



**BIRMINGHAM
2022**

commonwealth
games

BIRMINGHAM 2022

Draft Games Strategic Transport Plan





1. FOREWORD

Birmingham is a vibrant city that is well known for providing a warm welcome to people of all backgrounds and heritage. That's why it is so fitting that this city and the region will be hosting the Birmingham 2022 Commonwealth Games, when we will welcome more than 12,000 Athletes and Games Family which includes team officials, technical officials, accredited media and officials from 71 different nations and territories.

In addition to providing a significant boost to the region's economy, estimated at more than £500 million, hosting the Games will also provide a fantastic opportunity to put Birmingham and the wider West Midlands region on the global map, showcasing to the world what we have to offer.

Around one million spectators are expected to attend the event. Some of these will of course be local people enjoying this sporting and cultural spectacle, but many will come from across the country and the globe, which is why transport is such an essential part of a successful Games, especially as we want to ensure that the daily travel needs of residents from the West Midlands region continue to be met before, during and after the Games.

With this challenge in mind, Transport for West Midlands (the transport arm of the West Midlands Combined Authority) and Birmingham City Council are working together to deliver a programme of transport improvements, not just for the Games but for the future benefit of the whole region.

This Games Strategic Transport Plan outlines how we plan to keep the region moving during the Games, as well as setting out how we are looking to ensure that every athlete and spectator arrives at each of the venues in plenty of time.

It is an ambitious project, especially as, alongside meeting this challenge, we are also using the Games as a catalyst to deliver a significant programme of long-term transport improvements for the region, the focus for which is encouraging residents and visitors alike to use more sustainable transport options.

That's why many of the improvements that will be delivered by July 2022, will not just be for the Games, but for the residents of the West Midlands to benefit from and enjoy for years to come, connecting them to new jobs and opportunities, helping cut congestion, and improving journeys on the city and region's integrated transport system every single day.

This Games Strategic Transport Plan is just a draft at this stage and it includes a questionnaire because we would like your feedback on our plans so far. We'll use your responses to update this document, so please make sure you tell us what you think.

We are all committed to delivering the best possible transport plan and to ensuring that we keep you up to date on what we have planned over the next few years.



Andy Street
Mayor of the West Midlands



Ian Ward
Leader of Birmingham City Council
and WMCA Transport Portfolio Lead



John Crabtree
Chair of Birmingham 2022

2. INTRODUCTION

2.1 Birmingham 2022

The Birmingham 2022 Commonwealth Games will be held from 27 July to 7 August – twenty years after Manchester 2002 and on the ten-year anniversary of the London 2012 Olympics.

The Games will bring together more than 12,000 athletes, officials, media and Games Family, from 71 Commonwealth nations and territories, who will take part in 19 different sports in venues in Birmingham, the West Midlands and beyond. An estimated one million spectators will attend and the global TV audience is expected to be more than 1 billion.

The Games will be a festival of sport and culture – a unique celebration that will bring people together – uniting the city, the region and the Commonwealth.

Successful transport operations are critical to the overall success of the Games and this Strategic Transport Plan looks at how to ensure that all those involved in competing, watching, administering and reporting on events are transported in a safe and efficient manner, whilst at the same time making sure that any disruption to current users of the region's transport network is kept to a minimum.

2.2 Birmingham and the West Midlands

Birmingham and the West Midlands have a proud tradition of staging major events but this will be the largest event to be held in the region. The area is home to 187 nationalities from around the Commonwealth and the rest of the world so there'll be a warm welcome for all of the competing nations.

Birmingham has been undergoing a transformation in recent years and hosting the Commonwealth Games



will accelerate new housing and infrastructure projects, create thousands of jobs and deliver trade and investment opportunities. The economic impact for the region, as a consequence of hosting the Birmingham 2022 Commonwealth Games, is estimated at more than £500 million¹.

The West Midlands, with Birmingham at its heart, is embracing a modern revolution in world manufacturing – emerging as a centre of excellence for digital, medical and advanced production using the latest technological advancements that support modern day society and culture. Our business community is growing and delivering more jobs and investment than other areas of the UK.

In support of this growth, we are seeing a level of investment in our transport infrastructure that has not been seen for decades. This investment also supports the region's ambitions for creating a healthier, happier, better connected and more prosperous West Midlands region, for all of our residents.

Hosting the Games in the region means that the plans for many transport improvements have been accelerated, so the benefits will be delivered even earlier than planned. The strategic objectives of the Birmingham 2022 Commonwealth Games are aligned with the ambitions of the region:

- Bring people together
- Improve health and wellbeing
- Help the region to grow and success
- Be a catalyst for change
- Put us on the map

The Games will bring improvements across the region. The investments that are being made in Perry Barr will provide much needed new housing and a better connected community through improved transport accessibility and public realm. This will link communities to local facilities enhancing a thriving modern community hub for future generations to live, work and enjoy. It will also provide more efficient access to future employment and leisure activities further afield ensuring local residents can take greater advantage of wider opportunities.

The accelerated delivery of transport extends beyond this location with the completion of Metro extensions in Birmingham and Wolverhampton City Centres, the delivery of the first phase of Sprint to Birmingham Solihull and Walsall, and improvements to a number of rail stations, including University Station and Perry Barr Station, which will act as gateways to the sporting events. Improvements



are also being made across the region to improve highway infrastructure making motorways more efficient, giving priority to bus passengers and cyclists, enabling more local sustainable journeys, and helping to tackle congestion and road safety hotspots.

