



GAMES TRANSPORT PLAN

CONTENTS

| | |
|-------------------------------------|----|
| Foreword | 3 |
| Introduction | 4 |
| Purpose of Document | 6 |
| Policy and Strategy Background | 7 |
| The Games Birmingham 2022 | 10 |
| The Transport Strategy | 14 |
| Transport during the Games | 20 |
| Games Family Transportation | 51 |
| Creating a Transport Legacy for All | 60 |
| Consultation and Engagement | 62 |
| Appendix A | 64 |
| Appendix B | 65 |

1. FOREWORD

The West Midlands is the largest urban area outside Greater London with a population of over 4 million people. The region has a rich history and a diverse economy with specialisms in creative industries, finance and manufacturing.

In recent years, the West Midlands has been going through a renaissance, with significant investment in housing, transport and jobs. The region has real ambition to play its part on the world stage to tackle climate change and has already set challenging targets.

Birmingham, the heart of the Birmingham 2022 Commonwealth Games, is a vibrant city that is well known for providing a warm welcome to people of all backgrounds and heritage. It is therefore fitting that the city and region will be hosting the Games, when we will welcome athletes from 72 different nations and territories.

Over one million spectators are expected to attend the event. Safe and efficient transport that is easy to use from their home to their seat will be key to their relaxation and enjoyment of the event. Many of these will be local people enjoying this sporting and cultural spectacle, well used to the travel options available but many will come from across the country and the globe, perhaps visiting for the first time.

Transport plays an essential part of a successful Games, especially as we also want to ensure that the daily travel needs of residents from the West Midlands region continue to be met and improved. With this challenge in mind, Transport for West Midlands (part of the West Midlands Combined Authority) and Birmingham City Council have been working together with the Department for Digital, Culture, Media and Sport, the event Organising Committee (OC) and transport partners to deliver a programme of transport improvements, not just for the Games but for the future benefit of the whole region.

In 2019 we set out our guiding principles for Games transport in a draft Games Strategic Transport Plan¹, a plan which gained widespread support and set us on the path to our more detailed planning arrangements. The Games Transport Plan is the next step, a more detailed plan which provides guidance and information on the arrangements during the Games for residents, businesses and visitors. More tailored information will be provided to spectators nearer the event as part of their event ticket and detailed plans will continue to be consulted on and developed right up to the Games, ensuring that transport is the best that it can be for residents, businesses and visitors alike.

With the eyes of the world on Birmingham, our key priority will be to ensure that the region is always kept moving and that every athlete and spectator arrives at their event in plenty of time. Our aim is that the Games are fully inclusive, accessible and as sustainable as possible. We are investing in measures to get as many people walking, cycling or using public transport as their preferred and available means of transport, both to the event and in the longer term as a positive legacy from these Games. This includes rebuilding confidence in sustainable travel and encouraging as many people as possible to take active travel forms of transport (such as walking and cycling) to increase their levels of physical activity and wellbeing as we emerge from Covid-19 restrictions.

Overall, the Games provides a fantastic opportunity to put Birmingham and the wider West Midlands on the global map, showcasing to the world what we have to offer. The Games will provide a legacy for Birmingham and the region, delivering a significant and much needed boost to the region's economy, estimated at more than £500 million, helping it on the road to full recovery following the Covid-19 pandemic. This Games Transport Plan aims to demonstrate clearly how the long-term benefits from the Games form a guide throughout our planning.

In line with s.25(1) of the Birmingham Commonwealth Games Act², the Secretary of State for Transport has formally directed the West Midlands Combined Authority to prepare a Games Transport Plan for the 2022 Commonwealth Games. Accordingly, this Games Transport Plan is a draft for consultation with stakeholders and we would like your feedback. We will use your responses to update this document, which we intend to publish in its final form in January 2022.

1 - Available at: [b2022-draft-games-strategic-transport-plan_sp.pdf \(tfwm.org.uk\)](#)

2 - [Birmingham Commonwealth Games Act 2020 \(legislation.gov.uk\)](#)

3. INTRODUCTION

BIRMINGHAM 2022

The summer of 2022 will see Birmingham and the West Midlands host the 22nd Commonwealth Games. The Opening Ceremony will be held on Thursday 28th July while the Closing Ceremony will take place on Monday 8th August.

These Games will be a festival of sport and culture, a unique celebration bringing people together, uniting the city, the region and the Commonwealth.

The event will bring together more than 6,500 athletes from 72 Commonwealth nations and territories who will take part in 19 different sports. Although Birmingham and the West Midlands have a proud tradition of staging major events, these Games will be the largest event to be held in the region. With a total of 11 competition days, 15 competition venues and up to 11 in operation on each day, there will be significant challenges to ensure safe and efficient transport arrangements are in place for the Games.

BIRMINGHAM AND THE WEST MIDLANDS

The West Midlands is the largest urban area outside Greater London with a population of over 4 million people and a diverse economy with specialisms in creative industries, finance and manufacturing. The region is going through a renaissance, with significant investment in housing, transport and jobs, helping the West Midlands become one of the strongest economically performing areas in the UK.

The Commonwealth Games has helped bring forward new housing and infrastructure projects, creating thousands of jobs and delivering exciting trade and investment opportunities. This has accelerated delivery of public transport projects such as Metro (tram) extensions, Sprint bus rapid transit corridors and enhancements to local rail stations which will, together, act as gateways to the Games and catalyse the region's economic potential.

In transport terms, the region is well placed to host the Games. It is at the heart of the road and rail network of the UK and is well served by international, national, regional and local transport infrastructure.

Birmingham Airport, 14.5km from Birmingham city centre, has over 2,000 flights each week³, serving 150 destinations directly, and is connected to 340 one-stop global destinations. This, together with excellent road and rail links to London Heathrow, ensures that region is well connected globally.

The region also sits at the centre of the UK's motorway network, with 90% of the UK population being within a four-hour travel time by road and two hours to the major cities of London, Manchester, Leeds and Bristol.



The region's motorway network is framed by the M5-M6-M42 motorway box around Birmingham and supported by an extensive network of main roads, which collectively are designated the Key Route Network (KRN) serving numerous proposed Games venues. The KRN comprises 605km of key highways across the area carrying 50% of all car, road-based public transport and freight traffic.

Birmingham New Street station will be the primary rail hub for the Games. It is the busiest UK station outside of London, providing unrivalled rail connectivity to every corner of the UK. Following a £750m transformation, Birmingham New Street station has the capacity to accommodate up to 300,000 passengers a day.

As well as an extensive local bus network, the region benefits from a tram (Metro) network between Wolverhampton and Arena Birmingham; via Centenary Square, Birmingham New Street station and Birmingham Snow Hill rail station.

Investment is also being made across the region to improve the transport interchanges and highway infrastructure - to provide priority to bus passengers and cyclists, enable more local journeys to be made by foot, bike or public transport, and to make motorways more efficient to tackle congestion and environmental priorities around air quality, noise and climate change.

PLANNING TRANSPORT FOR THE GAMES

Planning transport for the Games is a complex process with many routes, destinations and modes of transport. There will be routes and locations with heavier demand than usual and our plan for managing these pressures and keeping the region moving will be critical to the success of the Games.

At some strategic centres, the Games will also generate significant, and sometimes competing and interacting demand. There is a need to manage this demand whilst ensuring places can keep functioning and fully capitalise on the economic opportunity the Games brings.

The Games Transport Plan looks to ensure all those involved in competing, watching, administering and reporting on events are transported in a safe, reliable and efficient manner whilst seeking to minimise impacts on everyday journeys.

The Games Transport Plan has been developed with inputs from key stakeholders as well as feedback from the draft Games Strategic Transport Plan in 2019⁴.

This Games Transport Plan, a consultation draft is the next step towards the final transport planning and is based on the latest information available at the time of writing. As we have all seen with the recent pandemic, things change over time and we need to re-build confidence in using public transport with the Games providing an excellent catalyst as we emerge from restrictions. Several other plans are critical to the final Games Transport Plan and we will be taking these on board as we move forward, these are outlined in the timeline below.

GAMES TRANSPORT PLAN INPUTS

| Date of Completion | Responsible Organisation | Relevant Planning Milestones |
|--------------------|-----------------------------|---|
| September 2019 | Transport for West Midlands | Strategic Planning Birmingham 2022 Draft Games Strategic Transport Plan ⁵ |
| April 2020 | Organising Committee | B2022 Accessibility and Inclusion Commitment |
| July 2020 | West Midlands Police | B2022 Commonwealth Games Security Strategy |
| February 2021 | Transport for West Midlands | Games Transport Plan Communications and Engagement Plan |
| March 2021 | Organising Committee | Commonwealth Games Legacy Plan Commonwealth Games Sustainability Pledge |
| Summer 2021 | Transport for West Midlands | Procurement of Traffic Management Services The West Midlands Local Transport Plan Accessible Transport Concept of Operations |
| | Organising Committee | B2022 Sustainability Strategy Road Race Route finalisation Regional ballot for tickets |
| Autumn 2021 | Organising Committee | Bus and Fleet Strategies National ballot for tickets |
| January 2022 | Transport for West Midlands | Tactical Planning Publication of the Games Transport Plan Park and Ride Delivery Plan Taxi and Private Hire Vehicle Strategy Active Travel Strategy Provision of Bus Services Refined |
| | Transport for West Midlands | Operational Planning Public travel information Spectator travel information Local Traffic Management measures Rail Station Management Plans |

4 - Available at: [b2022-draft-games-strategic-transport-plan_sp.pdf \(tfwm.org.uk\)](#)

5 - Available at: [b2022-draft-games-strategic-transport-plan_sp.pdf \(tfwm.org.uk\)](#)

4. PURPOSE OF DOCUMENT

Delivering the Games requires the support of a range of partners to work collaboratively as one team to operate a single transport network. In June 2020, Royal Assent was given to the Birmingham Commonwealth Games Act 2020, which makes provision for a Games Transport Plan.

This Games Transport Plan sets out the approach to the planning, delivery and management of transport services during the Games. It outlines how the existing demand from local people and businesses will be managed, how additional demand during the event will be catered for and how any impacts from the Games will be minimised to limit disruption. The Plan presents five principles that have guided decision-making throughout the stages of strategic planning. These principles (shown below) were established following the consultation of the draft Games Strategic Transport Plan and underpin our objectives for transport during the Games.

FIVE CORE PRINCIPLES



Clean and green; a public transport Games



Safe, secure, reliable and efficient transport



Minimising disruption



Valuable long-term benefits of sustainable, transport options and improved public spaces



Access for all

The Games Transport Plan has been produced by Transport for West Midlands (TfWM) in close collaboration with Birmingham City Council and the Birmingham 2022 Organising Committee (OC). There has also been close working with Local Authorities and key transport partners including Central Government, Network Rail, Highways England, HS2 and other host local authority venue partners.

Overall, this document showcases how high-quality, sustainable transport for residents, spectators, athletes and businesses will be provided during Games time and for years to come.

COVID-19 IMPACT

The Covid-19 pandemic has impacted the travel patterns and behaviours of residents, businesses and workers throughout the West Midlands as it has affected the way in which we work, travel and socialise.

The Covid-19 Transport Action Plan (October 2020)⁶ sets out how transport in the West Midlands is preparing to transition out of the Covid-19 pandemic and towards a positive, sustainable recovery. The action plan seeks to lay the foundations for a net zero carbon future by continuing to build upon the increased levels of walking and cycling through creating safe and attractive conditions for active travel. This will reassure residents, businesses and visitors as they return to our Covid-safe public transport network, and delivering new sustainable infrastructure to create an accessible, carbon-free, transport system across the West Midlands.

As part of the Games time planning, we are intending for a full spectator presence with a maximum capacity at venues. Likewise, the OC are also working a similar scenario, with key prompts to alter planning following a review of the Covid-19 situation.

We want this to be the most sustainable Games yet. Sustainability is about making a fairer, greener, healthier society now and for the future. The transport we provide seeks to influence, inspire and change behaviours of those delivering and attending the events – through making sustainable choices in the resources we use to deliver the Games



⁶ - Available at: <https://www.tfwm.org.uk/media/nk2nv3ax/wm-covid-response-action-plan.pdf>

5. POLICY AND STRATEGY BACKGROUND

The Games Transport Plan has been influenced by a range of policies and plans within the West Midlands. This chapter sets out the political background for regional growth, strategy and development.

TABLE 1: POLICY AND STRATEGY BACKGROUND

| Region-wide Policies and Strategies |
|--|
| <p>The West Midlands Strategic Transport Plan: ‘Movement for Growth’⁷ (adopted June 2016)</p> <p>Movement for Growth sits alongside the WMCA Strategic Economic Plan as a complementary critical set of policies and plans. The Plan is made up of four tiers and provides an overarching approach to the development of an integrated transport system to help overcome the challenges of economic and housing growth, social inclusion and environment change.</p> <p>Its vision sets out to “...make great progress for a Midlands economic ‘Engine for Growth’, clean air, improved health and quality of life for the people of the West Midlands. We will do this by creating a transport system befitting a sustainable, attractive and economically vibrant conurbation in the world’s sixth largest economy.”</p> |
| <p>WMCA Strategic Economic Plan (SEP)⁸ (published 2017)</p> <p>The SEP is the West Midlands’ strategy that sets out the vision, actions and objectives for improving the quality of life for those who live and work in the region. The Plan incorporates devolved powers and resources across the West Midlands to optimise skills, innovation, transport and inwards investment.</p> |
| <p>The West Midlands Industrial Strategy⁹ (published May 2019)</p> <p>This strategy sets out the collective local and national ambitions for the West Midlands to ensure an inclusive, well-balanced economy that can benefit all. It aims to unblock barriers to productivity and growth, and establishes four market priorities to take forward, these include: healthcare innovation, creative content and technology, future mobility and modern services.</p> |
| <p>The West Midlands 2041 Sustainability Strategy (published January 2020)</p> <p>The WM2041 strategy proposes a set of actions for individuals, communities and businesses to undertake to help tackle the climate crisis. The strategy outlines five key principles for the West Midlands which underpin the regional efforts to limit climate impact. These include, making the journey to 2041 without leaving anyone behind, boosting our resilience to climate change, ensuring our future respects our heritage, increasing connectivity between places and saving energy and resources without reducing prosperity.</p> |
| <p>Recharge the West Midlands¹⁰ (published June 2020)</p> <p>This document sets out an immediate ask of the Government from the West Midlands to provide £3.2bn of investment over the next three years to deliver a rapid economic recovery.</p> <p>The recovery plan addresses the short-term risks of Covid-19 by creating and safeguarding jobs and takes into account the longer-term improvements in regional innovation, competitiveness and resilience.</p> |

7 - Available at: <https://www.tfwm.org.uk/media/3ukj3yw0/movement-for-growth.pdf>

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

9 - Available at: <https://www.wmca.org.uk/media/3094/west-midlands-local-industrial-strategy-single-page.pdf>

10 - Available at: <https://www.wmca.org.uk/media/3975/west-midlands-economic-recovery-our-ask-and-offer-hd-spreads.pdf>

State of the Region 2020 Full Report¹¹ (published July 2020)

This report, written on behalf of the West Midlands Combined Authority and all its partners evaluates the current conditions across the region and highlights the challenges the West Midlands faces.

Overall, the economic forecasts consistently show the West Midlands to be one of the UK's hardest hit regions of the economic crisis. This is a result of our industrial and demographic mix with some local economies among the most vulnerable in terms of their sectoral composition and market vulnerability. For instance, sectors that previously saw growth such as construction and the higher education industries were heavily impacted by the crisis and therefore, left Birmingham, Coventry and Wolverhampton at risk. However, the same economic models do show relatively strong regional growth in 2021.

The Birmingham Development Plan (BDP) 2031¹² (adopted in 2017)

The BDP is a statutory planning framework that establishes the spatial vision and strategy for the sustainable growth of Birmingham from 2011 to 2031. The BDP is used to guide decisions on regeneration, planning and development, as the plan outlines how and where jobs, homes, services and infrastructure will be delivered.

Birmingham Transport Plan¹³ (draft published January 2020, final plan due September 2021)

The plan contains a set of principles that will guide investment in transport to serve a future Birmingham that is home to more people and is a better environment to live and work, irrespective of age, disability or income.

The proposals are organised around four "big moves"-

- **Reallocating road space:** Reallocating road space away from single occupancy private cars to support the delivery of a public transport system fit for a global city, fundamentally changing the way that people and goods move around the city.
- **Transforming the city centre:** Birmingham city centre will be transformed through the creation of a pedestrian network, where streets and public spaces are integrated with public transport services and cycling infrastructure. Access to the city centre for private cars will be limited with no through trips. This includes looking at different options for the central section of the A38 including re-routing it to an upgraded ring road.
- **Prioritising active travel in local neighbourhoods:** Active travel (walking and cycling) will become how most people get around their locality most of the time. Cars will no longer dominate street life around homes and schools. A limit of 20mph will be standard on all local roads. Residential neighbourhoods and local centres will be places where people are put first.
- **Managing demand through parking measures:** Parking will be used to manage the demand for car travel through parking availability, pricing and restrictions. Where development potential exists, land currently occupied by car parking will be put to more productive use.

