

## Transport Delivery Committee

<b>Date</b>	8 June 2020
<b>Report title</b>	2022 Commonwealth Games Transport Delivery Update
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<b>Report has been considered by</b>	TDC Lead Members

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

The report is noted.

### 1. Purpose

- 1.1. This paper is intended to update the members of Transport Delivery Committee (TDC) on the progress of delivery of the Integrated Transport Programme (ITP) for B2022 Commonwealth Games. As we head towards the middle of 2020, we will reach a new milestone in planning for the Birmingham 2022 Commonwealth Games ('the Games'), the 'two years to go' mark.
- 1.2. As we approach this new milestone, Transport colleagues are moving from the strategic planning phase; release of the Games Strategic Transport Plan, establishing budget, governance and high level planning and resource to the detailed planning phase; development of detailed Transport Operations plans for Games time, integration of capital project delivery with those Games time operations plans and the integration and strengthening of the BAU Public Transport network to support the Games period.
- 1.3. This phase of planning will bring several developments and complete key deliverables across the programme which will increase its visibility, both in the transport community (working across the local authorities, transport partners and operators involved in delivering the Games) and to the region's public, including residents and businesses.
- 1.4. This paper will also give a brief overview of the immediate and potential future COVID-19 impacts that are being considered through the lens of transport planning for the Games.

## 2. Background

- 2.1. The Birmingham 2022 Commonwealth Games requires successful delivery of a multi modal, cross-partner transport operation. The complexity of this operation has necessitated the establishment of the Integrated Transport Programme (ITP). The ITP is comprised of three distinct work streams and is managed by Transport for the West Midlands.
- 2.2. 'Games Family Transport' delivered by the B2022 Organising Committee (OC); the delivery operations to support the client groups that attend the Games, arriving from all 72 Commonwealth countries (Athletes, Technical Officials, Media, Broadcast and other special guests and dignitaries);
- 2.3. 'Transport Infrastructure Projects' represented by Birmingham City Council for ITP purposes and working closely with Transport For West Midlands colleagues as the accountable delivery organisations, this Workstream supports the progress and integration of transport infrastructure projects (Sprint, Highways, Rail, Metro) being delivered in time for the Games as part of the B2022 Host City Contract and which must be both completed in time for the Games and coordinated alongside pre-Games and Games time transport operations.
- 2.4. Regional and Spectator Transport Operations (RaSTO); delivered by Transport for the West Midlands, this work stream delivers transport operations to support the movement of visitors to the region (Spectators, both ticketed and non-ticketed) and B2022 workforce and supporting the BAU Public Transport network so that residents and businesses in the West Midlands can keep moving during the Games.

## 3. Financial Implications

- 3.1. At this early stage of assessment, there are no financial implications arising against the TfWM Budget, as a direct result of the COVID-19 impacts. The capital projects being delivered in time for the Games are, however, already coming under pressure due to the COVID-19 impact on working practices, which are being managed by close collaboration with key stakeholders. The ITP is being kept up to date with progress on these risks and others as they are identified and mitigations are being worked through with accountable delivery organisations (TfWM, BCC).

## 4. Legal Implications

- 4.1. None at this time, the potential 'Games Bill' is progressing through its parliamentary processes via Department for Culture, Media and Sport, Department for Transport and is being supported through ITP colleagues.
- 4.2. Potential for the Games Transport Plan to become a statutory plan if the 'Games Bill' is passed.

## **5. Update on Progress of ITP**

### **5.1. Operations Workstream Overview (OC, TfWM)**

- 5.1.1. Both delivery organisations (OC and TfWM) have established budget, resource, and way of developing delivery that support the Games operations whilst integrating the major interdependencies of the event, the BAU transport network across the region and the delivery of capital projects.
- 5.1.2. Alongside the established structure for delivery, the first phase of recruitment to the operations delivery team has been completed; subsequently several projects have been initiated; Games Family Bus, Venue Transport, Modelling & Forecasting, Public Transport Strengthening, Additional Temporary Transport Operations (Park and Ride, Bus Shuttles) and Traffic Management Operations (Games Routes, Local Area Traffic Management and Parking)
- 5.1.3. For these work streams the next 12 months of the planning cycle will see the delivery of more detailed operations plans, an increase in operations delivery team members and the defining of preliminary service levels for all core transport operations.

