

## Transport Scrutiny Sub-Committee

<b>Date</b>	24 November 2021
<b>Report title</b>	Commonwealth Games Transport Plan
<b>Accountable Chief Executive/TfWM Director</b>	Anne Shaw, Interim Managing Director, Transport for West Midlands email: anne.shaw@tfwm.org.uk
<b>Accountable Employee</b>	Graham Jones, Commonwealth Games Technical Director email: graham.jones@tfwm.org.uk
<b>Report has been considered by</b>	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 Act<sup>1</sup>, 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 Plan<sup>2</sup> 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.

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

<sup>2</sup> [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 Act<sup>3</sup>, 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 Act<sup>4</sup> 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.

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

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## **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 Report<sup>5</sup> 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.

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<sup>5</sup> [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