Cycling and Walking Strategy¹⁴ (published January 2020)

This strategy aims to develop a safe and integrated active travel network across Birmingham to make walking and cycling the convenient choice for local journeys and leisure activities. The three objectives of this strategy are to:

1. Enable more walking and cycling by providing training, improving the access to bikes, tackling safety issues and securing funding
2. Develop a great city for walking and cycling through the provision of safer infrastructure and better traffic management.
3. Inspire walking and cycling through the delivery of events and sharing of information.

Birmingham Route to Zero Action Plan - Call to Action¹⁵ (adopted December 2021)

This plan sets out initial actions to deliver on Birmingham's commitment for the council and city to become net zero carbon by 2030, or as soon as possible thereafter as a 'just transition' allows. Transport actions are aligned with delivery of the Birmingham Transport Plan.

Solihull Local Plan – Draft Submission Plan¹⁶ (published October, 2020)

The draft plan details the economic ambitions for the development of UK Central Solihull - a strategic growth site encompassing the local economic assets at Arden Cross (an area containing the proposed HS2 Interchange Railway Station by the A45, A452 and the M42), Birmingham Airport, Jaguar Land Rover, Birmingham Business Park and the National Exhibition Centre.

11 - Available at: <https://www.wmca.org.uk/media/4290/state-of-the-region-2020-final-full-report.pdf>

12 - Available at: https://www.birmingham.gov.uk/download/downloads/id/5433/adopted_birmingham_development_plan_2031.pdf

13 - Available at: <http://www.birmingham.gov.uk/transportplan>

14 - Available at: https://www.birmingham.gov.uk/downloads/file/15860/walking_and_cycling_strategy_2020

15 - Available at: https://www.birmingham.gov.uk/downloads/file/18618/route_to_zero_action_plan_-_call_to_action

16 - Available at: [https://www.solihull.gov.uk/sites/default/files/2020-12/Draft-Submission-Plan-Oct-2020%20\(1\).pdf](https://www.solihull.gov.uk/sites/default/files/2020-12/Draft-Submission-Plan-Oct-2020%20(1).pdf)

Strategies and Plans specific to the Commonwealth Games

The Commonwealth Games Legacy Plan (published March 2021):

This plan ensures the legacy opportunities are maximised through a series of different programmes. Transport cuts across many of these legacy programmes to support the 'Games for Everyone' and aims of being a catalyst for change, helping the region grow and succeed, improving the health and wellbeing of the region's people and putting us on the global stage.

The Sustainability Pledge¹⁷ (published March 2021)

The Sustainability Pledge captures both the environmental and socio-economic impacts of the Games, as it intends to be a benchmark for future events. The pledge aims to deliver the most sustainable Games yet - with the goal of B2022 being the first carbon-neutral Commonwealth Games. Overall, the pledge focuses on seven pillars, these being Accessibility, Equality, Diversity and Inclusion, Job Creation and Social Value, Human Rights, Carbon and Air Quality, Minimising Waste, and Conservation.

The Business and Tourism Programme (March 2021)

An economic legacy programme that supports the Birmingham 2022 Commonwealth Games' mission to drive the long-term economic benefits and boost both the West Midlands and the UK's global reputation as a world-class destination for tourism, trade and investment.

The Commonwealth Jobs and Skills Academy:

The Games will create around 35,000 new jobs and skills opportunities, including volunteering roles and training opportunities. To help connect these opportunities to local people a Jobs and Skills Academy has been created. Using the Games, it aims to accelerate and amplify existing work to improve regional skills and employment opportunities. It will focus on supporting young people, those from disadvantaged groups, the unemployed and disabled individuals.

Volunteering Programme:

This programme is supported by the Commonwealth Jobs and Skills Academy, through raising awareness of the volunteering opportunities and assisting residents through the application process, helping to ensure the volunteering community is reflective of the region.

A significant amount of investment is taking place across the West Midlands to accommodate the level of growth set out in the region's key strategy and policy documents. Central to this, is better integrated public transport, walking and cycling options, alongside measures to manage demand and improve the efficiency of the network. These measures, together with the introduction of Birmingham's Clean Air Zone will help us deliver a clean, green programme; a key principle of the 2022 Games Transport Plan.



17 - Available at: https://www.birmingham2022.com/wp-content/uploads/2021/03/B2022_Sustainability_Pledge_v05.pdf



THE GAMES BIRMINGHAM 2022

The Games will take place over two weeks across a range of competition venues. Some of these venues will only be used for one or two days, while others for up to 11 days.

The transport impact will therefore vary depending on several factors, such as the number of spectators, the number of days the venue will be in operation and the proximity of venues to each other.

Although some venues are accustomed to hosting large scale events, the Games brings a different type and complexity of operation as, from a transport perspective, venues will be used over multiple consecutive days and the demand from venues will overlap at transport interchanges.

Venues also extend beyond the West Midlands Combined Authority geography, with Mountain Biking being held at Cannock Chase, Lawn Bowls in Leamington Spa, and Track Cycling at the Lee Valley VeloPark in London.

In addition to the competition venues, numerous other non-competition venues will be factored into our planning. These include, 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). Figure 1 presents the location of the competition venues within the West Midlands.

Careful planning will increase the capacity, efficiency and reliability across a range of transport modes and enable public transport and active travel to be integrated into the network to deliver a 'one network' approach to minimise the level of disturbance on the wider system.



All competition venues will be accessible by public transport – further guidance will be issued with each ticket.

Figure 1: Birmingham 2022 Venues

KEY

Aquatics - Diving

Aquatics - Swimming & Para Swimming

Athletics & Para Athletics

Badminton

Basketball 3x3 & Wheelchair Basketball 3x3

Beach Volleyball

Boxing

Cricket T20

Cycling - Mountain Bike

Cycling - Road Race

Cycling - Track & Para Track

Gymnastics - Artistic

Gymnastics - Rhythmic

Hockey

Judo

Lawn Bowls & Para Lawn Bowls

Netball

Opening Ceremony

Rugby Sevens

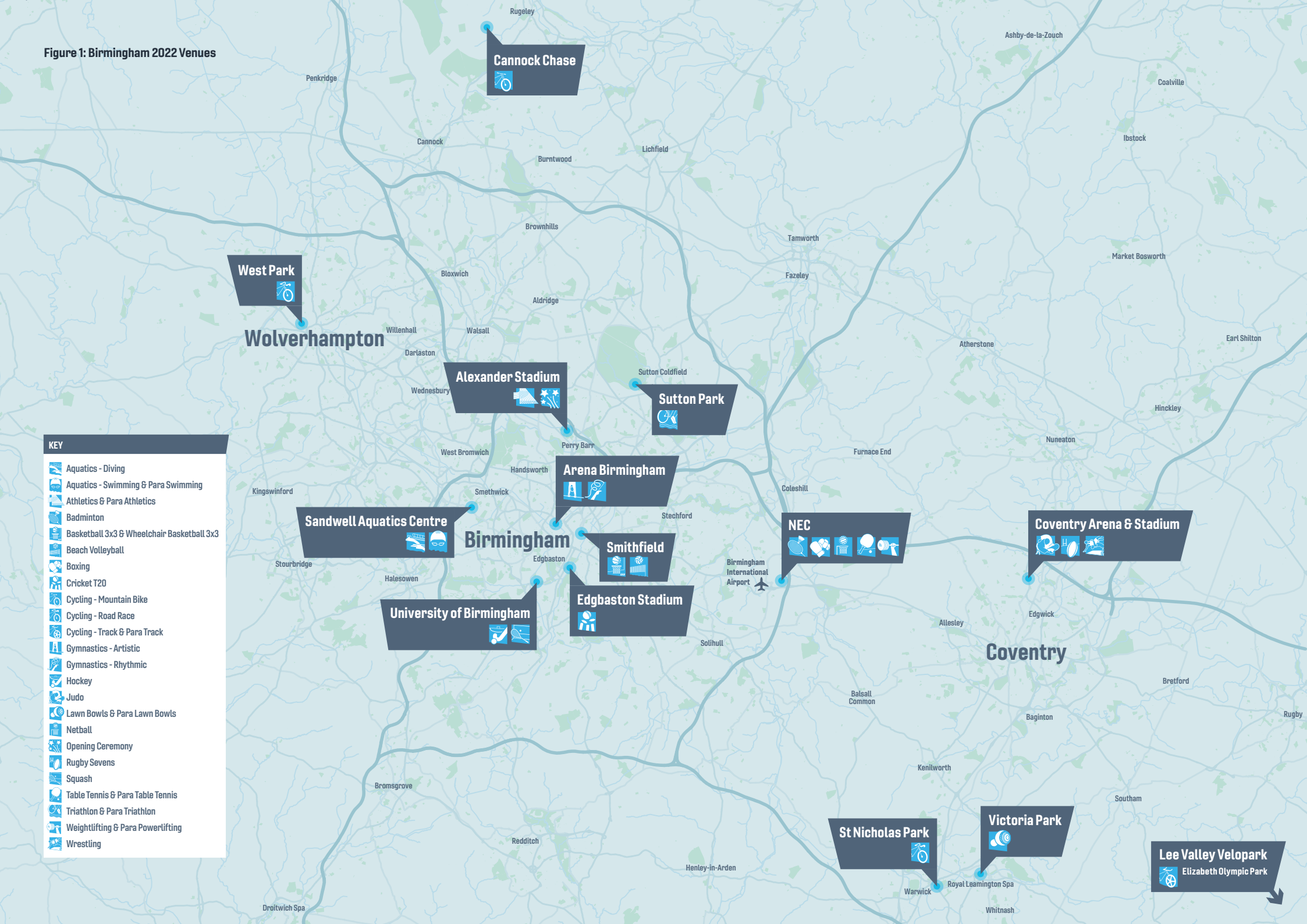
Squash

Table Tennis & Para Table Tennis

Triathlon & Para Triathlon

Weightlifting & Para Powerlifting

Wrestling



WHAT WILL THE GAMES MEAN FOR RESIDENTS AND BUSINESSES?

DURING GAMES TIME

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 to and from events, there will be extra demand for transport, especially at certain locations such as a stadium or arena, or at busy transport hubs – places where large numbers of people use services, such as rail stations or bus stations, local centres and city centres.

The Games will create around 35,000 jobs, volunteering roles and training opportunities for people in the region

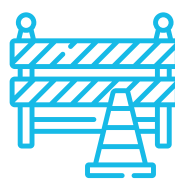
We will put measures in place such as city centre bus shuttles, park and ride services and a dedicated accessible bus system to accommodate the increased demand to ensure everyone can get to the venues on time. Importantly, we are also working to ensure the region continues to operate; so emergency services can respond swiftly to incidents, essential deliveries can still be made, health visitors and care workers can visit patients and local residents can still get to where they need to go. To enable this, the Regional Transport Coordination Centre (RTCC) will be the 'central hub' for transport operations in the West Midlands, bringing together partners, providing a common view of the network and communicating transport information to residents, businesses and visitors.

The RTCC monitors and coordinates the region's transport network to support local authorities, emergency services and transport-service providers across the West Midlands in keeping the region moving. During the Games, it will be vital in providing the focal point for transport operations across the region, offering a single source of data to help TfWM deliver better information to the public and to better plan their journeys during the Games. Currently, there are two social media platforms, 'Transport for West Midlands' and 'West Midlands Roads' where real time information, updates of incidents and planned roadworks are communicated.

More information and live updates from across the region can be found on the dedicated page on the TfWM website. TfWM will be using these existing channels alongside other communication tools to make sure everybody who needs to be is kept updated and is able to plan ahead to minimise disruption to their journeys.

In the run up to and during the Games, we will work closely with the local population and provide clear and up to date information to help people plan their journeys and make the best possible travel choices. We will communicate through a range of channels and explore options for a dedicated journey planner for travel during the Games.

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, such as: engaging with businesses and communities in the lead up and during the Games, putting temporary measures in place throughout the Games to make efficient use of the network and working with key partners to ensure the right decisions are made for the region.



Over 1 million spectators

AFTER THE GAMES: TRANSPORT LEGACY IMPACTS

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.

Central Government, in partnership with Birmingham City Council have invested £778m into the Games which has contributed to the accelerated delivery of multiple transport projects. As a result, a seamlessly integrated transport network will operate throughout Games time and beyond to maximise opportunities for sustainable and active travel.

Opportunities such as this will enable more people to take up active travel, reduce levels of physical inactivity and improve overall wellbeing. These opportunities can also help us tackle some of the most challenging issues we face as a society by improving air quality, combatting climate change, reducing congestion and increasing the health of our communities. Equally, in light of the Covid-19 pandemic, the Games will play an important role in building back confidence in public transport through showcasing public transport options as transport modes of choice..

Hosting the Games gives the West Midlands a real opportunity to leave a meaningful and tangible legacy to address the inequalities across the region.



As well as delivering benefits to the region's residents and businesses, the transport legacy will also provide long-term benefits to those investing in and visiting the region. The Business and Tourism Programme will support key sectors such as Future Mobility and Creative Technologies to promote the West Midlands as a world-class destination for tourism, trade and investment. The chart below outlines the key legacy ambitions for transport after the Games

THE COMMONWEALTH GAMES TRANSPORT LEGACY

Enhance Sustainable Transport

- Restored confidence in public transport post Covid-19
- Reducing the carbon footprint of our journeys
- Investment in Sprint, rail upgrades and Metro extension
- Enhanced passenger experience

Active Travel

- Additional walking and cycling routes
- Enhanced cycling services
- Improved health, wellbeing and physical activity
- Reduced dependency on cars to benefit air quality

Less Congestion

- Integrated network management through greater collaboration
- Better demand management
- Reduced car travel

Real-time Travel Data

- Live, responsive information
- Improved and reliable journey times
- Better informed travel choices through easy to access information

7. THE TRANSPORT STRATEGY

FIVE KEY TRANSPORT PRINCIPLES

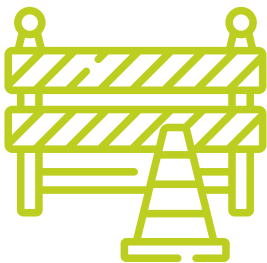
The Games Transport Plan has been developed around the five key principles presented below. These principles encompass our strategic aims for transport during the Games and remain consistent throughout our planning. The principles were established following the feedback of the draft Games Strategic Transport Plan and are referenced throughout this document.



Clean and Green; a public transport Games



Safe, secure, reliable and efficient transport



Minimising disruption



Access for all



Valuable long-term benefits of sustainable, transport options and improved public spaces

CLEAN AND GREEN; A PUBLIC TRANSPORT GAMES:

We will limit the harmful impacts of transport during the Games on the environment. To support this, 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 system, offering seamless end to end journeys that will make sustainable transport the most convenient and attractive way to travel.

To reduce the reliance on car travel, minimise congestion and to keep the region moving, all venues will be accessible by public transport and spectators will have access to public transport included within their Games' ticket on the day of their event. Our commitment to providing easily accessible public transport will also be extended to Games time volunteers, the OC workforce and to all members of the Games Family. This will cut greenhouse gas emissions and air pollution from vehicles during the Games, contributing to cleaner air, improved health and wellbeing, a reduced impact on the environment and a better quality of life for the people of the West Midlands.



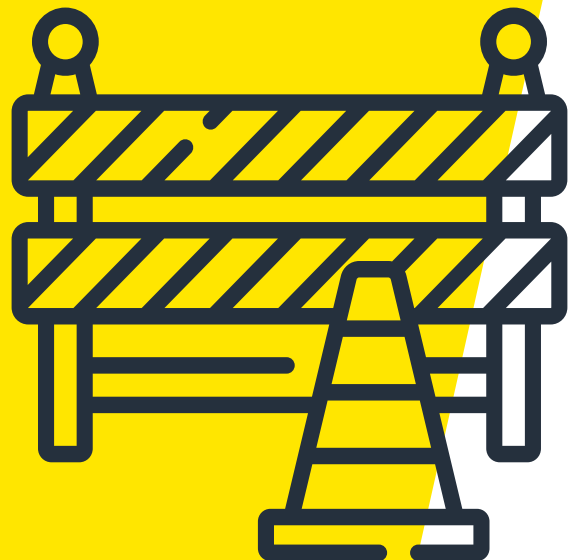
SAFE, SECURE, RELIABLE AND EFFICIENT TRANSPORT:

Transport services will be safe and secure, with consistent and reliable journey times - both for Games participants and everyday users of the transport network.

This is essential in 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.

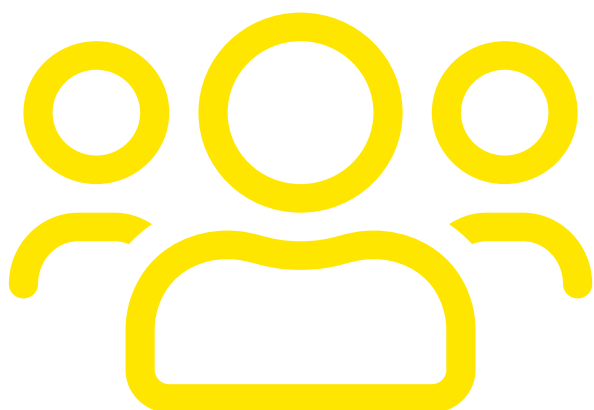
MINIMISING DISRUPTION:

We will keep the region moving. Whilst the Games will inevitably have an impact, our plans strive to minimise the impact of the Games on everyday users of the transport network to ensure local residents can still get to work on time, businesses can receive and make deliveries and that city operations can continue to meet local needs.