In addition to the new and improved transport infrastructure, with the region playing host to a number of venues, how we run and operate transport during the Games will be critical for a successful Games and keeping the rest of the region moving. We need to ensure that we have an integrated plan to manage the transport operations to meet the demand for Games specific requirements and for every resident, business and visitor with minimal impact. There will be locations where there will be heavy demand and how we plan and manage these will be critical.

Planning for the Games is a complex process – there is a lot of activity taking place to ensure that transport operations meet the needs of the region during the Games. There is a three stage planning process:

Strategic Planning

Establishing the principles that will guide decision making going forward.

Identifying the types of measures that will be required.

Engaging on the Games Strategic Transport Plan.

Operational Planning

Guided by the Games Strategic Transport Plan, under formal governance structures, partners will work collaboratively to take forward detailed work on the measures identified.

Operational planning is necessarily detailed and takes a number of years.

Run up to Games time

Recognising the importance of sharing information with residents and local businesses, we will keep the public informed of progress through a range of communication channels including social media.

There will be dedicated events in late 2021 and 2022 as details emerge from operational planning.

The Games will not only deliver a sporting celebration, but also improvements to health, job opportunities, skills and facilities for residents of Birmingham and the West Midlands to enjoy long after the Games has gone.

2.3 Purpose of this document

This Strategic Transport Plan sets out the approach to the planning, provision and management of transport services during the Games. It sets out how we will manage existing demand from local people and businesses, accommodate additional demand during the event and minimise any impacts from the Games to limit disruption.

It has been produced by the transport arm of the West Midlands Combined Authority, Transport for West Midlands (TfWM), with Birmingham City Council and Birmingham 2022. We have worked in close collaboration with local authorities and key transport partners including central Government, Network Rail, Highways England, and our other host local authority venue partners: Staffordshire County Council, Warwickshire County Council and Transport for London.

This document is the product of stage 1 – strategic planning. It sets out the principles that will guide our decision-making in operational planning, along with the types of measures that we will put in place under three themes.

This first version of the Strategic Transport Plan is designed to share our approach to transport planning. It provides an opportunity for comment on our principles. Comments will be used to inform operational planning. In 2020 we will report on comments received and review whether, any changes require an updated Plan to be produced.

It is possible, as with any major event, that unforeseen circumstances mean that some important details may change. If this happens, we will review this plan and provide a suitable update as appropriate.

Principles	Themes
<ul style="list-style-type: none"> • Clean and Green; a public transport Games • Safe, secure, reliable and efficient transport • Minimising disruption to everyday users • Long term benefits to everyday users • Access for all 	<ul style="list-style-type: none"> • Investment in infrastructure • Provision of temporary additional services • Effective use of the network





3. HOSTING THE GAMES

3.1 The Games

The summer of 2022 will see Birmingham and the West Midlands host the 22nd edition of the Commonwealth Games. The Opening Ceremony for the Games will take place on Wednesday 27th July and the Closing Ceremony on Sunday 7th August. Athletes and team officials will be arriving in the region from 13th July, when the Commonwealth Games Village opens and training venues are made available for teams, and will be departing in the days following the Closing Ceremony, 8th-10th August.

The map on the page opposite shows the list of competition venues with sports that will be hosted across the West Midlands, Staffordshire, Warwickshire and London as well as the Commonwealth Games Village.

In addition to the competition venues, there are a number of other key non-competition venues that will need to be factored into our planning. These include, for example, the places that will be used for media activity, as well as various training venues and Live Sites (designated public areas where members of the public can watch events on big screens) – work is ongoing to identify the locations of these.

11

Competition days

19

Sports (including para sports)

**MORE THAN
12,000**

Athletes, officials, media and Games Family

41,000

Workforce (including volunteers)

OVER 1 MILLION

Ticketed spectators

4 MILLION

Residents

1 BILLION

Expected global television audience

3.2 The West Midlands

The West Midlands is well served by local, regional, national and international transport infrastructure. The region offers an extensive bus network which currently accommodates approximately 260 million passenger trips a year. This is complemented by an expanding Metro network which currently provides services for almost eight million per year, as well as a growing cycle network that spans over 340 miles of canal towpath, greenways, and routes on roads clearly separated from other traffic (known as segregated cycleways). Birmingham is at the heart of the country's rail network – with three city centre stations providing direct links to all major UK cities. It is also within a four hour road journey for 90% of the UK population, and only two hours from many major cities such as London, Manchester, Liverpool and Bristol. It is home to Birmingham Airport, which currently serves almost 13 million passengers per year.

The region is growing. There is an ambition for the creation of 500,000 new jobs and 215,000 new homes across the region by 2030². This growth brings additional demand for travel as an additional 1.2million journeys are expected on the transport network every day by 2035 (on top of the eight million daily journeys already taking place). This is against an existing backdrop of congestion on our roads with traffic speeds 15% lower than the UK average and Birmingham being the 3rd most congested city in the UK.

In order to accommodate this growth, as set out in the region's key strategy and policy documents Movement for Growth³, the Congestion Management Plan⁴ and Birmingham Connected⁵, there is a significant amount of investment taking place across the West Midlands on a scale the region hasn't seen in decades. Central to this is better integrated public transport and walking and cycling options, alongside measures to manage demand and improve the efficiency of the network. These measures, alongside the introduction of Birmingham's Clean Air Zone⁶, will help us deliver clean growth. That programme of policies and investment is the foundation for this Birmingham 2022 Commonwealth Games Strategic Transport Plan.

The existing transport infrastructure, planned investment, and the fact that 95% of the competition venues are already in place, means that Birmingham and the West Midlands is in a great position to host the Games.

