the final programme and programme level business case for the CRSTS programme.</p> <p>Recommendation(s):</p> <p>Rationale/Background: Following a decision of the WMCA Board in September 2021 to make a submission for funding to Government, this report will approve the final programme and business case for that submission.</p>	Cllr Ian Ward	Anne Shaw	No	Transport
Commonwealth Games Transport Plan	<p>Purpose: A draft transport plan was consulted upon with statutory stakeholders and underwent an engagement exercise with the public in June 2021- September 2021. The transport plan is being updated to reflect changes as a result of the consultation and engagement exercise and will be based on the latest information available at the time of writing.</p> <p>Recommendation(s): To approve the final version of the transport plan for the Commonwealth Games.</p> <p>Rationale/Background: In 2019, WMCA Board agreed the guiding principles for a transport plan, following an engagement exercise to gather feedback from residents, business and wider Games partners. This Games Transport Plan provides a more detailed framework about the guidance and information on the transport arrangements during the Games.</p>	Cllr Ian Ward	Anne Shaw	No	Transport
Regional Air Quality Framework	<p>Purpose:</p>	Cllr Ian Courts	Ed Cox	No	Environment & Energy



Title of Report	Summary of purpose and recommendations	Lead Portfolio Holder	Lead Officer	Confidential	Category
	<p>Recommendation(s):</p> <p>Rationale/Background: This report aims to give an overview of the sources, levels and impacts of air pollution across the West Midlands. It briefly reviews existing work that is taking place to address poor air quality, and provides an indicative summary of additional interventions that might be adopted.</p>				
Meeting 11 February 2022					
Annual Business Plan 2022/23	<p>Purpose:</p> <p>Recommendation(s):</p> <p>Rationale/Background:</p>	n/a	Laura Shoaf	No	Policy
Final WMCA Budget 2022/23	<p>Purpose:</p> <p>Recommendation(s):</p> <p>Rationale/Background:</p>	Cllr Bob Sleigh	Linda Horne	No	Finance
Net Zero Neighbourhood	<p>Purpose:</p> <p>Recommendation(s):</p> <p>Rationale/Background:</p>	Cllr Ian Courts	Ed Cox	No	Environment & Energy

Title of Report	Summary of purpose and recommendations	Lead Portfolio Holder	Lead Officer	Confidential	Category
Regional Air Quality Framework	<p>Purpose:</p> <p>Recommendation(s):</p> <p>Rationale/Background: This report aims to give an overview of the sources, levels and impacts of air pollution across the West Midlands. It briefly reviews existing work that is taking place to address poor air quality, and provides an indicative summary of additional interventions that might be adopted.</p>	Cllr Ian Courts	Ed Cox	No	Environment & Energy
Meeting 18 March 2022					
Financial Monitoring 2021/22	<p>Purpose: To outline the latest financial position of WMCA and provide an update on any current financial matters affecting WMCA.</p> <p>Recommendation(s):</p> <p>Rationale/Background:</p>	Cllr Bob Sleigh	Linda Horne	No	Finance
cEMV (Contactless Ticketing) Broker	<p>Purpose:</p> <p>Recommendation(s):</p> <p>Rationale/Background:</p>	Cllr Ian Ward	Anne Shaw	No	Transport
Ultra-Rapid Charging Spine	<p>Purpose:</p> <p>Recommendation(s):</p>	Cllr Ian Ward	Anne Shaw	No	Transport



Title of Report	Summary of purpose and recommendations	Lead Portfolio Holder	Lead Officer	Confidential	Category
	Rationale/Background:				
Mobility Hubs	Purpose: Recommendation(s): Rationale/Background:	Cllr Ian Ward	Anne Shaw	No	Transport
Enhanced Bus Service Corridor	Purpose: Recommendation(s): Rationale/Background:	Cllr Ian Ward	Anne Shaw	No	Transport

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