LONG TERM BENEFITS TO USERS:

The Games has the potential to generate significant benefits – which we aim to maximise to ensure the region benefits for years to come. Numerous transport schemes across the region are being delivered in time for the Games and will create a positive transport legacy of greater sustainability and higher levels of active travel. We aim to reduce the reliance on cars and support healthier lifestyles and improved wellbeing across the West Midlands.



ACCESS FOR ALL:

Accessibility and inclusion involves meeting people's individual requirements in the most suitable way to provide a quality and positive Games experience. Our strategic approach to transport planning has focussed on embedding accessibility and inclusion throughout all services and operations. The Games will provide socially inclusive, seamless, affordable and accessible transport across all modes to ensure everyone can equally participate in, and enjoy, the experience of the Games, whilst minimising disruption for regular transport users and local residents.

KEY TRANSPORT THEMES

To meet the demand for transport during the Games we have identified the types of measures that will be required, these fall under the following three themes:



Effective use of the network

Managing journeys and key routes to ensure the safety and resilience of the transport network.



Provision of temporary additional services

New temporary services to provide the vital support for extra demand.



Investment in infrastructure

Several new infrastructure projects will be delivered in time for the Games to help meet the increase in demand.

SUSTAINABILITY

Birmingham 2022 is committed to showing leadership in sustainability in line with the United Nation's¹⁸ definition where development “meets the needs of the present without compromising the ability of future generations to meet their own needs”.

Having previously focussed more on ‘environmental’ impacts, the new Sustainability Strategy takes an approach to capture both the environmental and socio-economic impacts, such as Equality, Diversity and Inclusion (EDI), Accessibility, Jobs and Skills, Social Value and Human Rights. The strategy lays out seven key pillars for the Games, these include:



| | |
|--|---|
| Carbon & Air Quality | Delivery of the first carbon-neutral Commonwealth Games and promoting low emission travel options. |
| Minimise Waste | Minimising the use of single-use plastics across all OC led activities and venues. Reducing single-use plastics across our activities and our supply chain and re-purposing and reusing assets. |
| Equality, Diversity and Inclusion | Engaging with as many groups as possible to ensure this is an event for everyone, working hard to connect local communities to the Games. |
| Job Creation & Social Value | Aiming to create job opportunities, upskill the workforce and reduce unemployment in the West Midlands. |
| Human Rights | Changing people's lives for the better. Intrinsically aligning the approach with the Commonwealth Games and the United Nation's best practice. |
| Conservation | Conservation of the environment and reinforcing cultural heritage. |
| Accessibility | Hosting a safe and secure, dignified experience for anyone involved in the Games. This means delivering accessible venues, facilities and barrier-free environments. |



TfWM is also accelerating the delivery of transport infrastructure across the West Midlands to provide easy, accessible and reliable active travel links during the Games. This will allow more spectators and workforce to use sustainable transport throughout the Games, and thereafter.

18 - Our Common Future: Brundtland Report, United Nations, (1987). [our_common_futurebrundtlandreport1987.pdf](#)



Birmingham 2022 aims to be the first carbon neutral Commonwealth Games. The primary goal is to reduce carbon at every possible opportunity and offset what remains through credible initiatives.

The OC are working with experts to maximise the use of cleaner generators, supply a modern and cleaner bus fleet, and aspire to develop a car fleet containing hybrid and electric vehicles. In addition, the three-site campus village model will see some athletes staying close to their training and competition sites which will also support a reduction in travel and carbon emissions.

As part of the pledge to increase conservation and sustainability, the Games partners will also clean 22 miles of canals through the 'United by 2022' partnership that exists with The Canals & Rivers Trust and will continue to work with expert organisations such as the National Trust, Environment Agency, and Carbon Trust to ensure all activities are measurable. To promote a circular economy, reduce waste and save resources, free drinking-water refill points will be installed wherever possible to reduce the use of single-use plastic bottles and where feasible, the Games will hire equipment instead of buying.



ACCESS FOR ALL

We recognise that everyone has differing needs and that there is no 'one size fits all' approach to delivering the Games Transport Plan objectives. We have anticipated key inclusion and accessibility needs and priorities and are implementing measures to help facilitate equitable access for all. We will continue to engage with a range of local equality groups to shape positive inclusion and access outcomes.

While all venues will be accessible by public transport and we will encourage everyone to use public transport and/or walk and cycle to venues, we also recognise that this may not be a viable option for all. Blue badge parking will be available at all venues. Accessible shuttle services and other transport services such as ride share, taxis and ring and ride will support spectators varying travel needs. Access to venues will be facilitated through the delivery of new and/or refurbished transport infrastructure, while access transport audits will help determine any access barriers. Where access barriers are identified that cannot be rectified, we will ensure spectators are made aware of accessible travel options through personalised journey planning.

We appreciate that increased travel demand and travel disruptions can have adverse impacts on some more than others, such as people reliant on public transport to get around or people with accessibility needs. We will introduce additional temporary services to alleviate pressure on the network and provide for extra demand, whilst also introducing temporary measures to make efficient use of the network and to facilitate a faster and more efficient transition to the venues. Our Metro services will be extended at peak times and we will work with bus and train operators to understand the potential for providing extra temporary capacity and connectivity. Such measures will help ensure that supply meets demand and that issues such as overcrowding, and journey delays are averted. We also want to ensure that residents' access is not compromised during the Games. Controlled parking zones will allow access for residents and local businesses while accessibility related resident needs will be identified and protected through engagement and input into the final design.

Transport affordability and inclusive information provision are also key to the delivery of the transport plan. Information will be communicated in a range of ways, in print and in digital formats, and we will explore how an accessible, personalised Games journey planner could help improve people's understanding of travel options that meet their needs. Increased staff and volunteer presence in all key interchanges will also help support the spectator experience. Equality and disability awareness will form part of staff and volunteer training.



8. TRANSPORT DURING THE GAMES

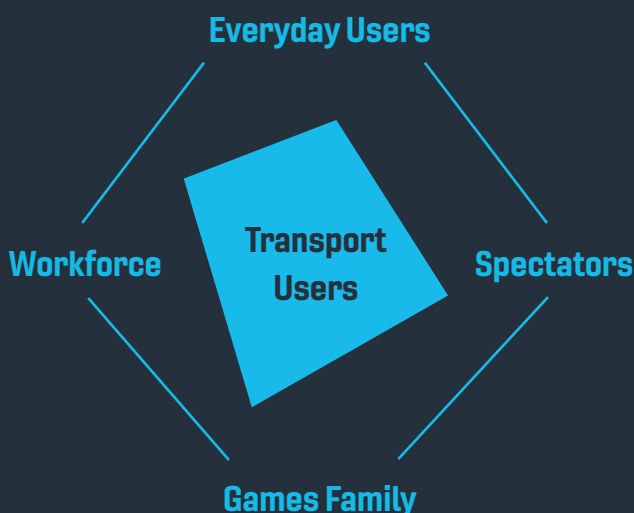
The user experience is at the heart of our work. TfWM has been working closely with local authorities so that together we can provide safe, efficient and reliable transport during the Games, and ensure everyday journeys are maintained wherever possible to support residents, businesses, workers and public transport users on event days.

UNDERSTANDING TRAVEL DEMAND DURING THE GAMES

To plan for the impacts of the Games on the transport network, analysis has been undertaken to support decision making by the various organisations involved in delivering transport services.

To understand these impacts, users of the transport network during Games time have been split into the following groups:

- **Everyday users** such as residents, commuters and businesses – this group includes all non-Games related travel and refers to the day-to-day users who want to travel around the network as usual
- **Spectators** travelling within and to the region to attend events. This includes ticketed spectators for sporting events, non-ticketed spectators for events such as the marathon or road cycling and those attending live sites and other Games related non-competition events;
- **Workforce**; both paid and volunteers, contractors, and;
- **The Games Family**, this includes Team Officials, technical officials, Athletes, accredited media and officials from the different participating nations and territories.



We are building our understanding of what the transport needs will be across the network to provide dedicated services that meet people's needs, helping to deliver a great Games experience.



Information on travel behaviours of spectators and workforce during the previous Glasgow 2014 and Gold Coast 2018 Commonwealth Games, has together with the region's Strategic Transport Model, PRISM¹⁹, been used to support, and input into, a number of localised and detailed transport modelling tools developed specifically for the Games.

This has allowed an in-depth understanding of the inter and intra-regional travel demand generated by the Games on an hour by hour and day by day basis, quantifying the impact on the region's transport network and supporting decision-making on potential mitigation strategies.

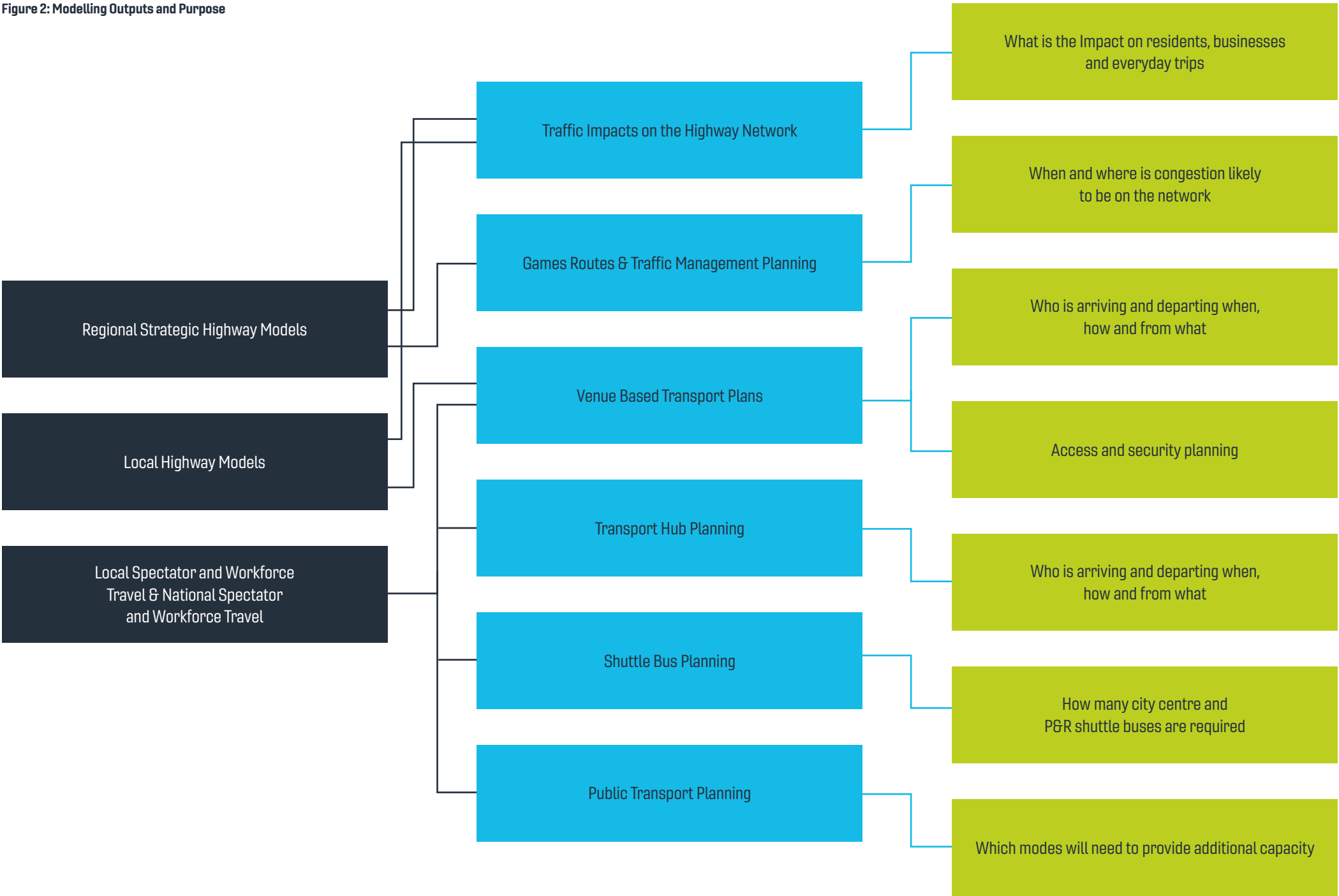
This approach has also enabled us to identify areas that may require additional services (such as more buses, more frequent Metro services or additional dedicated shuttle buses) and roads that may need traffic management measures to reduce any negative impacts on the network.

Transport modelling is also supporting detailed transport and operation planning at venues, enabling efficient, safe and secure arrival and departures by all Games' users whilst supporting detailed logistical planning.

It is recognised that the global pandemic and public health concerns may also influence people's confidence in travel and public crowded spaces. Public transport usage will continue to be monitored to help assess whether this might impact transport services during the Games.

A summary of this technical process is presented in Figure 2.

Figure 2: Modelling Outputs and Purpose



USING DATA TO HELP IMPROVE THE EFFICIENCY OF THE TRANSPORT NETWORK

Our transport planning is underpinned by up-to-date, reliable data. TfWM already collects a range of data from relevant sources and is working closely with partners to continually improve the richness of the data.

This data feeds our understanding of the measures needed on the transport network to deliver a successful Games, helping us to plan better. It also drives the RTCC – providing a holistic view of the performance of the network, helping partners to make well informed decisions so that the transport network can operate effectively and efficiently as a single network. Furthermore, the data enables us to give better information and travel advice to residents, businesses and visitors. A great user experience is vital for the transport network to work at its best. It is essential that everyone can easily access clear, understandable information on journeys and tickets so that they can make the best travel choices either ahead of time or in response to real time information.



INVESTMENT AND DELIVERY OF NEW TRANSPORT INFRASTRUCTURE

To maximise the use of public transport during the Games and secure its long-term use thereafter, TfWM and partners will improve the coverage, capacity, efficiency, reliability and accessibility across a range of modes. As established, the Games has provided a catalyst for investment in the region, promoting the delivery of a number of transport schemes, which include the following:

Sprint Bus Transit schemes

- A34 Birmingham to Walsall: Providing enhanced connectivity with Alexander Stadium
- A45 Birmingham to Airport and Solihull: Supporting connectivity with the NEC

West Midlands Metro

- Extension of the Metro routes to Centenary Square, Five Ways and Edgbaston
- The delivery of a new multi-modal transport interchange at Wolverhampton

Rail station improvements

- Increased capacity and enhanced passenger experience at University station
- Transport Interchange at Perry Barr during the Games.
- Improved capacity and accessibility at Coventry rail station

Cycling Upgrades

- New segregated cycleway along the A34 and the A38
- Introduction of the West Midlands bike share scheme

Road Upgrades

- Congestion Management Plan and supporting highway investment programme to increase capacity and manage demand on the Key Route Network²⁰
- Improvements at M6 J10 to reduce congestion and delays
- Improved layout at A34 Perry Barr to benefit pedestrians, cyclists & public transport

West Midlands Regional Transport Coordination Centre (RTCC)

- Providing permanent regional coordination of the transport network and services
- Offering reliable, resilient and integrated transport services

20 - <https://www.tfwm.org.uk/who-we-are/our-strategy/network-resilience-keeping-transport-moving>

SPECTATOR AND WORKFORCE TRANSPORT TO VENUES

A variety of transport services will be in operation to serve the different competition venues throughout the Games. As part of our commitment to delivering a clean and green public transport Games, for events in the West Midlands, your Games ticket will include access to public transport in the local area on the day of your event. Games time volunteers, the OC workforce and all members of the Games Family will also be able to access the local public transport network. All competition venues will have bookable blue badge parking available. The most prominent transport services available for each competition venues are summarised below:

| | Rail | Bus Shuttles | Bus | Metro | Cycling & Walking | Park & Ride | Park & Walk |
|-------------------------------|---|---|---|---|---|---|---|
| Alexander Stadium |  |  |  | |  |  | |
| Cannock Chase |  |  * | | | | |  |
| Birmingham City Centre Venues |  | |  |  |  | | |
| Coventry Arena |  |  | | |  | | |
| Coventry Stadium |  |  ** |  | |  |  |  |
| Edgbaston Cricket Ground | |  |  | |  | | |
| NEC Cluster |  | |  | | | |  |
| Sandwell Aquatics Centre |  |  *** |  |  |  |  | |
| St Nicholas Park, Warwick |  | |  | |  | | |
| Sutton Park |  | |  | |  | | |
| University of Birmingham |  | |  | |  | | |
| Victoria Park |  | |  | |  | |  |
| Wolverhampton West Park |  | |  |  |  | | |

* Shuttle bus service operating from Stafford station.

** Shuttle bus service operating from Coventry railway station.

*** Shuttle bus service from The Hawthorns station to the competition venue.

**** Park and Walk provisions at the NEC Cluster are managed and operated independently by the NEC.

Ticketing

It will be easy to buy tickets for public transport. For everyday transport users, there will continue to be a range of ways to purchase tickets for travel. The eligibility for concessionary pass use on public transport will not be impacted during the Games.

Spectators will have access to public transport included within their event ticket, helping to make public transport the easiest way to travel to the venue. As a result, the Games will create additional demand on the wider public transport network, and in some cases, may affect the capacity available for concessionary travellers. To mitigate the impacts for concessionary travellers, additional transport services will be in operation during the Games to help meet the additional demand. A clear information campaign will also provide consistent messaging across the network to raise awareness of any upcoming changes to ensure individuals are well informed and have contingency plans in place, in advance, where possible. Any additional vehicles used during the Games to accommodate increases in demand will not detract away from the operation of ongoing everyday services, such as ring and ride.