3.3 What will the Games mean for residents and businesses?

The Games will see many visitors arrive in the West Midlands, all looking to take part in and celebrate the Commonwealth Games. As people travel across the region, particularly as they make their way to and from events, there will be extra demand for transport at certain locations such as a stadium or arena, or at busy transport hubs – where large numbers of people use services, such as rail stations or bus stations.

We plan to put in place a number of measures to cope with the increased demand, to ensure that athletes, officials, media, spectators, volunteers and workers get to venues on time. Importantly, we also need to ensure that the region continues to operate; that emergency services can respond swiftly to incidents, essential deliveries can still be made, health visitors and care workers can visit patients, and that local residents can still get to where they need to go.

In securing the right to host the Games, we committed to providing a reliable transport system and minimising the impact on everyday transport users. We are taking a number of actions to achieve this:

1. We will engage with businesses and communities to discuss transport options in the lead up to and during the Games, and provide members of the public with up to date information so that they can make well informed travel choices. We will encourage businesses to consider allowing employees to work more flexibly where this is possible and the Games will be held during the school summer holidays when traffic on the roads is lighter. A communications campaign prior to, and during, the Games will clearly state any changes to the transport network and services. This will help residents to decide whether they could change the time of their journey, share with a friend or colleague, leave the car at home, use a different route or decide not to travel at all.

² <https://www.wmca.org.uk/media/1382/full-sep-document.pdf>

³ <https://www.tfwm.org.uk/media/1099/movement-for-growth.pdf>

⁴ <https://www.tfwm.org.uk/media/2917/congestion-management-plan.pdf>

⁵ https://www.birmingham.gov.uk/info/20013/roads_travel_and_parking/498/birmingham_connected

⁶ https://www.birmingham.gov.uk/info/20076/pollution/1763/a_clean_air_zone_for_birmingham

2. During the Games some temporary measures will be introduced to make efficient use of the network. Those attending the Games will be encouraged to use public transport to minimise disruption to the network. All events will be accessible by public transport and additional temporary services for people attending the Games will be provided (for example, dedicated shuttle services) to alleviate pressure on the transport network. Traffic management measures, such as changes to traffic light timings, will also be implemented in response to the Games-time demand on the road network to manage the roads in the most effective way. A permit system will be used to manage vehicle access and parking around key venues – the system will be designed to help residents maintain access to their properties and businesses, at no cost to them. Precise details, such as the area covered and how these will be enforced, will be determined as part of operational planning. Local communities will be engaged as part of this process. Where permits, temporary restrictions or closures are required, we will work with local residents and businesses to protect them from spectator parking so that they can still go about their daily lives.
3. We are investing in infrastructure to help meet the extra demand. Residents will see the introduction of bike share as well as improved public transport links on cycle routes, Metro, Sprint and the rail network, making it easier to move around the

West Midlands. This investment will benefit residents and businesses for years to come.

4. We will better integrate the management of transport services through the new Regional Transport Coordination Centre, allowing us to respond more quickly to, and get the transport network flowing after, disruptive incidents. This integration won't just be for the Games, this improved working will serve the region before, during and beyond 2022.
5. We will be working with key partners such as the emergency services, as well as with businesses and local communities in the run up to the Games to provide further information as our planning progresses, involving partners and communities in decision making to ensure we make the right decisions for the region. Some of the wider investment in the region, such as HS2, will be under construction at the time of the Games - we will work collaboratively to limit the impact of this investment programme on everyday transport users.

We want to ensure that residents, businesses and visitors can all choose and access the right transport options for them.



4. STRATEGY

4.1 Customers - transport users

The customer experience will be at the heart of our work and we know that every journey is different. During the Games, there will broadly be three different customer groups:

- Everyday users, i.e. residents, commuters and businesses – this group includes all non-Games related travel, it is the normal day-to-day activity and covers all local, regional and national journeys that are made throughout the region;
- Spectators, workforce and volunteers – this group includes ticketed spectators for sporting events, non-ticketed spectators at events such as the marathon or road cycling, non-ticketed spectators attending Live Sites, as well as paid workforce and volunteers working at a range of locations across the region (for example, competition venues, non-competition venues, Live Sites, and key walking routes to venues); and
- Athletes, officials, media and Games Family – this group is mostly made up of athletes, team officials and technical officials (for example, judges and referees), but also includes sponsors, accredited media, as well as officials from the 71 nations and territories (called Commonwealth Games Associations or CGAs), the Commonwealth Games Federation (CGF), International Federations (IF) for the various sports and Birmingham 2022.

Specialist transport planning tools will be used to ensure a joined-up approach is taken across all partners. In order to understand the demands that will be placed on the transport network, we will draw together information that helps us to

predict: the day-to-day travel demand of residents, commuters and businesses, including freight; the likely movements of spectators, workforce and volunteers; the planned movements of the Athletes and Games Family; and identify which other events are taking place across the region at locations near to Games events. The demands of the transport network will vary from day to day, depending on which events are taking place, at what time and where.

Bringing this information together, we can map the transport needs against planned and existing services, assess where demand will exceed capacity and examine what measures will be required to support the Games and ensure business as usual can continue. This is the approach taken in preparing this Strategic Plan, and we will build upon it in operational planning.

4.2 Themes

In order to meet the demand for transport during the Games we have identified the types of measures that will be required. These are detailed in Chapter 5 and fall under three themes:

- investment in infrastructure;
- provision of temporary additional services; and
- effective use of the network.

Further work will be carried out on the details of these measures as part of operational planning.

4.3 Principles

In carrying out operational planning, a number of key principles will guide our decision making.

