



West Midlands
Combined Authority

Transport Delivery Committee

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| Date | 20 May 2019 |
| Report title | Capital Projects Aligned to 2022 Commonwealth Games - Update |
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| Report has been considered by | TDC Lead Members |

Recommendation(s) for action or decision:

Transport Delivery Committee is requested to:

1. To note the TfWM capital projects which are aligned to 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.
- 1.2 TfWM are engaging with Coventry City Council on their City of Culture capital programme and progress updates on this will be included in future reports.

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 30th 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 be given priority over general traffic with the provision of new purpose built vehicles; offering an attractive service with improved and more reliable journey times for customers.

- 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 two new Sprint routes by 2022: Walsall Town Centre to Birmingham City Centre (A34); and Birmingham City Centre to Birmingham Airport and Solihull (A45). There will also be new bus priority measures introduced on the Sutton Coldfield to Birmingham via Langley (SBL) route. 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 Public consultation took place in August through to October 2018. The results were published on the 21st December 2018, and are available on the TfWM website.

The schemes were largely well received and supported;

- A34: 73% fully/partially supported the Sprint proposals, 24% did not support
- SBL: 77% fully/partially supported the Sprint proposals between either Sutton Coldfield to Langley or between Birmingham to Langley. 19% did not support
- A45: 82% fully/partially supported the Sprint proposals; 14% did not support

TfWM have committed to provide a further public update on progress of schemes in March 2019, and will engage with communities through further development and delivery of the schemes.

The feedback from the consultation has led to changes in the approach to the Sutton Coldfield to Birmingham via Langley route. It will now be delivered in two phases which will mean that the full Sprint service will not be in operation until 2026.

The first phase will deliver infrastructure improvements between Birmingham City Centre and Pype Hayes Park and also improvements between Churchill Road and Riland Road. This will provide improved bus priority and benefit all bus services before the Commonwealth Games.

Key milestones – A34 and A45

- Detailed Design March 2019 – July 2019
- Main Construction period January 2020 – December 2021
- Full scheme completion March 2022

Project Cost

- 5.4 The total estimated scheme value for the A34 and A45 Sprint schemes is currently £100.9m. 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 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 (which is designated 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 was approved by Programme Delivery Board. The steering group continues to meet on a regular basis to oversee the development of the scheme. The

outline business case for the project has been produced and will be updated once the development work is completed.

- 6.4 The GRIP 3 (Governance for Rail Investment Projects) work has been completed which provides a single option for ongoing development. GRIP 4 is underway and the lead designer is working closely with the client team to ensure the client and stakeholder requirements are met. Early Contractor Involvement (ECI) has commenced to provide confidence in the deliverability of the infrastructure. Alongside this a contractor supplier day was held in February to raise awareness of the rail projects coming forward.
- 6.5 There has been ongoing engagement with Historic England to ensure the scheme designs do not have a detrimental impact on the Scheduled Ancient Monument.

Key Milestones

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

Project Cost

- 6.6 Based on the project scope and definition, the estimated budget cost for the entire project is £40m. This will continue to be refined as the scheme moves through the project lifecycle.

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.

Project Progress

- 7.2 The feasibility report was completed in March 2019 and work is ongoing on GRIP 3 (Governance for Rail Investment Projects) which takes the scheme from single option selection into outline design which is GRIP 4. This single option development is based on the agreed Client Requirements Document (CRD) which sets out the scope of the scheme. This CRD provides a clear framework for the consultants who appointed to undertake the design of the rail station and bus interchange in line with a number of mandatory requirements from key stakeholders.
- 7.3 As part of the ongoing development of the project, procurement of numerous non-intrusive surveys is underway. The outputs from these surveys will inform the design work. A review of the bus interchange design has been undertaken to ensure integration with the single option development. There has also been some Early Contractor Involvement (ECI) to

provide confidence on the deliverability of the infrastructure. Alongside this a contractor supplier day was held in February to raise awareness of the rail projects coming forward. Work has also been commissioned on producing the business case which will set out the benefits of the scheme.

- 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 and Sprint. Alongside this, an officer led project coordination group has been established to ensure integration of programmes and clarity on dependencies between the Perry Barr infrastructure projects.