The park and walk services at the NEC cluster are managed and operated independently by the NEC. Tickets for parking at this venue cannot be purchased through TfWM networks.

ADDITIONAL TEMPORARY CAPACITY

RAIL

The West Midlands lies at the heart of the UK rail network, with the region clocking up 101 million rail trips annually. Birmingham New Street forms the region's primary rail hub and is the busiest station in the UK outside London, with over 46 million users per year and a train leaving every 37 seconds. It is also the busiest interchange station in the UK and has a strong claim to be the best-connected station for intercity journeys, with services arriving and departing from the station to a wide variety of destinations across the country. The West Midlands rail network is also one of the country's most congested and operates close to capacity at peak times of the day.

It is expected that there will be significant increased demand on the rail network during the Games, as people look to travel by train to venues. To accommodate this, alongside the demand from everyday rail users and to ensure a great travel experience for all, we are working with partners across the rail industry to examine options for increasing capacity. This work will also examine the capacity for disabled and mobility-impaired passengers where we will review existing processes and identify any additional requirements for Games time.

The inter-connected impact of Games demand on the region's rail network, the constraints on capacity and the multiple different rail organisations involved with operating the network means that a network wide, co-ordinated approach will be required. This means working closely with Network Rail, Train Operating Companies and other industry partners to understand and plan for the cumulative impact of Games' demand.

This will consider not only train paths, but also where resources such as train crew and rolling stock must be balanced to maintain efficient rail operations and services for both everyday users and Games traffic. This will inevitably require 'trade-offs' to be made.

The Games will also generate demand outside rail's normal operating window, in particular late evenings and early on Sunday mornings, which are often used for routine maintenance.

A key element of rail planning will be in developing station management plans for those stations across the network that will play a significant role in the Games, either as access stations for the venues themselves or at interchange stations where significant numbers of additional passengers are expected. This will be particularly critical at stations that have not been designed to cope with large flows of passengers, but that will be expected to do so during Games time. These plans will include a review of response and maintenance arrangements for any element critical to a station's accessibility, as well as reviewing contingency arrangements in the event of such an asset failing.

Proposals are being discussed and developed in collaboration with partners across the rail industry.

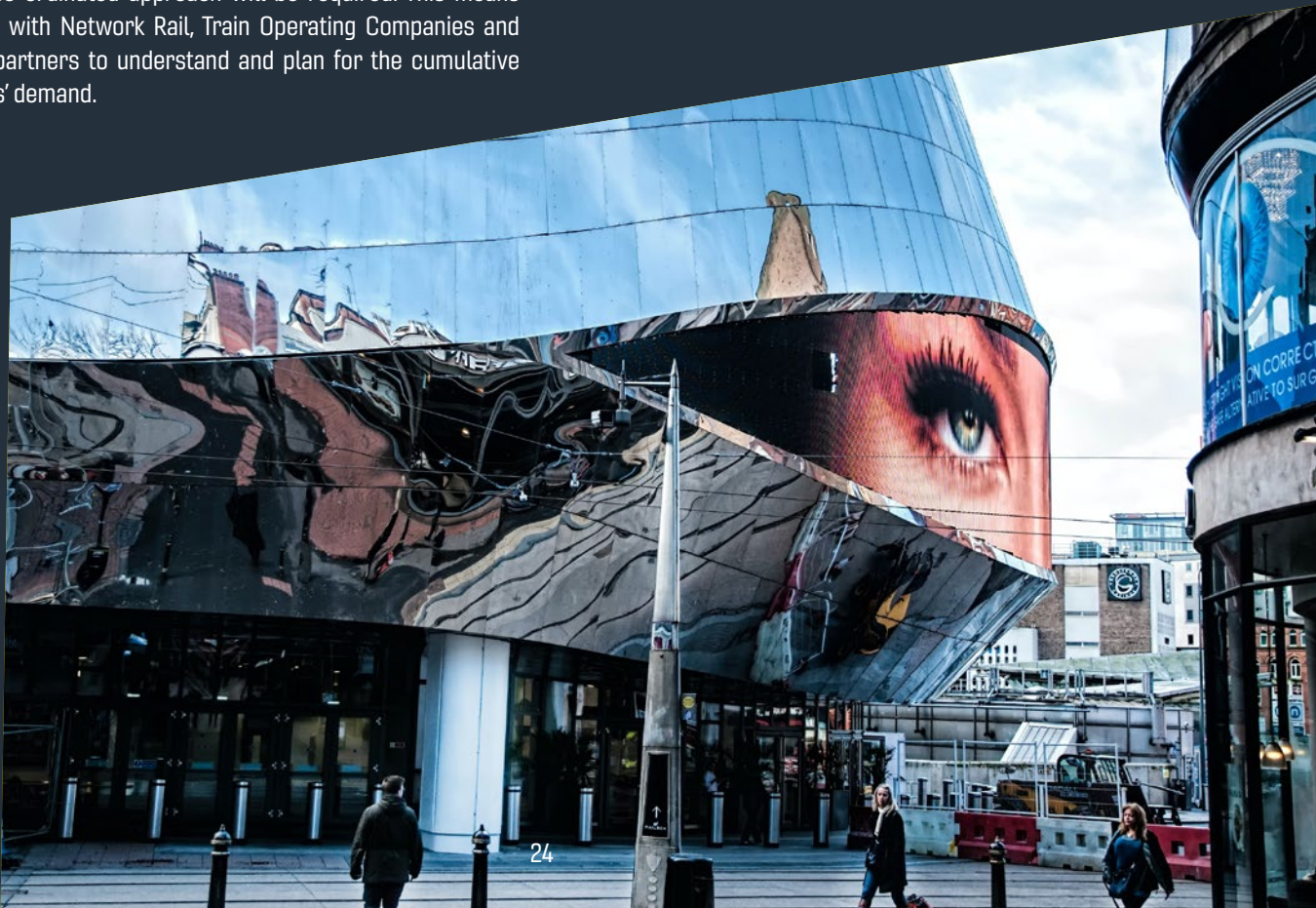


Figure 4: Key railway stations operating during the Games



BUS AND BUS SHUTTLE

The West Midlands has an extensive bus network which usually carries over 80% of all public transport trips within the region.

The network is already undergoing significant improvements to deliver the aspirations set out in the West Midlands Vision for Bus under the stewardship of the West Midlands Bus Alliance partners. This includes:

- The introduction of a Cross City Bus Network for Birmingham - the first phases of which will deliver £28.5million of bus priority measures between Dudley and Druids Heath benefitting 90 million passengers each year.
- A step change in vehicle quality and emissions standards by ensuring all buses are Euro VI by April 2021 and a clear transition plan to move to Zero Emission as we seek to establish the UK's first zero emission bus city in Coventry.
- Improving passenger infrastructure, information and ticketing to develop a truly integrated multi-modal system. This will include several new and refurbished bus stations and interchanges, multi-modal capped ticketing and the latest passenger and network management information.
- Upgrades to the Pool Meadow Bus Station in Coventry which will include improvements to transport assets such as new electronic passenger information screens and the transformation of the visitor experience through artistic design enhancements in and around the station, and an improved retail offer.

We will make best use of the existing capacity that the network provides and where necessary, through working with the West Midlands Bus Alliance, we will supplement that capacity through the delivery of targeted strengthening of existing bus services and dedicated Games bus shuttle services. This will include shuttle buses to specific rail stations and to the Games park and ride sites. Our major stadia, such as Edgbaston, Alexander Stadium and Coventry Stadium will all be served by dedicated shuttles, as well as venues such as Cannock Chase and the Sandwell Aquatics Centre.

The dedicated bus shuttle services will be free of charge to ticketed spectators and charges will apply for the use of park and ride sites – blue badge parking will be free. All additional buses on the network and those running as part of the shuttle service for park and ride will be low floor, accessible vehicles, with manual boarding ramps.



As we aim for the Games to bring people together, improve health and wellbeing and be a catalyst for change, for events in the West Midlands, Games tickets will include access to public transport in the local area on the day of the event. This is part of our commitment to delivering a clean and green public transport Games and ensuring access to all.

We intend for car travel to only be used as a last resort to meet operational requirements.



SPRINT

Sprint, a bus-based rapid transport system is a bus priority corridor that will link Walsall to Solihull and Birmingham Airport via Birmingham City Centre, joining the A34 with the A45 to create one continuous route.

TfWM will deliver the first stage of infrastructure works for the Sprint corridor ahead of the Birmingham 2022 Commonwealth Games. This includes the provision of new and extended bus lanes and upgrades to traffic signals, CCTV to monitor the networks performance in real time and the installation of at least 79 enhanced bus shelters. The delivery of these elements will provide the efficient and reliable links between Alexander Stadium, the NEC and Birmingham Airport, providing additional public transport capacity for the Games.

Work has commenced on delivering Sprint with the first stage of works completing well in advance of the Games.

Each Sprint shelter will have the following features:

- Large waiting shelter
- Seating in shelters
- Real-time service information
- Passenger information and timetables



WEST MIDLANDS METRO

West Midlands Metro (WMM) is the modern, step-free light rail system in the West Midlands. Line One provides a fast link between Birmingham and Wolverhampton city centres, via West Bromwich, Wednesbury and Bilston.

There are currently 21 trams in the fleet and by 2022, the fleet size will increase to 29 trams to accommodate the additional Commonwealth Games demand. This extra capacity will enable WMM to carry residents and visitors for their leisure and work activities as well as for the Games.

There are 28 stops along the route, all of which have been designed to be step-free, ramped, or lift access to all platforms. Handrails are also provided where required. Every tram stop has the following features:

- Waiting shelter or totem on each platform
- Passenger information and timetables
- Lighting
- Seating in shelters
- Emergency help points at end of shelters
- Real Time Information and audio announcements

There is no permanent staff presence at stops.



Our new Urbos 3 trams are the first and only trams in the UK to use battery power to run along sections of the line specifically built without overhead wires, preventing the need to attach cables to historic listed buildings such as Birmingham Town Hall while also reducing the line's carbon footprint.

Services

Metro services, alongside bus shuttles will be available for city centre venues, Sandwell Aquatics Centre and Wolverhampton West Park.

Trams call at all stops along the route. The service operates between 0515 and 2330 Monday to Friday, 0515 until 0000 on Saturday, and 0800 to 2300 on Sunday. There is a frequent service every six to eight minutes between 0700 and 1900 Monday to Saturday and every 15 minutes at other times.

During the Games, capacity across the network will be managed with the use of ambassadors on board and at stops. These staff members will provide journey planning information and advice to those travelling to the Games and for those travelling for leisure or business. In addition, the services will be extended at peak times to ensure residents and visitors can travel with ease.

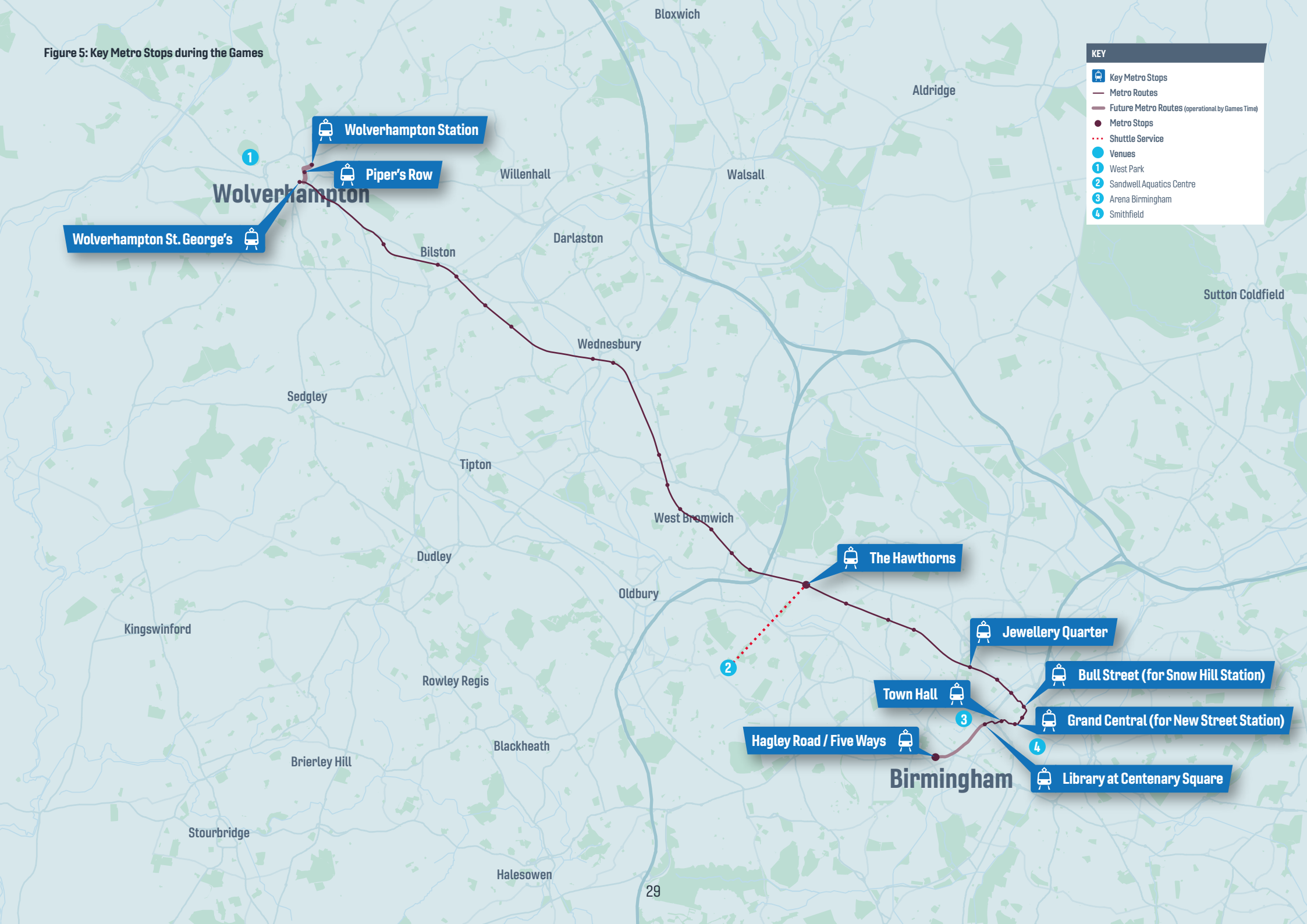
WMM will also optimise services during the Games by taking a 'data driven' approach. They will use up to date information to make best use of the available capacity and provide the best service possible to support the Games and everyday journeys.

Network expansion

The network will expand further in time for the Games, providing new connections into Wolverhampton rail station in the Black Country and extending into Edgbaston as part of Birmingham City Centre Westside extension. There will be 5 new stops in total providing greater connectivity, with frequent connectivity to the city centre. The Metro will provide an easy and convenient mode of transport for spectators, volunteers, residents and workforce during Games time.



Figure 5: Key Metro Stops during the Games



KEY

- Key Metro Stops
- Metro Routes
- Future Metro Routes (operational by Games Time)
- Metro Stops
- Shuttle Service
- Venues
- West Park
- Sandwell Aquatics Centre
- Arena Birmingham
- Smithfield

Wolverhampton St. George's

Wolverhampton Station

Piper's Row

The Hawthorns

Jewellery Quarter

Bull Street (for Snow Hill Station)

Town Hall

Grand Central (for New Street Station)

Hagley Road / Five Ways

Library at Centenary Square

MANAGING LOCAL TRAFFIC AND PARKING PLANS

The Commonwealth Games will attract many visitors to venues and their surrounding areas. To minimise disruption and limit the impact on local areas, there will need to be parking controls and event-day traffic management in the areas around competition venues. Every venue is different; therefore, each will have its own bespoke Local Area Traffic Management and Parking Plan (LATMP). These plans will be designed to protect residents and businesses, ensuring that they have access to properties and parking. All traffic management plans will include the provision of blue badge parking and accessible load zones.

The LATMPs are key in delivering successful events – they will support venue operations, ensure safe pedestrian routes for spectators and help keep traffic moving around competition and key non-competition venues so that athletes, officials, workforce and spectators arrive on time.

Traffic Management Measures

A range of temporary traffic management measures may be implemented – they will be in operation on the competition days held at the venue, as well as on any other days as required to support venue operations. Before determining the measures and applying such restrictions, careful consideration will be given to local business and resident access requirements. The traffic management design for venues will also consider existing blue badge parking facilities and load zones in the locality. As a standard practice, existing operations will not look to be suspended, however, in the unlikely event that this should be necessary, consideration will be given to provide temporary blue badge measures nearby to compensate.

These may include (but not limited to) the following:

- Parking restrictions and changes to local access around venues;
- Restricted turns and/or road restrictions
- Diversion routes
- Kerbside waiting and loading restrictions
- Event-specific signage and messaging to support transport movement within the area of the venue
- Suspension or relocation of bus stops/services
- Extensions to bus lane operational periods
- Traffic signs and line markings
- Controlled Parking Zones to provide a consistent parking restriction around the venue, whilst allowing access for freight deliveries, residents and businesses.
- Temporary Traffic Regulation Orders & Temporary Traffic Road Notices to introduce and to allow enforcement of any proposed on-street parking measures, waiting/loading restrictions, reduced speed limits, prohibited vehicle movements, introduce road restrictions as required through the LATMP detailed design.