Clean and Green; a public transport Games

What? Public transport, cycling and walking will be the easiest and most effective way to get around during the Games. The transport network will operate as a single integrated network, offering seamless end to end journeys that make sustainable transport the most attractive way to travel. All venues will be accessible by public transport.

Why? Public transport, cycling and walking allows most efficient use of the transport network; it reduces reliance on car travel and so reduces congestion, helping to keep the region moving. In doing so, it reduces emissions; contributing to cleaner air, improved health and better quality of life for the people of the West Midlands.

Safe, secure, reliable and efficient transport

What? Transport services will be safe and secure, with consistent and reliable journey times on an efficient, resilient network – both for Games participants and everyday users of the transport network.

Why? This is essential in staging successful events, ensuring athletes and officials get to where they need to go, on time, and that everyday users of the transport network can continue to travel around the region safely, choosing the best travel option for them.

Minimising disruption to users

What? We will strive to minimise the impact of the Games on everyday users of the transport network.

Why? To ensure that local residents can still get to work on time, that businesses can receive and make deliveries, that city operations continue to meet local needs; that we keep the region moving.

Long term benefits to users

What? The Games will act as a catalyst to develop a number of transport schemes across the region. This will help to create a positive transport legacy of greater sustainability, with less reliance on cars, and healthier lifestyles across the West Midlands, supporting inclusive growth and enabling positive behaviour change.

Why? The Commonwealth Games has the potential to generate significant benefits – we want to maximise them and make sure they are long lasting, so that the region benefits for years to come.

Access for all

What? The provision of socially inclusive, seamless, affordable and accessible transport across all modes.

Why? So that everyone is able to equally participate in, and enjoy, the experience of the Games.



4.4 Roles and responsibilities

The Birmingham 2022 Commonwealth Games events will be staged across Birmingham, the West Midlands and beyond, with events in Staffordshire, Warwickshire and London. The Games will bring together a range of partners working collaboratively as one team, operating one transport network. Roles and responsibilities have been established between existing local and regional transport authorities and Birmingham 2022. This is to ensure clarity and accountability where appropriate. In summary:

- Birmingham 2022, an arm's length body of the Department for Digital, Culture, Media and Sport, established for the purpose of organising and delivering the Games, is responsible for the delivery of transport for Athletes, officials, media and Games Family and for managing the transport operation upon arrival and departure at venues;
- TfWM, its constituent authorities including Birmingham City Council, alongside Staffordshire, Warwickshire and Transport for London will provide and facilitate transport services for the Games workforce and volunteers, spectators, and everyday users, such as local residents, commuters and businesses. Responsibilities will vary between authorities and include delivering infrastructure improvements to provide additional capacity, encouraging the use of sustainable transport, and implementing measures to manage traffic;

- Central Government, in particular the Department for Transport and the Department for Digital, Culture, Media and Sport will provide oversight of Games preparations;
- Network Rail and Highways England, who own the rail infrastructure and motorway network respectively, are responsible for ensuring these networks can cope with additional demand and that they are managed effectively, in cooperation with local transport authorities;
- Transport operators will deliver services that are efficient and reliable; and
- West Midlands Police and emergency services will ensure the Games are safe and secure, and that incidents are responded to swiftly.

Planning for the Games is supported by a governance structure that ensures relevant partners are involved in decision-making, that they have sufficient oversight of all activities required to deliver a successful Games, and that information is readily shared across the partnership. The partners will oversee a clearly defined programme of activity required to deliver transport services for the Games.



5. TRANSPORT DURING THE GAMES

5.1 The transport offer

A range of measures will be used to meet the transport demand during the Games. In order to deliver these, and in a demonstration of exemplary partnership and strength of commitment to the region, the Games will be jointly funded by the public and private sectors. To enable the Games to be hosted in the West Midlands, central Government is providing significant new investment in the region alongside local investment supplied by local government and Local Enterprise Partnerships. This commitment of investment ensures the Games is affordable and deliverable within agreed budgets.

In determining the detailed measures that are required, we will look both at the network as a whole and at the transport needs of each individual venue. In terms of the network as a whole, some of the measures outlined in this plan will help local residents continue about their daily lives, supporting the Games by keeping the region moving. Many, though, will specifically serve Games events. All competition venues will be accessible by public transport and clear wayfinding and signage will be provided. The transport services at venues will be

shaped by a number of factors, including the location of the venue, the need for a security perimeter and any temporary arrangements for the Games.

5.2 Investment in infrastructure

We are investing in a number of infrastructure projects that, subject to due process, we want to deliver in time for the Games in order to help meet the increased demand. We are working collaboratively to manage the delivery of these projects and to mitigate their impact during construction.

New Sprint Bus Rapid Transit schemes

The West Midlands is committed to delivering seven Sprint routes as part of an Integrated Transport System and will deliver the first phase of three of these routes in time for 2022 to serve competition venues:

- A34 Birmingham to Walsall, with the first phase supporting connectivity with Alexander Stadium;
- A45 Birmingham to Birmingham Airport and Solihull, with the first phase supporting connectivity with NEC (National Exhibition Centre); and
- The first phase of the scheme on the A38 North from Birmingham to Sutton Coldfield – the first phase will see measures providing improved priority to existing bus services to deliver reliable journey times.

Improvements to the West Midlands Metro

By 2022, the Metro⁷ will have been extended to Centenary Square, Five Ways and Edgbaston, supporting operations during the Games, particularly for local spectator and commuter movements. In 2020, TfWM will commence passenger services to Wolverhampton station as part of the Wolverhampton



⁷ <https://www.tfwm.org.uk/development/midland-metro-extensions>

Interchange Programme completing a new train, tram and bus interchange improving links between Birmingham and the Black Country.