Key Milestones

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| • Single Option Development | May 2019 |
| • Procurement | January 2020 |
| • Construction | July 2020 – December 2021 |
| • Scheme Completion | February 2022 |

Project Cost

- 7.5 Estimated budget cost for the delivery of the rail station is £18m and £2.2m for the bus interchange.

8.0 West Midlands Regional Transport Coordination Centre

Summary

- 8.1 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.

Progress

- 8.2 A RTCC preferred option was agreed by the WMCA Board in September 2018 as part of the region's Congestion Management Plan. Work has continued to firm up the business case deliverables and costs; WMCA Board approval for the Full Business Case will be sought in May 2019.
- 8.3 The delivery of the RTCC has been broken down into a number of work streams as identified below
- Highway interventions - Renewing assets across the road network including significant investment in the Black Country to support the efficiency of the Key Route Network (KRN).

- Organisational structure - Creating the organisational structure, recruitment, and training programme to deliver the RTCC team.
- RTCC Operations - Establishing the detailed operating plan for the RTCC, including policies, procedures and protocols and multi-agency working.
- Design and layout and connectivity - Providing design and fit out, furniture fittings & equipment, and IT requirements necessary to deliver the physical space.
- Tactical operational intelligence and data - Consolidating multi-modal, multi-agency data feeds into the RTCC, enabling a single, holistic view of network performance, planned works and events and customer intelligence.
- Customer information - Providing a transformation in the way customers receive, interact and use information relating to travel disruption.
- Commercialisation - Securing opportunities to generate sustainable revenue from multiple sources to support future revenue costs.
- Managing Major Events – including and early RTCC pilot with the Velo (Cycling Race) and other major sporting and cultural events across the region.
- Skills Academy - Introducing a programme to develop the existing and future work force through a Skills Academy for the benefit of all partners.

8.4 The timescales of delivery will see phase 1 of the RTCC delivered by the end of 2019. This will include:-

- The establishment of a coordination centre at 16 Summer Lane refurbishing existing CCTV facilities.
- The recruitment of a small core team to provide coordination functions.
- Establishment of agreed operating procedures across partners.
- Completion of the single view of the performance of the multi-modal network and collation of all programme and events that will disrupt the network into a single mapping system.
- Upgrade of customer facing digital tools (e.g. website, journey planner and social media) supported by the coordination of communication of disruptions with partners and advice to customers on how to travel nudging towards more sustainable journeys.
- Established communication links between traffic and public transport control centres to receive and push out information to enable visibility across the network and support local delivery and regional coordination.
- An emerging highways investment programme developed with local authorities that will improve the management and visibility of the highway network.

8.5 Development will continue in 2020-2021 refining data analytics, developing further relationships and delivering physical assets.

Project Funding

8.6 An indicative allocation of funding was agreed at the WMCA Board in March 2019 from the Transforming Cities Fund (TCF) up to £18m. A previous allocation of TCF funding of £1.5m and a contribution from Midlands Connect of £2m creating a total investment package of up to £21.5m.

9.0 Financial Implications

9.1 The infrastructure projects as set out in this report comprise a number of funding streams. These include the WMCA Investment Programme, Local Growth Fund, Rail industry and

Private sector funding. Work is progressing within each project work stream to progress approvals to draw down on each of the funding packages, commensurate to cost profiling requirements.

10.0 Equalities Implications

10.1 All transport projects within this report have undergone or are undergoing an equality impact assessment process to identify key equality, accessibility and inclusion needs.

11.0 Legal Implications

11.1 There are no direct legal implications in regards to the recommendations/points to note in regards to the recommendations section of this report. The legal team has supported and will continue to support the transport projects set out in this report in regards to the commercial and procurement requirements which include construction deliverables that are required for infrastructure works; as well as any property, and partner agreements with our Local Authority partners which will address ancillary land requirements.

12.0 Inclusive Growth Implications

12.1 The transport projects delivered as part of an integrated transport system will go a long way to improving affordable and inclusive access to opportunities across the region. The network priorities are focussed on those corridors that will generate higher demand such that it can justify the investment, but also to provide maximum benefit to greater numbers of people, including areas considered to be of higher social deprivation.