



## Transport Delivery Committee

<b>Date</b>	6 September
<b>Report title</b>	2022 Commonwealth Games Capital Projects - Update
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<b>Report has been considered by</b>	TfWM Leadership Team

**Recommendation(s) for action or decision:**

**Transport Delivery Committee is requested to:**

1. To note the TfWM capital projects which will support the 2022 Commonwealth Games.

## **1.0 Purpose**

- 1.1 To provide this committee with a summary and progress update for capital projects which are being developed and delivered to support the 2022 Commonwealth Games.

## **2.0 Background**

- 2.1 In March 2017, Durban withdrew as hosts for the 2022 Games and the Commonwealth Games Federation (CGF) announced a competition for a replacement Host City. On 28 April 2017 the UK Government agreed to submit an expression of interest to host the 2022 Games. The Government's Commonwealth Games Delivery Unit (CGDU) – part of the Department for Digital, Culture, Media and Sport (DCMS) – released details of the competitive process, agreed with the CGF. The 2022 Games are due to be held from 28th July to the 6th August 2022, with the opening and closing ceremonies being on 27th July and 7th August respectively.
- 2.2 The Birmingham Commonwealth Games Bid Company discussed the possibility of Birmingham bidding to host in 2022. A decision was made to engage with the CGDU's competitive process to host the 2022 Commonwealth Games.
- 2.3 An extensive formal submission was made to the CGF on 30<sup>th</sup> September 2017 with the support of local partners and the CGDU. This submission included a significant element on transport and in particular the provision of new infrastructure to support the Games. A key focus was placed on making Birmingham 2022 a public transport focused Games. As part of the submission a number of existing transport infrastructure schemes were identified from within the 10 Year Delivery Plan for Transport and were aligned to the bid.
- 2.4 In December 2017, the CGF announced that Birmingham had been announced as the host city for the 2022 Games. Following this announcement, significant engagement has been ongoing with partners including West Midlands Combined Authority (WMCA), Transport for West Midlands (TfWM) and local authorities on establishing governance and reporting arrangements.
- 2.5 Improvements in public transport, walking and cycling infrastructure will not only provide safe, secure, reliable and efficient links to the Commonwealth Games, but will also leave a lasting and meaningful legacy for Birmingham and the wider West Midlands Metropolitan Area. The delivery of priority projects will connect residents and visitors to employment opportunities and vital services, whilst contributing to a successful, vibrant, healthy and sustainable West Midlands. Key projects which are to be taken forward to support the Commonwealth Games include:
- A Sprint bus rapid transit network will bring new, purpose built vehicles, given priority over general traffic; offering an attractive and reliable service with improved journey times for commuters and the wider public.
  - A modern, revitalised Perry Barr transport network will include a transformed rail station and a rationalised highway network prioritising sustainable modes. This will play a vital role in the regeneration of the area, bringing excellent accessibility and connectivity to those attending the Games in 2022 and living in the new community post games.

- Significant improvements to University Station will provide a step change in public transport access to ensure local communities and the world renowned University and Hospital are connected to the local, regional and national transport networks.
- The delivery of the West Midlands Regional Transport Coordination Centre (RTCC) to enhance local control of the West Midlands transport networks through greater regional coordination.

2.6 Further details on the projects being taken forward by TfWM are provided from section 5 onwards.

2.7 The transport infrastructure enhancements that will be delivered for the Commonwealth Games are part of TfWM's vision for an integrated transport system that will strengthen the area's economic, social and environmental sustainability.

2.8 These infrastructure enhancements will be delivered alongside other key infrastructure projects to support the Commonwealth Games and provide longer term legacy benefits. This includes the Athlete's Village, A34 highway improvements and the Aquatics Centre. There will be significant coordination between TfWM and the Local Authorities on all of these infrastructure projects to ensure that efficiencies are realised.

### **3.0 Impact on the Delivery of the Strategic Transport Plan**

3.1 The impact of the contents of this report on delivery of the 15 STP 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

3.2 The policies that are supported 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 8 – To improve connections to new housing development locations to help them flourish, primarily through sustainable transport connections.