Rail station improvements

A number of improvements are planned in time for the Games:

- University station is planned to be improved to increase its capacity and enhance the overall passenger experience. During the Games, the station will support events at the University of Birmingham;
- Perry Barr station will become a key public transport interchange during the Games. It will be enhanced to improve the passenger experience, providing access to both the Commonwealth



Games Village and Alexander Stadium;

- Coventry rail station masterplan aims to improve the station's capacity and accessibility in time for the 2021 City of Culture and consequently for the Games; and

Cycle improvements

Birmingham's cycle network has recently undergone a transformation under the 'Birmingham Cycle Revolution'⁸ with 80km of canal towpaths, green routes and off-road routes being created or refurbished. Further improvements for the region in time for the Games that are currently being delivered include:

- New segregated cycleway along the A34 that will improve access to venues such as Alexander Stadium and city centre venues;
- New segregated cycleway along the A38 connecting the city centre to and from University of Birmingham, which will

host hockey and squash events; and

- The West Midlands bike share scheme.

Road

Improvements to the region's highways will support the operation of public transport services by enhancing the road network's capacity and efficiency.

- West Midlands Key Route Network (KRN): The KRN is over 600km of key highways across the West Midlands that carries approximately 50% of all road traffic – it therefore plays an important role in the region. The way in which this network is managed will be enhanced to improve traffic flows and minimise congestion. We will examine what improvements on these routes can be delivered in time for the Games, this may include measures to support road safety, local maintenance programmes, improvements to traffic signal technology and physical changes to the highways such as junction improvements;
- M6 junction 10: Highways England and Walsall Council are delivering long term improvements to the junction to reduce congestion and traffic delays, to help keep the region moving;
- Perry Barr: As part of the regeneration of the Perry Barr area, proposed changes to the existing highway layout will improve the area for pedestrians, cyclists and public transport for the Games and the future, as well as open up potential development sites in the local area.

5.3 Provision of additional temporary capacity

Additional infrastructure will be vital in supporting the Games, but in itself will not be enough to meet the extra demand. Additional temporary services will need to be provided.

Rail

Birmingham has an extensive rail network connecting the region locally and with the rest of the country. The majority of competition venues are located within walking distance of a rail station, with frequent connections to the city centre stations. The rail network will play a pivotal role in the mass movement of spectators, workforce and volunteers during the Games.

The West Midlands Rail franchise will herald nearly £1 billion of investment in services on the West Midlands route. This will mean more space on trains, more frequent services and better facilities for passengers. By 2022, customers will be able to enjoy a fleet of brand new and refurbished trains serving the region, taking advantage of recent enhancements such as electrification of the rail line to Rugeley. Improved passenger information and accessibility standards, more services at weekends and evenings, flexible ticketing for part-time workers, better compensation, free Wi-Fi, station upgrades and – subject to further feasibility work – brand new stations, will all contribute to a significantly enhanced passenger experience across the entire network. These services will better connect the residents of the West Midlands and will serve visitors during the Games.

We will work with Network Rail who own, maintain and operate the track and signals across Britain's railways to ensure timetabled engineering works aren't scheduled during the Games. Alongside central government and the West Midlands Rail Executive (responsible for managing the West Midlands franchise), we will also work closely with station operators and train operating companies to understand the potential for providing extra temporary capacity and connectivity to accommodate the increase in passenger numbers during the Games – this may be achieved with more frequent services, longer trains with more carriages, or extended operational hours so trains begin earlier in the morning or continue running later at night. We will work to ensure that passengers experience the most reliable and efficient service possible.

Sprint

During the Games, Sprint services will be designed to help manage the increase in demand for travel. For example, services may run more frequently, and may start earlier or finish later than would normally be the case. The services will be tailored to the competition schedule when it is finalised, so that

spectators, workforce and volunteers can get to events on time and leave promptly once they are finished.



Bus

Through the West Midlands Bus Alliance, we will work together to understand the potential for increasing public transport capacity along key corridors. This could include increasing the frequency, capacity or extending the operating times of local bus services to deal with additional spectator, workforce and volunteer demand. Some temporary route diversions may be implemented and some bus stops may be relocated to improve access and safety around the venues and transport hubs. We will work closely with the bus operators to provide the best possible service for local residents, businesses, spectators, the workforce and volunteers.



Park & Ride

Due to Birmingham's location at the heart of the motorway network, it is expected that a significant number of spectators travelling from across the UK will do so by car. In order to promote sustainable travel and to minimise congestion in city centre locations and around venues, Park & Ride sites will be strategically located to provide an option for car drivers to park and complete their journey using bus shuttle services, public transport, or by walking or cycling. These sites will be identified as part of operational planning, and we will consider a range of new, existing, temporary and permanent options.

Bus shuttles

Dedicated bus shuttles will be provided not only from Park & Ride sites, but also from key transport hubs to and from competition venues. The services will be tailored to the competition schedule when it is finalised, so that spectators, workforce and volunteers can get to events on time and leave promptly once they are finished.

Complementary services

There are a number of services that will complement the public transport offer. This includes Rideshare, taxis and private hire vehicles, coaches for group travel, car clubs as well as Ring and Ride services and community transport operations to assist people with accessibility needs. We will work with operators to explore how these services can support the Games and examine the potential for dedicated areas that may be required around venues and transport hubs.



Aviation

As the official point of arrival for overseas visitors, Birmingham Airport will play an important role in arrivals and departures. It will welcome to the region both international and domestic visitors, as well as Games Family and spectators. With thousands of athletes and their equipment arriving before the Games, close working will take place with Birmingham Airport and other key airports, such as Heathrow, to make the necessary preparations.