LATMP measures will be proportionate to the requirements for each venue and developed in line with the following aims:

- Incremental - building on existing measures where possible and keeping change to a minimum, such as adapting an existing parking zone rather than creating a new or different plan;
- Necessary and affordable – will not be introduced where existing arrangements are deemed adequate;
- Easy to install - the temporary nature of measures should influence design, making them simple to install, easy to 'switch on and off' and able to respond to unexpected or changing conditions where necessary;
- Operable and enforceable – ensuring that the design does not create operational problems, making measures easy to enforce and self-enforcing wherever possible; and
- Suitable – protecting, and minimising the impact, on residents and businesses.

Controlled Parking Zones

Around each venue, existing parking arrangements will be reviewed to determine whether they are sufficient to manage traffic and parking on event days. Where the existing on-street parking restrictions are not sufficient to manage the parking around the venue, Event Day Controlled Parking Zones will be implemented - these are parking restrictions designed to protect local residents and businesses from indiscriminate parking during event day. Only accredited vehicles, local residents and businesses will be able to park in Controlled Parking Zones.

For spectators, public transport, cycling and walking will be the easiest and most effective way to get around during the Games. We understand that not everyone can use public transport, cycling or walking and for these reasons, blue badge parking will be available at all venues.

Spectator parking will only be permitted in designated areas, for example at Park & Ride sites and to access blue badge parking at venues. For venues that already provide official car parking, these areas of parking will be reviewed for their suitability to be used as part of the traffic management proposals for the venue.

Supporting Access to the Venues

Only approved vehicles will be able to access the venue, for example vehicles transporting athletes or those delivering goods to support the operations of the venue. For security purposes, all such vehicles will have to pass through a Vehicle Screening Area and all spectators and workforce will pass through a Pedestrian Screening Area. LATMP measures are crucial in ensuring there is sufficient space around venues to allow the safe operation and management of these areas.

GREEN ROUTES TO VENUES – MAXIMISING CYCLING AND WALKING

Ensuring walking and cycling plays a prominent role in moving spectators and workforce throughout the region is a key objective in delivering a Clean and Green Games. Through a network of safe, accessible and convenient active travel routes, spectators will be encouraged to walk and cycle to the venues, supporting the region's ambition of achieving a 50% mode split in journeys made by bike or on foot²¹.

To maximise walking and cycling, we are developing a concept of 'Green Routes to Venues' (green routes) to provide dedicated links between strategic centres and key venues.

Active travel is a priority for the Birmingham 2022 Games as we strive to support a healthier and greener future for as many people as possible, regardless of their socio-economic status.

We will promote cycling and walking as a long-term solution through better use of the new and existing active travel routes across the region.



Green routes will focus on both the promotion and improvement of existing walking and cycling infrastructure, including existing dedicated cycle lanes, national cycle network routes and the local canal network.

Green routes will focus on active travel corridors to Alexander Stadium, Edgbaston Stadium, University of Birmingham, Coventry Stadium & Arena and within Birmingham city centre. The location of these venues offers the most potential to generate higher levels of walking and cycling trips. Whilst cycle parking will be provided at all venues, we will look to provide higher quality and greater capacity of cycle parking at venues to further promote and support their use.

Green routes corridors will benefit from new wayfinding and signage. We will also look to work with local authorities and partners to identify and assess opportunities for physical improvements to deliver continuous, safe and attractive green route infrastructure.

Supported by an extensive travel demand management campaign which includes marketing and communications, we will actively promote the use of green routes for accessing venues.

This will include the use of the RTCC to provide live status updates of green route corridors, routing information and details on cycle hire and cycle parking availability. We will also look to provide personalised journey planning through the Games journey app to support those wishing to cycle and walk to the venues.

Safety audits of green routes will be undertaken to assess and mitigate conflicts between cyclists, pedestrians and/or vehicles. Additionally, access and accessibility audits will ensure those with disabilities and/or those riding on modified cycles are accommodated.

To support the green routes concept, we will produce an Active Travel Strategy. This strategy will outline a supporting programme of measures and detail how the green routes to venue and active travel will be fully integrated into the Games transport offer.



We aim to encourage spectators, workforce and residents to live active and healthy lifestyles.

Our legacy aim for this Games is to create a step change in active travel. Easy access to green routes will enable more people to walk and cycle around the region and specifically within the city of Birmingham.

Optimising Cycling During the Games

Presently, there are several other cycling projects in various stages of development across the region, such as Cycling for Everyone and the West Midlands Cycle Hire Scheme. These will play an important role in supporting the Games green routes concepts and the wider Active travel Strategy whilst supporting TfWM in achieving its long-term legacy goals of encouraging a healthy and active lifestyle, and improved mental health and wellbeing.



We will work closely with cycle scheme operators to ensure enough bicycles are available at strategic locations throughout the region.

Cycling for Everyone

We are currently developing a cycling legacy package focused around 'Cycling for Everyone'.

This package will enable those who otherwise would not benefit from the existing cycling network and infrastructure investments to take advantage of the interventions to support long term behaviour change and confidence around cycling. This initiative aims to reduce the existing gap in inequality through targeting 1-3% of people living in the most deprived communities in the West Midlands and providing them with support services such as training (for both adults and children) and an inclusive cycling offer.

This will also aim to overcome barriers of bike ownership through schemes such as Big Birmingham Bikes or through subsidised West Midlands Cycle Hire memberships.

West Midlands Cycle Hire

During 2021, West Midlands Cycle Hire Scheme will roll out 1,500 bikes over all 7 West Midlands Local Authority areas. The 1,500 bikes will be made up of 1,350 pedal bikes and 150 electric-bikes.

Although the scheme is predominately a docked solution, there will be facilities in areas for special sites or events during the Commonwealth Games and we will look to increase capacity for cycle hire to accommodate Games demand and support the Green Routes to Venue objectives.

Active Travel Strategy

The Active Travel Strategy will be published in 2021 and will provide more information regarding:

- Cycle parking at Games venues;
- Cycle parking facilities for cyclists travelling to the city centre during Games time;
- Cycle parking facilities on event days during road events; and
- Adapted cycles.



Figure 6a: Green Routes to Venue Routes - Birmingham

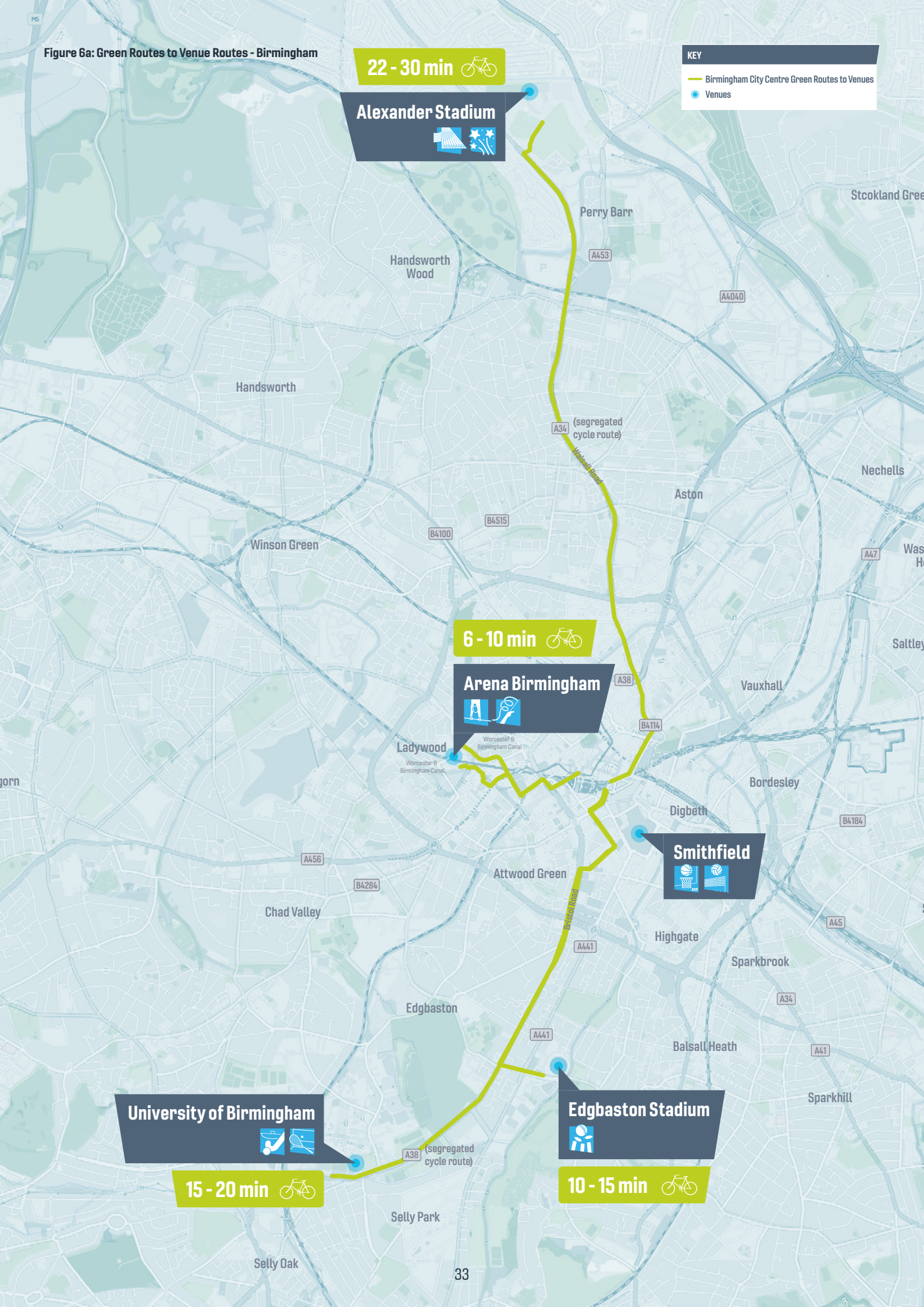
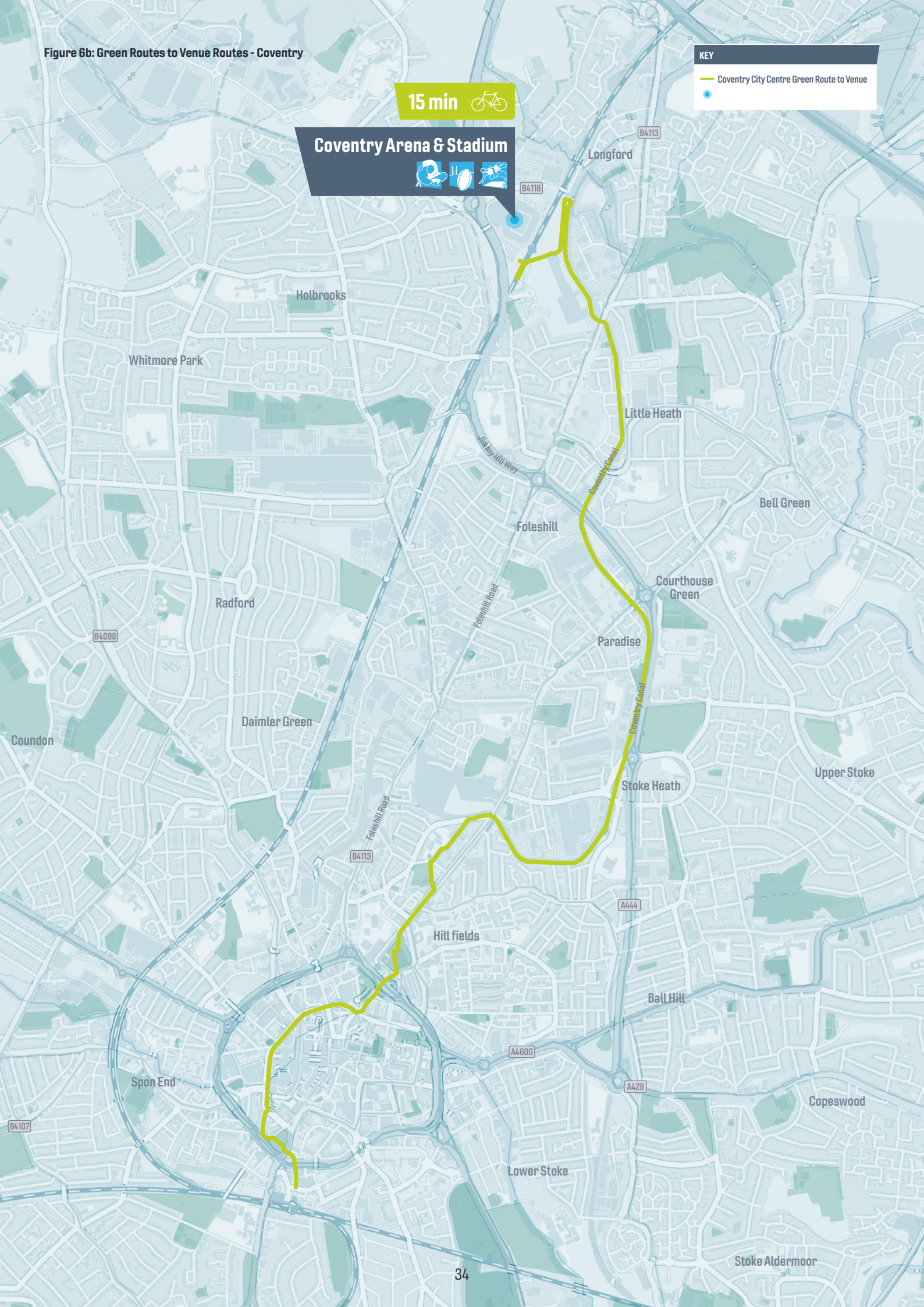


Figure 6b: Green Routes to Venue Routes - Coventry



PARK AND RIDE

Park and Ride (P&R) and Park and Walk (P&W) will be an essential component of delivering the Commonwealth Games, helping to manage congestion and parking around venues and minimise the Games' impact on the local road network. A Park and Ride Delivery Plan will set out the objectives and detail the P&R and P&W arrangements during the Games.

Since the draft Strategic Transport Plan was published in 2019, partners have assessed the venues in more detail, looking carefully at local considerations for P&R and P&W.

P&R and P&W sites will be strategically located to provide an option for car drivers to conveniently park and complete their journey using our bus shuttle services or by walking. As planning evolves, the area-based objectives will underpin how sites are taken forward and delivered. Currently, P&R, P&W and bus shuttle services are planned to operate at the following venues only:

| | Bus Shuttles | Park & Ride | Park & Walk |
|--------------------------|---|---|--|
| Alexander Stadium |  |  | |
| Cannock Chase |  * | |  |
| Birmingham City Centre | | | |
| Coventry Arena |  | | |
| Coventry Stadium |  ** |  |  |
| Edgbaston Cricket Ground |  | | |
| NEC Cluster | | |  **** |
| Sandwell Aquatics Centre |  *** |  | |
| Sutton Park |  | | |
| Victoria Park | | |  |

*Shuttle bus service operating from Stafford station

**Shuttle bus service operating from Coventry railway station

***Shuttle bus service connecting from Hawthorns to the competition venue

***Park and Walk provisions at the NEC Cluster are managed and operated independently by the NEC.



Some of the P&R sites for Coventry Stadium may be located within city centres to showcase the area, promote tourism and enhance the city centre economy

P&R

P&R sites will be located to minimise congestion on key routes and will consider factors such as:

- Minimising the impact on the operation of the existing network
- Access via long-distance corridors such as motorways, and;
- Proximity and access to key venues - a maximum journey time of 30-minutes by shuttle bus between the P&R site and the event venue.

The number of P&R sites provided will depend on the demand for each venue and capacity at each site. However, where the P&R capacity is lower than the demand, the total number of P&R sites will increase to meet the demand where feasible.

Each P&R site will serve one competition venue and, in some cases, where venues will host multiple sessions in a single day, additional P&R sites will operate in the gap between competition sessions to serve the later arrival of spectators. Equally, the same P&R site will be used to serve multiple events if the gaps between sessions are longer.

In Coventry city centre, a smaller number of P&R sites are likely to operate in conjunction with a larger, existing central transport station, where a dedicated shuttle bus service will also be stationed. Here, drivers will park their vehicles and walk a short distance to access the shuttle bus service to the competition venue.

Are you Game? #B2022



PARK AND WALK

A P&W strategy is currently being developed and will set out how to best manage demand at venues. We acknowledge walking is not accessible for all visitors, therefore, all park and walk sites will undergo an equality impact assessment to identify potential barriers to accessibility.

Special consideration will also be made to protect any sensitive ecological environments at Cannock Chase (an Area of Outstanding Natural Beauty), along with a plan to mitigate any potential risks.

We will produce a P&R & P&W Delivery Plan later in 2021, setting out the final locations for P&R and P&W sites, along with their detailed operational plans.

More information about P&W and the P&W services at different venues will be included once further details are confirmed.

BIRMINGHAM 2022

commonwealth
games

TAXIS AND PRIVATE HIRE VEHICLES

Taxis and Private Hire Vehicles (PHV) are an integral part of the public transport system in the West Midlands, particularly since the emergence of app based private hire booking platforms such as Uber.