## 4.0 Wider WMCA Implications

- 4.1 The report deals with identified priority transport schemes from the Delivery Plan for Transport which are located within the Metropolitan Area, but will serve to improve connectivity across the wider WMCA through improved links on key corridors.

## 5.0 Sprint – Bus Rapid Transit Network

### *Summary*

- 5.1 This project will provide three new Sprint routes by 2022: Walsall Town Centre to Birmingham City Centre (A34); Birmingham City Centre to Birmingham Airport and Solihull (A45); and Sutton Coldfield to Birmingham via Langley (SBL). The proposed routes serve several key destinations and areas of growth across the region including Great Barr, Alexander Stadium, Perry Barr, Yardley, Digbeth, the NEC, and Aston. Each route will also serve the Curzon Street interchange which will provide links to HS2 when the service is operational.
- 5.2 Sprint is a bus based rapid transit mode which is part of the vision for the future network of world class public transport in the West Midlands, this means faster journeys, improved reliability, higher quality public transport environment, greener environment, and easier access to transport and our communities. These public transport improvements are an essential part of the HS2 Connectivity Package, Commonwealth Games Transport plan, Solihull Connected, Birmingham Connected, and the TfWM Strategic Transport Plan.
- 5.3 The Sprint offer focuses on delivering journey time reliability through highway interventions and signal priority, improving boarding times through multiple vehicle entrances and off board ticketing, and is a corridor focussed public transport solution.

### *Progress*

- 5.4 The Strategic Outline Case for these schemes were approved by the WMCA between May and July 2017. An Optional Appraisal Report with concept designs was complete for each scheme by February 2018, and the preliminary designs have been agreed for public consultation. Key stakeholders have been engaged with the schemes and public consultation will start week commencing 20th August 2018 for 6 weeks.

### *Key milestones – all schemes*

- |                            |                              |
|----------------------------|------------------------------|
| • Public consultation      | September 2018               |
| • Detailed Design          | March 2019                   |
| • Main Construction period | January 2020 – December 2021 |
| • Full scheme completions  | March 2022                   |

### *Project Cost*

- 5.5 The total estimated scheme value for the three schemes is currently £110.1m. The overall project budget includes vehicles, Sprint stops, traffic signal upgrades, highway infrastructure, and project management.

## 6.0 University Station

### *Summary*

- 6.1 University Station was opened in 1978 to a design that foresaw maximum for a patronage of 400,000 and last year (2017) some 3.3million passengers passed through the station. Patronage is forecast to increase as development continues in the wider University and Hospital area and when new, six-carriage rolling stock is introduced in May 2021. Hockey and squash events for the 2022 Commonwealth Games will be held at the University of Birmingham, generating high demand during the Games period. The opening of HS2 Phase 1 in 2026 (followed by Phase 2A in 2027) will lead to further patronage growth. The long-term plan is that the Children's Hospital will relocate to Edgbaston, stimulating further travel demand. Patronage in 2022 is forecast at 5+ million and by 2026 7+ million.
- 6.2 The new University Station will be a magnificent flagship station which will provide seamless movement from platform to the QEH / Women's Hospitals, direct to the University campus via a link bridge over the canal and non-rail user access. Direct access will be provided to the canal towpath, facilities will be provided for buses, taxis and cyclists and public realm treatment will be to a high standard, respecting the Roman Fort at Metchley (a Scheduled Ancient Monument).

### *Project Progress*

- 6.3 The Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP) Board have conditionally approved a £10 million Local Growth Fund (LGF) allocation. Approval of the drawdown of £2 million development funding is expected by the Programme Delivery Board on 6<sup>th</sup> September. Discussions are well advanced with other key funding partners and Heads of Terms are being drafted. A high-level Project Steering Group has been established and meets on a six-weekly basis. The Procurement Strategy is being finalised alongside a full cost profile and programme. The Land and Consents strategy is being reviewed and a Pre-Application will be made to Birmingham City Council during September. A Design Review Workshop was held earlier in the summer, which included all Partners to capture key requirements of the new station which will need to be incorporated into the design. This workshop resulted in additional work being undertaken to determine whether the patronage forecast growth figures for 2043 align with Network Rail figures (including non-rail users of the station).