Athletes, officials, media and Games Family services

Given the nature and profile of the Commonwealth Games, there are additional security considerations for the Athletes, officials, media and Games Family. In order for the Games to take place and for the events to be successful, dedicated services will transport Athletes and Games Family to and from venues safely and efficiently. The services will use a mix of bus services, minivans and cars. Vehicles will be electric where feasible. All vehicles will meet the air quality standards prescribed in Birmingham's Clean Air Zone as a minimum.

5.4 Effective use of the network

Managing journeys

We will be using a broad suite of measures to manage travel demand in order to make best use of the transport network.

We will encourage people to use public transport by providing a range of attractive options.

Walking routes to competition venues will be safe and clearly signed. Where possible, cycle parking will be provided around venues.

We will dissuade people from traveling by car by restricting vehicles from accessing venues and parking nearby whilst still maintaining parking at venues for Blue Badge holders.

We will make public transport easy by making the most of transport hubs.

Ticketing will play an important role. Travel information will be provided when tickets are sent to spectators, to help them plan their journeys in advance. There will be a range of easy to use payments options for transport. Swift – the largest smartcard scheme in



the UK outside London – will provide easy access to a range of modes throughout the West Midlands, bringing together different modes as part of an integrated network. Swift already provides easy access to all buses, trains and trams throughout the region and there are plans to expand its coverage. Before, during and after the Games, we will seek to make the most of the opportunities provided by Swift to encourage use of public transport.

We will work with businesses and communities so that they are properly informed of the Games activity and to support those who wish to change the time of their journey, share with a friend or colleague, leave the car at home, use a different route or not to travel at all.

A comprehensive information and communications campaign will be central to all of this work. In the run up to the Games, we will be providing clear information to ensure everyday users understand the changes that are expected on the transport network during the Games and the travel options that will be available. During the Games we will be providing accurate, up to date information to inform transport choices that best meet the needs of customers and make the best use of the transport network. The detail of the campaign will be worked up as part of operational planning, but we are committed to using a variety of accessible communication methods and channels to achieve as broad a reach as possible.

Resilience and safety

Regional Transport Coordination Centre

It is vital that organisations work closely together

in order to effectively manage and resolve any incidents or disruptions to the transport network.

The West Midlands Regional Transport Coordination Centre (RTCC) will provide permanent regional coordination of transport networks and services to help local authorities, emergency services and transport agencies and operators provide reliable, resilient and integrated transport services. This will enable coordinated monitoring, rapid communication, swift decision making and a joined up response to issues. This cooperation will allow partners to make best use of the network, managing it in an integrated way that maximises the efficient movement of goods and people.

The introduction of the RTCC will not change any of these partners' existing transport or network management responsibilities or obligations. Instead, it will provide a coordination role which will help each partner manage its transport networks and services as part of a regionally-integrated system.

The RTCC will be operational at the end of 2019 and will play an important role during the Games, bringing together key partners.

The RTCC will facilitate access to accurate real time information which will help deliver better information for customers through our communications campaign, enabling residents, businesses and spectators to plan their journeys during the Games.



Safety

The West Midlands is already home to the Safer Travel Partnership – a unique collaboration between TfWM, the West Midlands Police and the British Transport Police, who work together to prevent and tackle crime, anti-social behaviour and nuisance behaviour on the transport network. The Partnership works alongside

operators, to provide advice, guidance and support to users of the public transport network and to act as a single point of contact for reporting incidents. During the Games, it will keep the transport network safe and secure as well as assisting in providing resource and intelligence at key event locations. Alongside partner initiative's such as Network Rail's "Everyone Home Safe Every Day", this highly valued partnership work is an important part of our strategy to deliver safe and secure transport services during the Games.

Testing and readiness

As part of preparations for the Games, exercises will be carried out to test that the systems and structures work effectively and update arrangements appropriately.

Games Routes

The roads that link competition and key non-competition venues will be regularly used to transport Athletes, officials, media and Games Family. They will also be used for some dedicated official spectator services from key transport hubs to competition venues. These key roads are known as the Games Routes. Some measures may be required on these roads to provide reliable journeys for Athletes, officials, media and Games Family so that events take place on time.

It will always be our aim to ensure these roads are still available for use by the public, but on certain days in specific instances some temporary restrictions are likely to be required to ensure travel is safe, secure, reliable and efficient.

The Games Routes are expected to see periods of intense use followed by quieter periods, depending on the competition schedule. As we build our understanding of what the transport needs will be, we can consider what measures may be implemented on these roads to manage traffic in order to ensure reliable and consistent journey times. These measures will improve the management and resilience of the network, no new major infrastructure changes are foreseen. Such measures may include: temporary kerbside restrictions; junction improvements; traffic signal improvements; event-specific signage and messaging; bus priority measures; temporary road closures and temporary suspensions of

parking, bus stops, turns, and crossings.

There may also be a need to include short sections of road where access is restricted to Games traffic only to support transport operations. This will be kept to a minimum.

More information on these measures will be made available in the run up to the Games in 2022. Any measures that are put in place will be done to make sure the Games happen whilst minimising disruption for everyday transport users. Identifying the necessary measures will take place in close collaboration with relevant transport partners and clearly communicated to everyday users of the transport network.

5.5 Access for all

We are committed to delivering a transport system that is accessible to all, ensuring that everyone is able to participate in and enjoy the experience of the Games. This does not mean that the services will be delivered in an identical way; but the experience should feel comparable. This applies equally to spectators, workforce and volunteers as it does to Athletes and Games Family.