Taxis and PHVs will be managed at transport hubs and interchanges and competition-venues only. We will incorporate their requirements into the Venue Transport Operation Plans and will determine factors such as parking arrangements, the management of vehicles, venue-specific access controls, and pick-up and drop off zones. Accessible taxi drop-offs will be facilitated at venues. Work is ongoing to identify the best locations for these sites and to ensure minimal impact occurs on everyday activity around the venues.

We will collaborate with taxi and the PHV groups via our established networks to ensure a consistent transport offer is provided for spectators and providers alike. These collaborative networks will also enable us to draw upon local knowledge to further enhance the operation and planning for taxis and PHVs services during the Games.

During the Games, taxi and PHV offers will be integrated into the journey planning platforms and signage (where appropriate) will be used to inform spectators of the designated access points for taxi and PHV services.

We will deliver accessible and inclusive venue access to optimise spectator experience.



VENUE TRANSPORT OPERATIONS PLANS

We will carefully consider the operations at key competition venues such as the Alexander Stadium, as well as at non-competition venues like hotels and training venues. Decisions will reflect factors such as existing event-day operations and Games-specific requirements (for the likes of transporting athletes).

Each venue will have a Venue Transport Operation Plan (VTOP) specific to the needs of the venue, number of spectators and its location. The VTOPs ensure all venues receive tailored, all-round services across the Games Family, irrespective of sport or venue. The services delivered may vary to address venue-specific challenges, however the overall level and quality of service will remain the same.

The following elements inform the planning process of the overall VTOPs:

Proposed temporary changes to traffic and parking management on the local streets around the venues to allow free flowing conditions on key routes

A Local
Area Traffic
Management &
Parking Plan

Identifying pick-up and drop-off points for Games specific services and provide better links to public transport

Venue
Transport

Designated
Walking &
Cycling
Routes

Assigned walking and cycling routes from transport hubs to venues, signage by temporary signage, wayfinding, traffic control and cycle parking facilities

Taxis &
PHVs

Dedicated areas for PHVs including Rideshare and Demand Responsive Travel

As the VTOPs are currently being developed, the following section outlines the emerging transport plans for the different Games venues. Details may change as planning progresses – updated information will be provided in the final Games Transport Plan.

ALEXANDER STADIUM

The Alexander Stadium will host the Athletics events, as well as the Opening and Closing Ceremonies. This international standard athletics venue is being redeveloped for the Commonwealth Games and will have a Games time capacity of approximately 30,000. Following the Games, the stadium will continue to be home to the famous Birchfield Harriers athletics club and host international Athletics and other events with a capacity of approximately 18,000.

To facilitate transport operations for both Games Family and spectators, dedicated areas for drop off and pick up (transport malls) will be installed close to the stadium. It is also likely that local traffic restrictions will need to be in place, especially around the Opening and Closing Ceremonies.

A transport mall is a hub located at a venue where Games vehicles pick up and drop off passengers

Spectators will be encouraged to travel by public transport to the event and the options available will include dedicated shuttle bus services and rail services at the newly redeveloped Perry Barr rail station. Equally, the new segregated cycleway on the A34 will also provide an easy, accessible route to the venue.

The key elements of the VTOP for the Alexander Stadium are shown on the map below:

Figure 7: Transport Plan for the Alexander Stadium

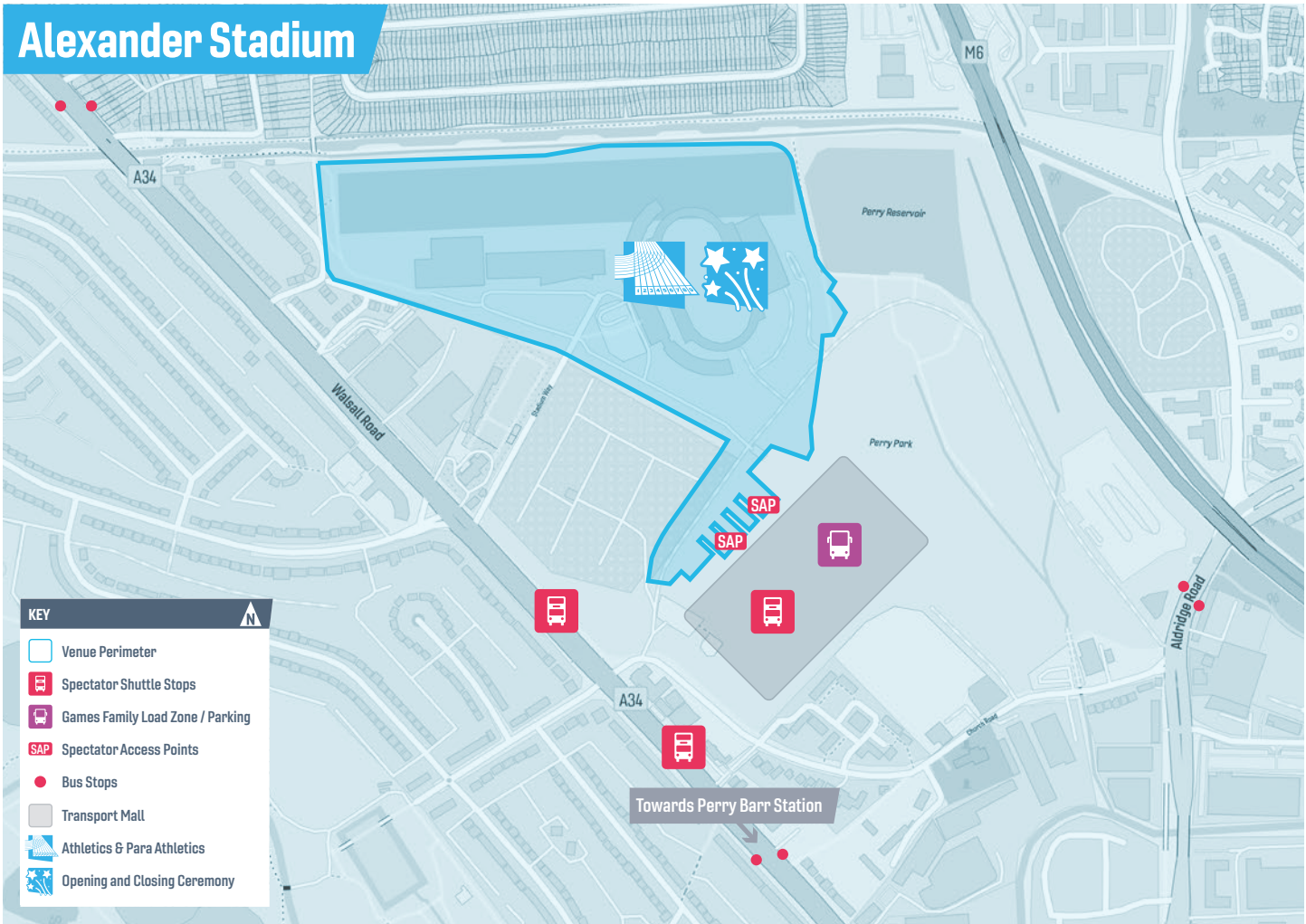


Figure 8: Daily competition schedule for Alexander Stadium

| Figure 8: Daily competition schedule for Alexander Stadium | | July | | | | August | | | | | | | |
|---|-------------------|------|----|----|----|--------|---|---|---|---|---|---|----|
| | | T | F | S | S | M | T | W | T | F | S | S | M |
| Sport/Discipline | Venue | 28 | 29 | 30 | 31 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Opening/Closing Ceremony | Alexander Stadium | OC | | | | | | | | | | | CC |
| Athletics (inc Para Athletics) | Alexander Stadium | | | | | | | | | | | | |

CENTRAL BIRMINGHAM CLUSTER

The venues located around the centre of Birmingham have been grouped together to form a 'cluster'. These include Arena Birmingham, Smithfield, and the Marathon route.

Central Birmingham will be the heart of the Games and will be filled with activity throughout Games time. A substantial amount of work has been undertaken to ensure the competition venues, live sites and key transport hubs function to the best of their ability during the Games, ensuring everyday journeys are maintained for residents, workers and businesses and an overall great travel experience is offered to visitors.

Live sites are designated public areas where members of the public can watch events on big screens

Live Sites

Throughout the duration of the Games, live sites will be hosted in places across the region to allow the public to experience the atmosphere of the event. These sites will be situated in well-connected locations and are likely to offer large screens, refreshments, and temporary seating.

Two live sites will be located within the city centre. The first will be within the Smithfield venue and the second live site will follow the trail of Birmingham's annual Christmas Markets located in the city centre - from New Street to Centenary Square. This will be a family friendly site, with artists and performers opening in advance of the Opening Ceremony to generate buzz and excitement in the city centre.

Arena Birmingham will be the main media centre throughout the Games and will also host the Artistic and Rhythmic Gymnastics. There will be changes to how the venue has operated in the past and spectators are encouraged to use public transport to access the venue.

With the use of its former outdoor market site, the **Smithfield Site** in Digbeth will also house two competition venues- Basketball and Wheelchair Basketball 3x3 and Beach Volleyball- transforming the area into a lively and exciting sporting arena with 10 days of competition and multiple sessions per day. Some traffic management will be required to facilitate Athlete journeys, Officials and load zones. Spectators will be well served by the various public transport options in the areas.

The **Marathon route** will feature many of the city's well-known landmarks as it winds through the city centre on the first Saturday of the Games. Multiple road restrictions and temporary arrangements, such as changes to bus stops and routes will be in place to facilitate this notable event.

Overall, public transport and active travel will be the most convenient way to access the city centre venues. The area is well served with high-frequency rail and public transport services; particularly at New Street Station - a major transport hub. Additional trains and buses will also operate during Games time to accommodate the increase in demand throughout this period. TfWM is exploring the option of electric scooter provision to cope with demand in this area.

Several temporary road and traffic arrangements will be in place throughout the Games to minimise disruption and uphold the needs of local businesses and residents.

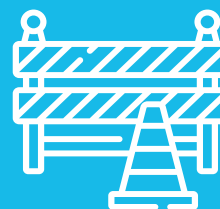


Figure 9: Transport Plan for the Arena Birmingham



Figure 10: Daily competition schedule for
Arena Birmingham

| Figure 10: Daily competition schedule for Arena Birmingham | | July | | | | August | | | | | | | |
|---|------------------|------|----|----|----|--------|---|---|---|---|---|---|---|
| | | T | F | S | S | M | T | W | T | F | S | S | M |
| Sport/Discipline | Venue | 28 | 29 | 30 | 31 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Gymnastics (Artistic) | Arena Birmingham | | | | | | | | | | | | |
| Gymnastics (Rhythmic) | Arena Birmingham | | | | | | | | | | | | |

Smithfield

Birmingham New Street

To Birmingham Moor Street Station

KEY

- Venue Perimeter
- Games Family Load Zone / Parking
- SAP Spectator Access Points
- Bus Stops
- Basketball 3x3 and Wheelchair Basketball 3x3
- Beach Volleyball

The map shows the venue area for the Birmingham 2022 Commonwealth Games. The venue perimeter is outlined in blue. The Games Family Load Zone / Parking area is shaded in light blue. Spectator Access Points (SAP) are marked with red dots. Bus stops are marked with red dots. The map also shows the location of the venue relative to Birmingham New Street and Birmingham Moor Street Station. The venue is situated in the Smithfield area, near the Digbeth and Barford Street. The map includes a key for the symbols used: Venue Perimeter (blue outline), Games Family Load Zone / Parking (light blue shaded area), SAP Spectator Access Points (red dot), Bus Stops (red dot), Basketball 3x3 and Wheelchair Basketball 3x3 (blue square with basketball icon), and Beach Volleyball (blue square with volleyball icon).

[illegible]

EDGBASTON VENUE CLUSTER

- **Edgbaston Cricket Ground**
- **University of Birmingham**

The Edgbaston area of Birmingham, southwest of the city centre will play an important role in the Games and will see action throughout the Games period and before. The world-famous Edgbaston Cricket Ground will host the Women's Cricket competition with two sessions per day and action on eight days of the Games. Likewise, as part of the 3 Athlete Villages, the Commonwealth Games Village Birmingham will operate upon the Athletes' arrival.

State of the art sporting facilities at the University will be adapted into world class competition venues for Hockey and Squash. These venues will be in use throughout the eleven days of sport and will no doubt provide some great sporting moments.

There will be significant changes to how traffic can circulate throughout this area and spectators and workforce alike will be encouraged to make use of University Station and the improved active travel links (walking and cycling). Spectators can walk from the city centre along the historic canal network or cycle down Birmingham Cycle Revolution A38/ Bristol Road Cycle Route to get to both these venues. Additionally, extra capacity on public transport will operate on event days to accommodate the increase in demand.

A temporary transport mall will be created at the Commonwealth Games Village Birmingham from where Athletes will catch bus and car services out to competition venues across the region.

Walking from the city centre to Edgbaston Cricket Ground will take approximately 35 minutes from New Street Station – shorter than most people think.

Shuttle bus services will also be available and there will be additional changes to road operations from what is normally seen during international cricket events.



The Commonwealth Games Villages are secure accommodation sites provided to athletes and team officials.

They offer the facilities required for competing athletes and include dining and leisure amenities. The villages will be served by accredited games family vehicles.

Figure 13: Transport Plan for Edgbaston Stadium

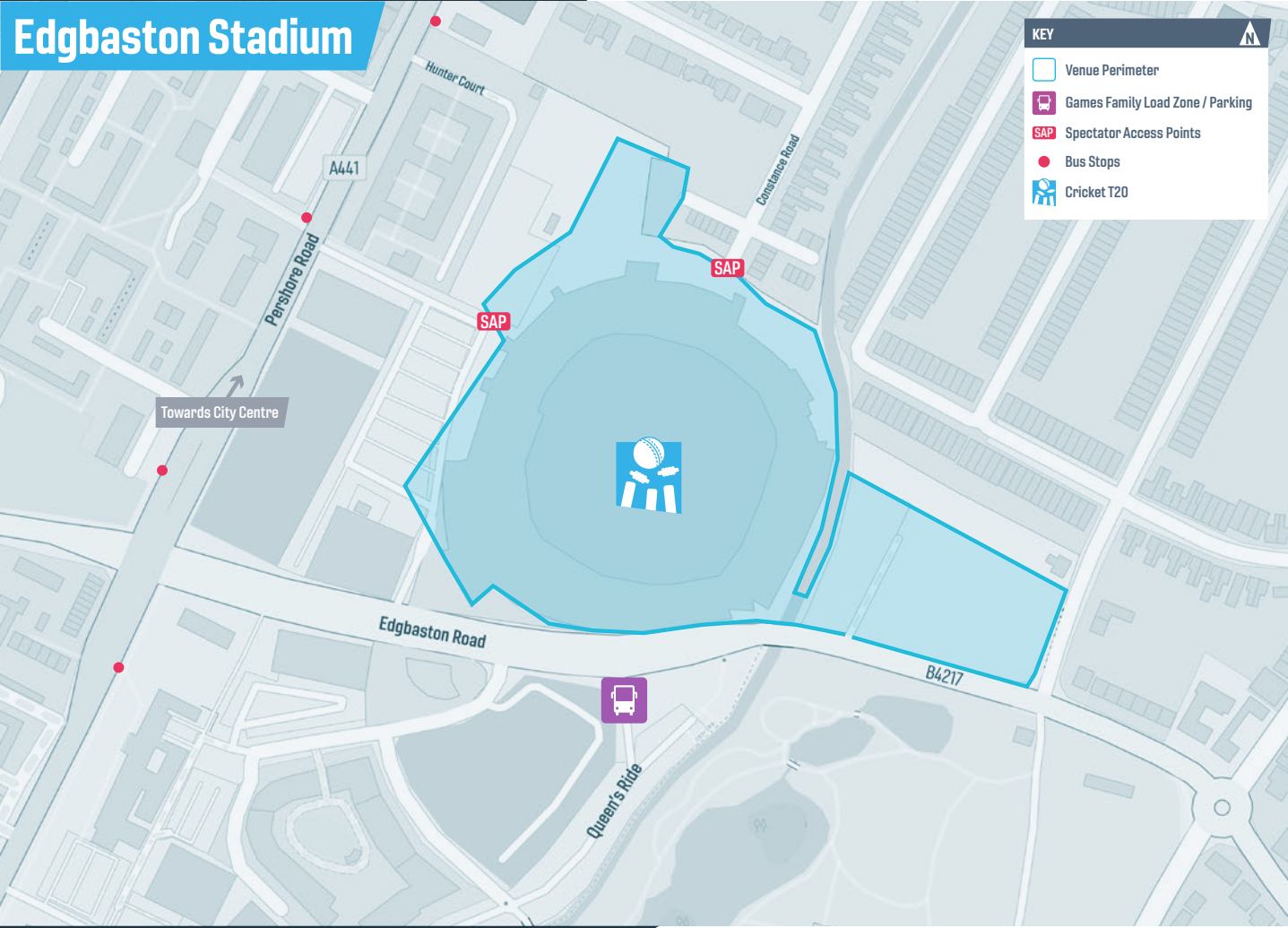


Figure 14: Daily competition schedule for Edgbaston Stadium

| Figure 14: Daily competition schedule for Edgbaston Stadium | | July | | | | August | | | | | | | |
|---|-------------------|------|----|----|----|--------|---|---|---|---|---|---|---|
| | | T | F | S | S | M | T | W | T | F | S | S | M |
| Sport/Discipline | Venue | 28 | 29 | 30 | 31 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Cricket T20 | Edgbaston Stadium | | | | | | | | | | | | |