### **5.2. Games Family (OC)**

- 5.2.1. Games Family progress has been increasing for planning of Games Transport elements in support of the core competition venues, establishing Venue Transport Working Groups to engage and coordinate the development of the plans with key transport stakeholders (OC, TfWM, Local Authorities and key Transport Operators).
- 5.2.2. Focus for Games Family in the next 6-12 months will revolve around the development of these key plans, recruiting into the operations team and the initiation of the remaining projects for OC; Fleet (Car operations), Client Service agreements and Arrivals and Departures in line with progress of the event plans.

### **5.3. Regional and Spectator Transport Operation (TfWM)**

- 5.3.1. Recent progress has seen the delivery of a Games Strategic Transport Plan and subsequent engagement, support for the progression of the potential 'Games Bill' and establishing the high-level planning initiation of wider projects for delivery (noted above).
- 5.3.2. Progress in the next 6-12 months will centre on delivering the preliminary plans for Traffic Management Operations, Bus Operations and developing Public Transport Strengthening solutions in support of the Games time operations period.
- 5.3.3. Subsequently Active Travel, Accessibility and Travel Demand Management for Games will also be initiated later in this budget year.
- 5.3.4. Progress on the iteration of the Games Transport Plan will progress from Sept 2020 and engagement with Local Authorities and Transport partners whose boundaries will host and who will be involved in delivery will be a key part of the production of both this plan and the development of delivery of plans.

#### **5.4. Transport Infrastructure Projects (BCC, TfWM)**

- 5.4.1. BCC and TfWM are the main accountable organisations for the delivery of the transport infrastructure projects in time for Games (Sprint, Highways, Metro and Rail).
- 5.4.2. The delivery of transport infrastructure for the Games is being managed by the accountable organisations and integrated into the Games planning via the 'Perry Barr Infrastructure Coordination Group' as a sub group of the CWG ITP governance.
- 5.4.3. The delivery of these projects carries the highest risks for integration and delivery and the role of PBICG is to mitigate this risk in relation to the delivery of the totality of the projects in Perry Barr and to ensure integration on two levels; between the transport and CWG venue capital infrastructure projects and; the integration of pre-Games delivery of transport infrastructure and readiness for Games time operations.
- 5.4.4. This group is also considering the coordination of transport operations that require to be delivered during the construction phases, through a number of sub groups focussed on coordinating and mitigating the impact of this major delivery period through the delivery of several operational activities; traffic management, communications and engagement, logistics and access planning and travel demand management.

#### **6. COVID-19 and Transport Delivery for the Games**

- 6.1. The impacts of COVID-19 are being assessed and monitored across the ITP.
- 6.2. The transport infrastructure projects have and are continuing to assess the impacts of COVID-19 and are sharing them with the ITP through several governance groups and COVID-19 specific meetings at local and regional level.
- 6.3. Current impacts are being shared and mitigated in real time with these projects and assessments have been made related to any medium and/or long-term impacts that may come to fruition.
- 6.4. The Games and ITP are also assessing the impacts of COVID-19 against a backdrop of sporting calendar changes and potential risks related to delivery of Games capital projects.
- 6.5. In addition, the ITP is considering the impacts of COVID-19 through several key themes; Business continuity and partnership working; Capital Project Delivery; Games Planning and Operations; Economic Impacts; and Business as Usual Recovery for Transport.
- 6.6. The ITP is engaging with accountable organisations and partners for delivery of the Games Transport Operations in order to mitigate the impacts of COVID-19 as far as possible and ensure transparency as we progress forward with planning for the delivery of a successful transport operation for Games time.