To achieve this, transport services will be designed and developed according to national and international best practice inclusive design principles and standards, and in consultation and partnership with local equality and disability groups.

Journey information will be provided across a range of accessible formats and communicated early on through targeted information campaigns, and staff will be on hand to assist travellers with access needs.



Every venue will be served by accessible transport:

- clearly signposted accessible walking and cycling routes to venues and around the city will be made available;
- existing transport services to venues will be accessible where possible;
- new transport infrastructure and services required for the Games will be designed to be fully accessible to all users;
- every venue will provide a number of Blue Badge parking spaces, bookable in advance; and
- for persons with specific accessibility requirements, and; accessible bus shuttle services will be provided from key transport hubs and Park & Ride sites.

We will identify and address the individual transport challenges of each venue and develop tailored plans and services, putting effective solutions in place.

Our approach to accessibility will consider all key major disabilities. We will deliver a range of accessible transport, enabling all transport users to travel independently and with confidence.

We will work in conjunction with all relevant authorities and transport operators to maximise use of the existing accessible travel network and to provide supplementary accessible transport services that may be required to fill any gaps.

To ensure our transport measures are truly inclusive, as we move to operational planning we will be engaging with stakeholders, such as disability groups, to understand the different needs that we must factor in to our planning and design processes.



6. ROAD EVENTS

6.1 The events

In addition to events held at dedicated competition venues, there will be a number of events that take place on our roads. Road events can be a great opportunity for the region to showcase its greatest landmarks and a fantastic chance for spectators to get close to the action, which can often take place close to home without the need for a ticket. There will be four road events:

- Cycle Road Race - Athletes compete together in a road race;
- Cycle Time Trial - Athletes compete against the clock around a closed circuit, with short intervals between their start times;
- Triathlon - As part of the Triathlon, elements (for example cycling) will be completed on a road circuit; and
- Marathon - Athletes will compete together around a closed course that is 26.2 miles long.

In addition, although not a competition event, the Queen's Baton Relay will see the baton travelling on its journey to the West Midlands for the Opening Ceremony to mark the start of the Games.

6.2 Planning the events

Work will be undertaken to select and design the courses, which must meet certain criteria set by the relevant International Federation, as well as providing an opportunity to showcase the most attractive landmarks in the region. Partners will aim to minimise disruption to everyday roads users by selecting dates and times when there are fewer people using the roads.

Detailed design of the courses will identify which roads will be closed, where crossings will be required and where spectators will be located. Transport partners will work closely together to help shape the design, to plan appropriate transport for the event, to minimise the impact of the event on the Games Routes and everyday users of the transport network and to ensure that information is clearly communicated to the public in order to inform journey planning.

Transport operational planning will take into consideration the event, the likely number of ticketed and un-ticketed spectators, other events taking place in the region at the same time, the need to maintain crucial city and town operations and the requirements to maintain access to properties in the vicinity of the course, as well as access for emergency services.

To allow these events to be set up and run safely, it will be necessary to temporarily restrict traffic on roads required for the event. Potential transport impacts on local areas may include: temporary road closures; temporary parking suspensions; and short term changes to public transport services.

A communication and engagement campaign will take place to share information with those likely to be affected by the events.



7. LONG TERM BENEFITS

7.1 The Games as a catalyst

Creating benefits that last long after the closing ceremony is a key objective of the Games, helping to deliver the region's long term ambition for a healthier, happier, better connected and more prosperous region.

The West Midlands is expected to see growth that will bring an additional 1.2million journeys on the transport network every day by 2035, with an expected 34% increase in the total number of kilometres driven by cars. In order to accommodate this increase, and to manage the investment and construction taking place in the region, the West Midlands must make improvements in managing demand as well as in capacity and efficiency, providing sustainable transport that promotes healthy and active lifestyles and supports inclusive growth⁹. There is a clear set of policies and delivery priorities set out in the region's strategies¹⁰ and supporting plans¹¹. We will use of the Games as a catalyst for bringing about and accelerating that change, to help deliver those priorities, benefitting residents and businesses for years to come.

The improvements to infrastructure, extra capacity and additional connectivity will benefit local people for decades, better connecting more people to employment and education opportunities. Investment is being accelerated to deliver enhancements in time for the Games, meaning residents will benefit from schemes earlier. Plans are being brought forward to accelerate the long term transformation of Perry Barr which will see improvements in the highway design,

rail station and bus station, supporting up to 5,000 new homes in the area. The University rail station upgrade will facilitate further development plans in the area – there are already 25,000 jobs within walking distance of the station. The early delivery of the first phase of key Sprint routes will support future development around Birmingham Airport, the new HS2 station and major employment sites, as well as new homes at Perry Barr. The extension of the Metro and segregated cycleways will be available for use before, during and after the Games, supporting the region's aspirations to improve sustainable travel options and to get more people active.



⁹ <https://www.wmca.org.uk/what-we-do/public-service-reform/inclusive-growth-unit/> and <https://www.wmca.org.uk/media/1865/wm-on-the-move-strategy.pdf>

¹⁰ <https://www.tfwm.org.uk/media/1099/movement-for-growth.pdf> and https://www.birmingham.gov.uk/info/20013/roads_travel_and_parking/498/birmingham_connected

¹¹ <https://www.tfwm.org.uk/media/2539/2026-delivery-plan-for-transport.pdf> and <https://www.tfwm.org.uk/media/2917/congestion-management-plan.pdf>

7.2 A better connected region

We will be encouraging people to use the transport network in a different way – to use more sustainable modes and to use the network more efficiently. Improvements to journey time reliability and a range of easy to use payment options will make public transport the most attractive option. Innovation, closer partnership working and improvements in our ability to both gather and share real time data will help bring together different modes as one transport network. Residents will have accurate, up to date information that will enable them to make informed choices about their journeys and travel flexibly.