Figure 15: Transport Plan for University of Birmingham

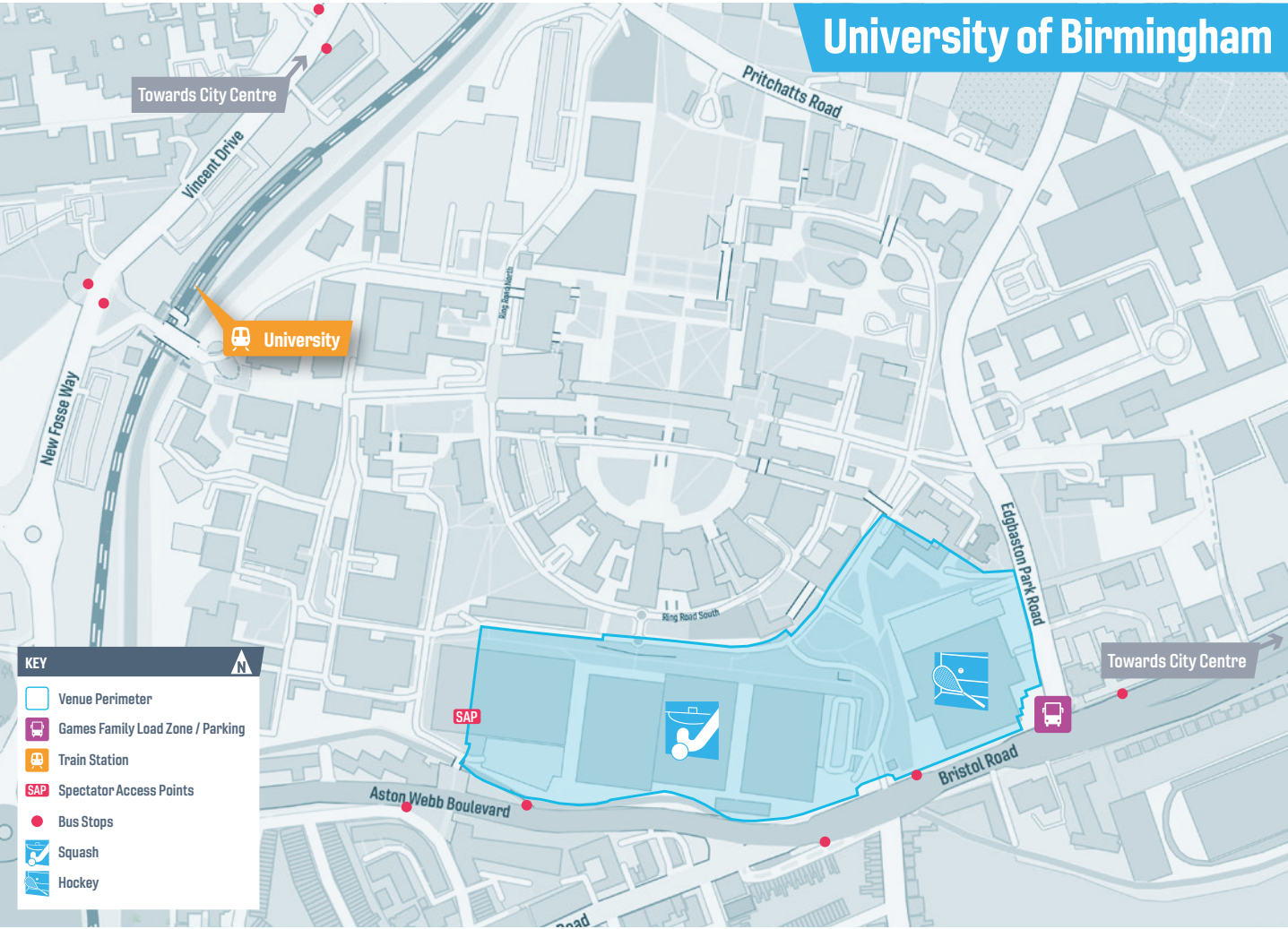


Figure 16: Daily competition schedule for University of Birmingham

| Figure 16: Daily competition schedule for University of Birmingham | | July | | | | August | | | | | | | |
|---|--------------------------|------|----|----|----|--------|---|---|---|---|---|---|---|
| | | T | F | S | S | M | T | W | T | F | S | S | M |
| Sport/Discipline | Venue | 28 | 29 | 30 | 31 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Hockey | University of Birmingham | | | | | | | | | | | | |
| Squash | University of Birmingham | | | | | | | | | | | | |

SUTTON PARK

Sutton Park, a 2,400-acre National Nature Reserve located six miles north of Birmingham city centre is one of the largest urban parks in Europe, as well as a Scheduled Ancient Monument and a Site of Special Scientific Interest. The park has open heathland, woodlands, seven lakes, wetlands and marshes, and will host the Swimming and Running components of the Triathlon competitions for the Games, while the cycling will take place on a short circuit around Boldmere High Street, Jockey Road and Chester Road. Temporary traffic restrictions at this location will be in place.

Spectators and workforce alike will be advised to travel to the venue by rail - via Sutton Coldfield station. From here, walking routes to the venue will be clearly signposted to guide visitors to the event. Rail services at this station will be strengthened to serve the additional demand on competition days.

Figure 17: Transport Plan Sutton Park



Figure 18: Daily competition schedule for Sutton Park venues

| | | July | | | | August | | | | | | | |
|--------------------------------|-------------|------|----|----|----|--------|---|---|---|---|---|---|---|
| | | T | F | S | S | M | T | W | T | F | S | S | M |
| Sport/Discipline | Venue | 28 | 29 | 30 | 31 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Triathlon (inc Para Triathlon) | Sutton Park | | | | | | | | | | | | |

THE NATIONAL EXHIBITION CENTRE VENUE CLUSTER

- The National Exhibition Centre
- Commonwealth Games Village NEC
- Birmingham Airport
- Birmingham International Station

The purpose-built National Exhibition Centre (NEC) complex located to the east of Birmingham, in Solihull will play host to numerous sports, the International Broadcast Centre and an Athletes Village. This institution at the heart of the motorway network will draw upon years of experience hosting events and introduce a few new arrangements.

Perfectly placed alongside Birmingham International Station, a special Designated Walking Route will be in operation between Birmingham International Railway Station and the spectator entrance point. Although public transport will be an easy and convenient way to get to the NEC, unlike other venues, spectators will be permitted to park within the NEC complex.

The Commonwealth Games Village NEC will provide high quality accommodation for athletes and team officials. A specifically designed transport mall will be created to cater for Athlete services by car, bus and other services for supporting operations and visitors.

Figure 19: Transport Plan for the NEC

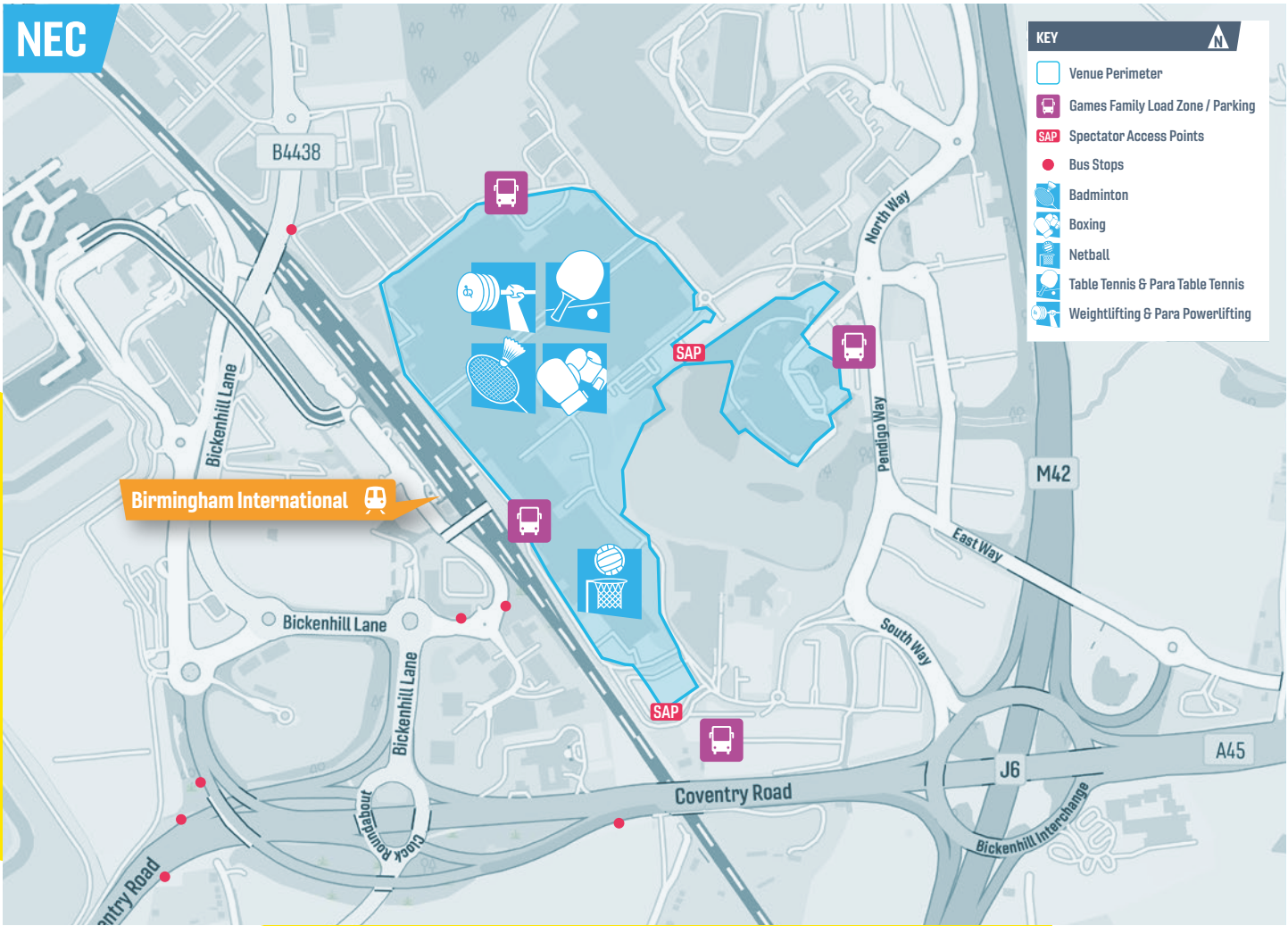


Figure 20: Daily competition schedule for NEC venues

| | | July | | | | August | | | | | | | |
|-------------------------------------|-------|------|----|----|----|--------|---|---|---|---|---|---|---|
| | | T | F | S | S | M | T | W | T | F | S | S | M |
| Sport/Discipline | Venue | 28 | 29 | 30 | 31 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Badminton | NEC | | | | | | | | | | | | |
| Boxing | NEC | | | | | | | | | | | | |
| Table Tennis (incPara Table Tennis) | NEC | | | | | | | | | | | | |
| Weightlifting and Para Powerlifting | NEC | | | | | | | | | | | | |

CYCLING EVENTS

- **Wolverhampton Time Trial**
- **Warwick Road Race**
- **Cannock Chase Mountain Bike, and**
- **Lee Valley VeloPark, London for Track and Para Track Cycling**

Each of the Midlands based venues will be made up of a 'Start and Finish Venue' with some spectator seating and back of house areas for the Athletes and Media along with a 'Field Of Play' that takes in the wider road network or surrounding area. The Lee Valley Velodrome is the award-winning Track Cycling venue built for the London Olympics and is a permanent feature of the Olympic Park in Stratford, northeast London.

Both the Road Race and Time Trial will take place on roads normally used by the public, and so will require significant traffic management measures (e.g. temporary closures, route diversions and changes to local bus services) to ensure safe, entertaining events can take place. There will be opportunities for the public to spectate at various points along the routes to watch athletes' pass by. It is important that those looking to catch a glimpse of the action use public and active travel to access the viewing area as there will be changes to the road network on event days.

Wolverhampton has an excellent public transport offer with a transport interchange in the city centre supporting bus, railway and Metro services. Public transport will therefore be the best mode of choice for spectators and workforce attending Games events in Wolverhampton. Likewise, the Lee Valley Velodrome (London) is also well served by public transport services.

Rail travel (via Warwick station) will be the most convenient mode of travel for spectators and workforce attending the Warwick Road Race. Likewise, rail will also be easily accessible for those attending events at Cannock Chase – with services operating via the Chase line and the Stafford Line.

LEE VALLEY VELODROME (LONDON)

Lee Valley Velodrome located within the Lee Valley VeloPark at the Queen Elizabeth Olympic Park in Stratford, East London was opened to the public in March 2014. The facility was one of the permanent venues for the 2012 Olympic and Paralympic Games.

Lee Valley VeloPark is at the northern end of Queen Elizabeth Olympic Park. It has a velodrome and BMX racetrack, which have been used for the London 2012 Olympic Games, as well as a one-mile (1.6 km) road course and 5 miles (8 km) of mountain bike trails.

The venue has continued to host world class cycling events post London 2012 Olympics and Paralympic Games including the Revolution Series, UCI Track Cycling World Cup, 2016 UCI Track Cycling World Championships and currently hosts the annual Six Day Series.

Rail travel is the most convenient mode of travel for spectators attending the cycling events at Lee Valley Velopark, with a number of stations located approximately a 20-minute walk from the venue.

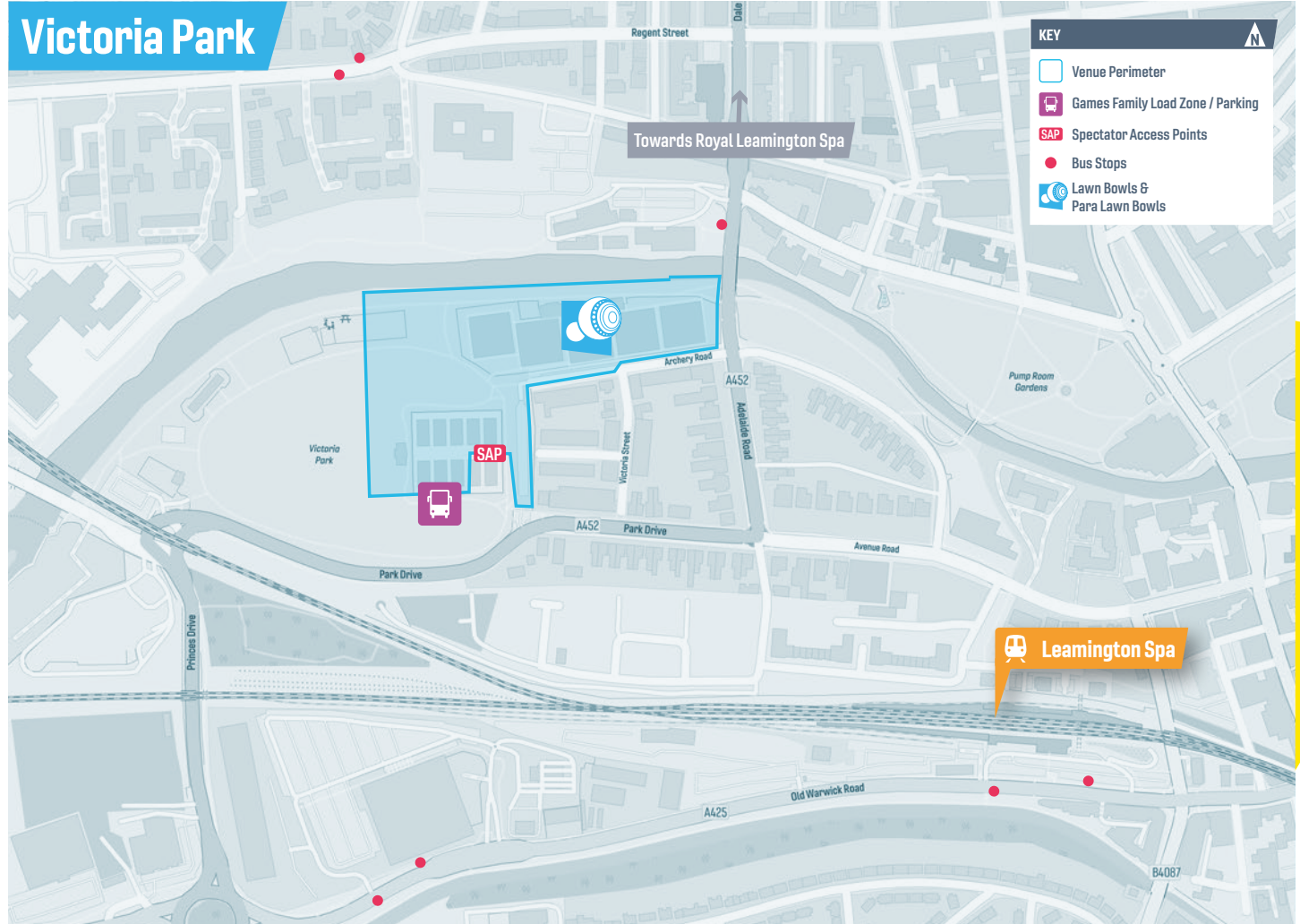
Stratford station is served by the Underground (Jubilee and Central lines), the Docklands Light Railway (DLR) and Abellio Greater Anglia national rail services to Liverpool Street, Essex and East Anglia. Stratford International station is served by the DLR and national rail Southeastern High Speed 1 services to St Pancras International.

