

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.