This step change in service provision, combined with the need to change travel behaviours not only during the Games but also in response to the huge programme of investment taking place, could lead to a change in transport use not seen before in the West Midlands.

The region is already establishing itself as a leader in the uptake of zero and ultra low emission vehicles. The Games provides a platform to further develop and raise awareness of such solutions, and to help tackle poor air quality and to reduce greenhouse gas emissions.

In driving a shift to clean transport, the Games has the potential to deliver long-lasting behaviour change with the associated benefits of reduced congestion, improved health and wellbeing, and cleaner air. Providing residents and visitors with a positive public transport experience will be key to ensuring that the increase in sustainable travel during the Games is maintained for years afterwards.

This investment is not just for the benefit of the Games, but for a better connected region long after the Closing Ceremony.



8. NEXT STEPS

Preparing for the Games takes a number of years – we are at the beginning of this process.

This plan sets out our approach to transport planning and we are asking for feedback on it in 2019. Comments will be used to inform operational planning. In 2020 we will report on comments received and review whether any changes require an updated plan to be produced.

The plan will guide operational planning over the coming years. Exact details of how transport operations will work at venues and how it will affect specific areas will be finalised in 2022.

There will be an ongoing programme of engagement where we will seek the views of residents, businesses, local elected officials,

local authorities and our partner agencies. As the operational planning progresses, we will be working closely with our local authority partners to ensure local and regional knowledge is embedded in our decision making.

This will be undertaken in conjunction with wider Commonwealth Games stakeholder or residents meetings, traditional and digital channels with updates provided on the Birmingham 2022 website.

We are committed to engaging with communities who could be affected by the operational details in 2022, prior to the Games.

Further detailed information will be made available on the Birmingham 2022 website.

Key transport milestones

2019	2020	2021	2022
Engagement on Games Strategic Transport Plan	Birmingham Clean Air Zone	Coventry City of Culture	Commonwealth Games Village Opens
A34 and A38 Segregated Cycleways	Metro: Wolverhampton Interchange	Sprint Services Commence	Alexander Stadium Opens
Metro: Centenary Square		Metro: Edgbaston Extension	Sandwell Aquatics Centre Opens
Regional Transport Coordination Centre		Coventry Rail Station Masterplan	Perry Barr Station Upgrade
			University Station Upgrade

9. GLOSSARY

Term	Definition
Birmingham 2022	Birmingham 2022 Organising Committee established for the purpose of organising and delivering the Games
CGA	Commonwealth Games Associations, officials from the 71 nations and territories supporting athletes and coaches
CGF	Commonwealth Games Federation
Transport Hub	Transport hubs are places where large numbers of people use services. For example, rail stations, bus stations, Park & Ride sites.
IF	International Federations - international non-governmental organisations responsible for administering one or more sports at world level.
KRN	Key Route Network. This is over 600km network of key highways across the West Midlands that carries approximately 50% of all road traffic in the region.
Live Site	Designated public areas where members of the public can watch events on big screens.
RTCC	Regional Transport Coordination Centre. Regional coordination of transport networks and services to help local authorities, emergency services and transport agencies and operators provide more reliable, resilient and integrated transport services to residents, businesses, spectators and the Athletes and Games Family.
Sprint	Sprint is a bus rapid transit system; it is a limited stop service with dedicated bus lanes which will provide priority for public transport through areas of congestion, making journey times more dependable for passengers.
Swift	Swift is the largest smartcard scheme in the UK outside London. It enables card holders to access a range of modes across the West Midlands.
TfWM	Transport for the West Midlands, the transport arm of the West Midlands Combined Authority
WMCA	West Midlands Combined Authority. Established in 2016, it is a strategic authority with powers over transport, economic development and regeneration.

10. ENGAGEMENT

10.1 Tell us what you think

This document is accompanied by a questionnaire, which can be provided in hard copy or found at tfwm.org.uk/B2022transport

Comments may be submitted in writing to customerservices@tfwm.org.uk

or Customer Services, 16 Summer Lane, Birmingham, B19 3SD or online.

Accessible formats are available upon request.

10.2 Data protection

Under the Data Protection Act, we have a legal duty to protect any information we collect from you. When you submit information to us, it is treated in confidence and in accordance with data protection principles.

We will use your personal information for a number of purposes including the following:

- To record accurately and analyse any questions you raise or feedback you have provided in response to this engagement;
- To report on our engagement, setting out what issues have been raised and how we have responded to that feedback (individuals will not be identified in any such reports).

Information from which you can be identified will only be used by us, our agents and service providers, and will not be disclosed or shared unless we are obliged or permitted by law to do so.

We will share information you provide with partners such as Birmingham City Council and Birmingham 2022 who are working with us to develop transport planning for the Birmingham 2022 Commonwealth Games.

The lawful justifications for collecting and using your personal information are that it is necessary in the public interest and also for our legitimate interests, to ensure the engagement process, analysis and reporting are accurate and informative, and carried out fairly and lawfully.

For more information about what we do with personal information please see our privacy notice.

10.3 What happens next?

Comments will be used to inform any future versions of this Plan and our operational planning. In 2020 we will report on comments received and then provide an updated version of the Games Strategic Transport Plan, if necessary.

Further information on future engagement will be made available on Birmingham 2022 website as operational planning progresses.



Transport for
West Midlands

tfwm.org.uk/B2022transport