### *Key Milestones*

- Single Option Selection November 2018
- Detailed Design August 2020
- Construction September 2020 – November 2021
- Scheme Completion January 2022

### *Project Cost*

- 6.4 Estimated budget cost for the entire project including all fees and public realm/car park area is £40m (excluding the cost of the footbridge over the canal which will be funded separately by the University).

## **7.0 Perry Barr Rail & Bus Interchange**

### *Summary*

- 7.1 With the Commonwealth Games being held in Birmingham in 2022, key sites have been distributed throughout the region. Perry Barr will be home to events at the Alexander Stadium, a short walk up the Walsall Road from Perry Barr station. The Athletes' Village will be constructed on the former site of Birmingham City University, on the eastern side of the A34 to the railway station.
- 7.2 The project is currently in the early development phases, with consultants appointed to design a revitalised rail station and bus interchange which meets a number of mandatory requirements from key stakeholders. The project team are currently information gathering to assist with option development for both the station and interchange.

### *Project Progress*

- 7.3 A Visioning Workshop took place on the 20th July 2018, with key partners from TfWM, Birmingham City Council and the rail industry. Site visits have been undertaken with key stakeholders and also with the appointed consultants to look at the parameters and to inform likely options at a very high level. A list of client requirements has been drafted to guide the option development and has been shared with key stakeholders. This has been used to develop the Client Requirements Document (CRD).
- 7.4 A project delivery board has been established for the infrastructure elements at Perry Barr given the interface with other transport interventions i.e. A34 highway enhancements. This board will be responsible for overall coordination of these projects.

### *Key Milestones*

- |                           |                           |
|---------------------------|---------------------------|
| • Feasibility             | October 2018              |
| • Single Option Selection | March 2019                |
| • Construction            | June 2020 – November 2021 |
| • Scheme Completion       | December 2021             |

### *Project Cost*

- 7.5 Estimated budget cost for the delivery of the rail station is £18m and £2.5m for the bus interchange.

## **8.0 West Midlands Regional Transport Coordination Centre**

- 8.1 As part of the devolution agreement, funding was allocated by DfT to TfWM to develop a full business case (FBC) for the delivery of a Regional Transport Coordination Centre (RTCC).
- 8.2 The West Midlands RTCC will be a multi-agency operation with a physical focal point providing a unified and common view of the transport network to provide a level of regional coordination needed to support Local Authorities, Emergency Services and transport

service providers across the region. Its services will be centred around providing the coordinating 'glue' in managing all types of unplanned and planned disruptions on the transport network, including more proactive and preventative approaches to reduce levels of disruption.

- 8.3 The RTCC will also allow for the creation of enhanced capabilities which includes upgrades to existing local technology hubs and roadside infrastructure. These are an integral and essential element for the better management of congestion across the region. The RTCC will seek to provide the additional resource to enable the local traffic management centres to enhance their levels of service.

#### *Progress*

- 8.4 A long list of options has been developed for the RTCC in conjunction with project partners. From this a short list of options was agreed to develop further robust assessments and an understanding of the benefits that could be achieved. The FBC has been drafted but before approving this business case, further work is required to undertake a detailed design on the preferred option including both technical and organisational design.

#### *Milestones*

Single Option Selection	September 2018
Detailed Design	December 2018
Implementation	February 2019 – November 2019
Scheme Completion	December 2019

#### *Project Costs*

- 8.5 The next stage of detailed design is to enable a further robust assessment of the capital investment costs and understand any revenue costs associated with the operation of the RTCC.

### **9.0 Financial Implications**

- 9.1 The funding for the infrastructure projects as set out in this report comprises a number of funding streams. These include the WMCA Investment Programme, Local Growth Fund, rail industry and private sector funding.

### **10.0 Legal implications**

- 10.1 There are no direct legal implications arising from the recommendations set out in this report. However, legal and procurement will support, as necessary, any deliverables that may arise.

## **11.0 Equalities implications**

- 11.1 All projects detailed in this report will need to take into account key accessibility requirements and will need to undergo Equality Impact Assessments. Thorough consultation with equality groups will also need to be undertaken as part of the projects.