Several bus routes connect Stratford and Stratford International stations with the VeloPark. There is also an accessible shuttle serving both Stratford and Stratford International stations.



Victoria Park located in Leamington Spa will host the Lawn Bowls competition. The Leamington Spa bowls club is the resident club and the home of English Bowls. The venue hosts the annual Bowls England National Championships, held in August. The five greens in Victoria Park are used for County competitions, national events and for international matches and competitions. Multiple sessions per day across eleven days of competition will ensure this venue and the sport of Lawn Bowls are another key feature of this Games.

Figure 21: Transport Plan for the Victoria Park



**Figure 22: Daily competition schedule for Cycling
Venues and Victoria Park Lawn Bowls**

[illegible]

SANDWELL AQUATICS CENTRE

Sandwell Aquatics Centre is being constructed especially for the Games and will host the all-important Swimming and Diving Competitions through the eleven days of competition. After the Games, this modern facility will take full advantage of its residential location and provide leisure facilities to Sandwell residents and those from further afield.

TfWM will look to create an integrated transport hub around Hawthorns railway station where primary rail access from Birmingham city centre is combined with tram access via Hawthorns tram stop and P&R sites in the vicinity. Dedicated bus shuttles would then operate between the transport hub and the venue. The newly renovated railway stations at Smethwick Rolfe Street and Smethwick Galton Bridge, with improvements to the public realm and walking routes, will provide further access for inter-city services and local services with walking routes clearly signposted to guide visitors towards the venue. Several temporary changes to the road network will also be in place to help ensure the smooth running of the Games.

Figure 23: Transport Plan for the Sandwell Aquatics Centre

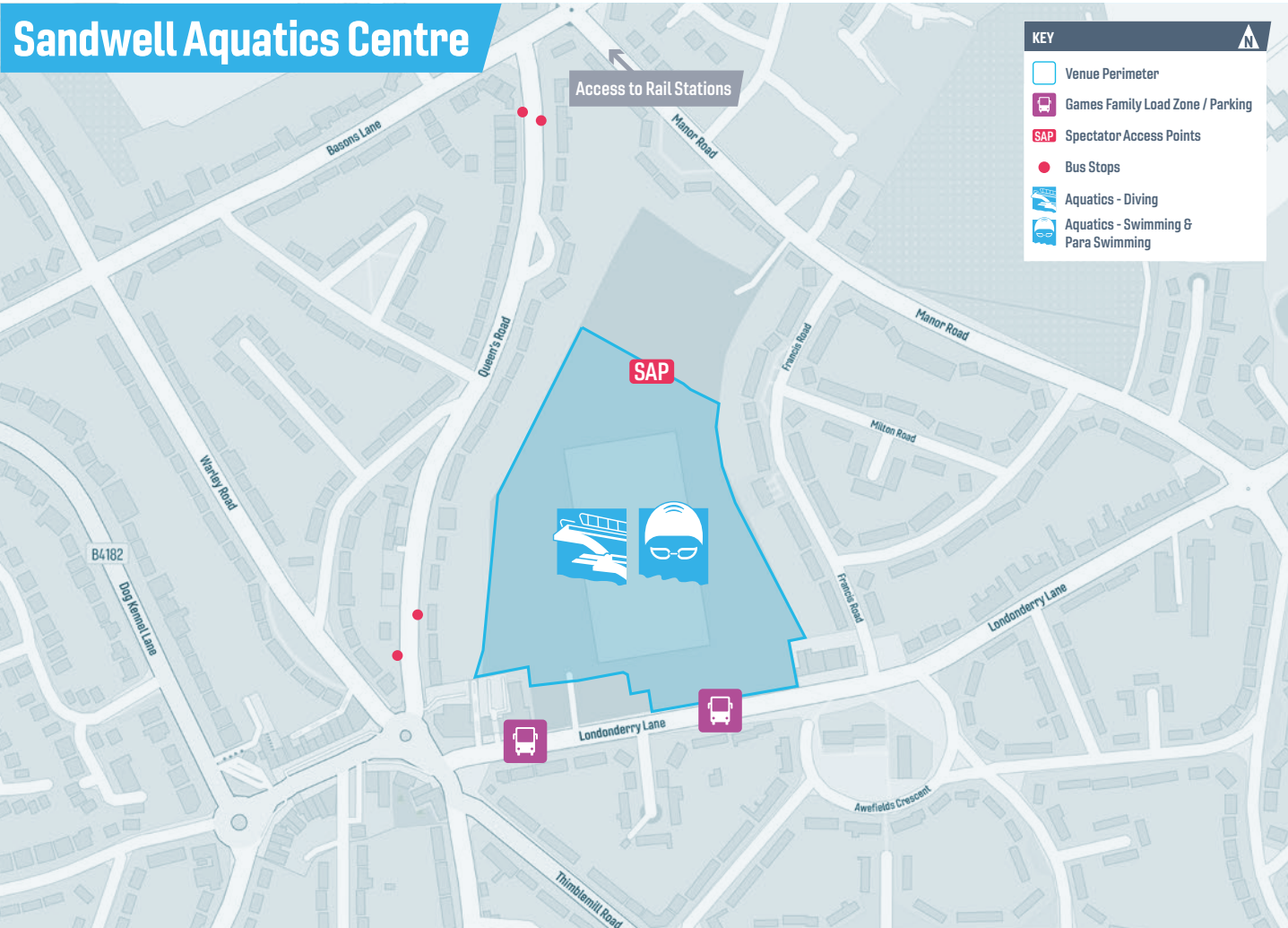


Figure 24: Daily competition schedule for Sandwell Aquatics Centre Venues

| Figure 24: Daily competition schedule for Sandwell Aquatics Centre Venues | | July | | | | August | | | | | | | |
|---|--------------------------|------|----|----|----|--------|---|---|---|---|---|---|---|
| | | T | F | S | S | M | T | W | T | F | S | S | M |
| | | 28 | 29 | 30 | 31 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Sport/Discipline | Venue | | | | | | | | | | | | |
| Aquatics (Swimming inc Para Swimming) | Sandwell Aquatics Centre | | | | | | | | | | | | |
| Aquatics (Diving) | Sandwell Aquatics Centre | | | | | | | | | | | | |

COVENTRY STADIUM AND ARENA

Coventry Stadium and Arena will host the Rugby Sevens Competition (Stadium), Judo and Wrestling (Arena) and will follow much of the normal event-day transport operation. Rail will provide the best connectivity from Coventry city centre, from where dedicated bus shuttles will operate to transport spectators and workforce to the venues. Spectators accessing the venue from the East Midlands via Nuneaton will be able to access the venue via Coventry Arena Station - situated directly adjacent to the event.

For events at Coventry Stadium, TfWM is exploring options for potential P&R sites, including within the city centre, and P&W sites around the stadium.

Figure 25: Transport Plan for the Coventry Arena and Stadium



Figure 26: Daily competition schedule for Coventry Venues

| Figure 26: Daily competition schedule for Coventry Venues | | July | | | | August | | | | | | | |
|---|------------------|------|----|----|----|--------|---|---|---|---|---|---|---|
| | | T | F | S | S | M | T | W | T | F | S | S | M |
| | | 28 | 29 | 30 | 31 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Sport/Discipline | Venue | | | | | | | | | | | | |
| Judo | Coventry Arena | | | | | | | | | | | | |
| Rugby Sevens | Coventry Stadium | | | | | | | | | | | | |
| Wrestling | Coventry Arena | | | | | | | | | | | | |

9. GAMES FAMILY TRANSPORTATION

The OC has the lead responsibility for planning detailed transport operations around each competition venue for the Games Family, which includes Athletes, media and technical officials travelling and staying in region during the period of the Games. Together, along with other key stakeholders, TfWM and the OC will produce detailed transport operation plans to connect the Games Family to competition and non-competition venues, taking into account the wider network demands. This will provide the Games Family with reliable journeys and timings which they can build into their planning and preparations to get the Athletes and officials to their competitions on time.

THE GAMES ROUTE NETWORK

The successful management of the West Midlands road network is critical to the success of the Games. During the Commonwealth Games the road network will need to function efficiently to balance the travel movement priorities of Athletes, other Games Family and Spectators with minimal disruption to businesses, residents and everyday users of the network. Safe, reliable and efficient transport will be provided for the Games Family through the provision of a Games Route Network (GRN), on which journeys will be undertaken between their accommodation, competition and non-competition venues, and other official locations. The roads comprising of the GRN are designed in collaboration with the relevant authorities and are managed and maintained by local authorities in their capacity as Traffic and Highway Authorities.

What is the Games Route Network?

The GRN is a network of existing roads that will be proactively managed in the run up to, and during the Commonwealth Games to accommodate Games time traffic. It will operate from 22 July to 10 August 2022 and will be made up of routes that link the competition and key non-competition venues to provide timely and reliable journey routes for the Games Family.

Roads that form the GRN will remain open to general traffic although there may be some restrictions close to venues. It is important to manage the roads that form the GRN to ensure reliable and consistent journey times for the Games Family so events can take place on time. Where necessary, a variety of traffic management measures will be implemented on the roads forming the GRN to ensure the route is as free flowing as possible, this may include measures such as kerbside restrictions, banned turns or road restrictions, and priority turning lanes.

GRN COMPONENTS

The B2022 GRN will be divided into the following four categories:

CORE GRN

- This will provide the main links used by the Games Family covering access to and from the major competition venues, athletes villages, Games Family hotels, International Broadcast Centre and the Main Press Centre.
- The Core GRN will operate throughout the Games period.

VENUE GRN

- These routes will provide access to a competition venue if it is not already served by the Core GRN.
- These will only operate when the venues are in operation

ALTERNATIVE GRN

- These will provide contingency routes to the Core and Venue routes.

TRAINING GRN

- These will provide access to training venues for Athletes (Note: all locations to be confirmed).

The GRN will link the venues listed in Table 2. Games vehicles with appropriate OC issued Vehicle Access and/or Parking Permits will be encouraged to use the GRN.

| Competition venues |
|-------------------------------|
| Alexander Stadium, Birmingham |
| Arena Birmingham |
| Cannock Chase |
| Coventry Arena |
| Coventry Stadium |
| Edgbaston Cricket Stadium |
| NEC Arena and Halls |
| Sandwell Aquatics Centre |
| Smithfield, Birmingham |
| St Nicholas Park, Warwick |
| Sutton Park, Birmingham |
| University of Birmingham |
| Victoria Park, Leamington Spa |
| West Park, Wolverhampton |

| Non-competition venues |
|---------------------------------------|
| Birmingham City Centre Transport Hub |
| Coventry City Centre Transport Hub |
| Hawthorns Transport Hub |
| Stafford Transport Hub |
| Grand Hotel, Birmingham |
| Commonwealth Games Village NEC |
| Commonwealth Games Village Birmingham |
| Commonwealth Games Village Warwick |
| Training Venues |

Traffic Management Measures on the GRN

A range of temporary traffic management measures will be implemented where required on the GRN to help provide reliable journey times for Games Family vehicles. These measures will be in place before the competition events begin in order to support Athletes and Officials transport movement around the network and to effectively integrate into the venue coordination. Before determining the measures and applying such restrictions, we will give special consideration to local business, freight deliveries and resident access requirements.

Potential temporary traffic measures include:

- Changes to intersections such as banned or restricted turns
- Road restrictions
- Diversion routes
- Suspension or relocation of bus stops
- Event-specific signage and messaging
- Traffic signal improvements and extensions
- Extensions to bus lane operational periods
- Traffic signs and line markings
- Kerbside waiting and loading restrictions
- Parking restrictions and changes to local access around venues

Some existing restrictions may be temporarily removed where there is a benefit to either GRN users, background traffic or emergency service vehicles. Impacts to public transport due to road restrictions including any temporary route changes and closures of bus stops will be consulted upon with key stakeholders and will also be discussed with the residents and businesses during the public engagement meetings. In addition, all information regarding the traffic management and temporary road restrictions will be communicated in advance of the Games through a range of communication channels.

WAYFINDING AND REGULATORY SIGNAGE

Temporary traffic signs will be placed along the GRN to advise motorists of restrictions that will be in place on the GRN during the Games and to provide advance warning of restrictions in place ahead of time to allow for journeys to be adjusted. Where practical, signs may also be placed as part of our strategy to respond to any incidents, providing information to motorists.

There will be clear communication to outline parts of the route where vehicle accreditation and permits will be necessary.



KEEPING THE REGION MOVING

Planning for the Commonwealth Games needs to ensure the wider road network is prepared for additional or unusual demand and that safety, congestion and incidents can be effectively managed to keep the region moving and minimise impacts on event operations.

To support the operation of the GRN, a Travel Demand Management programme will be in place for the Games to reduce or redistribute demand on the GRN and across the region's roads. This programme will provide information and guidance to the travelling public to support the Games through changing their travel behaviour. This will also assist in minimising the disruption to everyday users and allow them to plan ahead.

The primary objective for the GRN is to support Games Family traffic by:

- Ensuring reliable, safe and secure journeys for the Games Family
- Facilitating Games Family movements while keeping the region moving and minimising disruption to local businesses and residents during the Games
- Providing Games Family vehicles with access routes to all Commonwealth Games venues

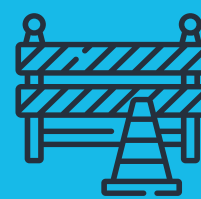


Figure 27: The Games Route Network - North



Figure 28: The Games Route Network - Central

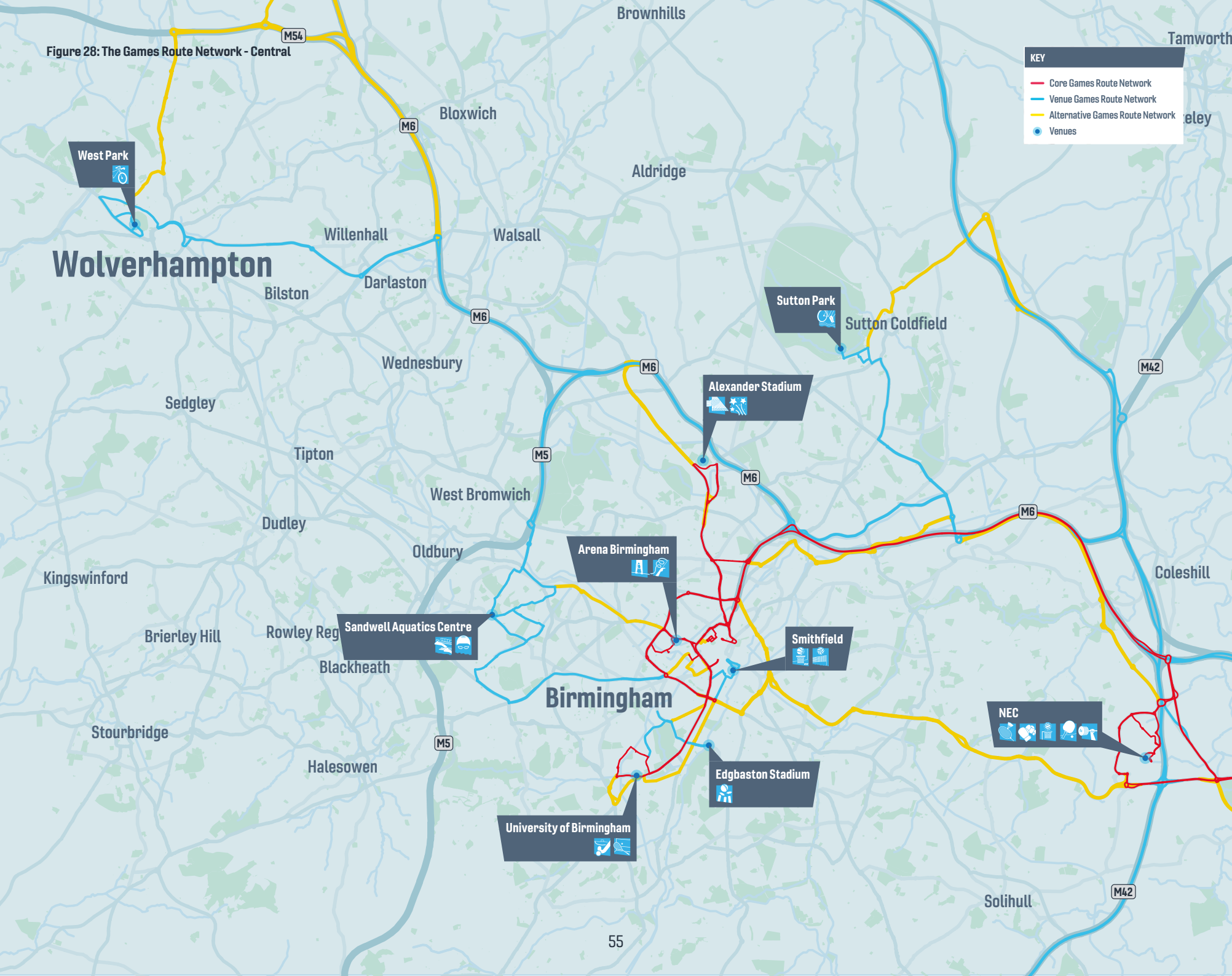


Figure 29: The Games Route Network - South



FLEET OPERATIONS

The OC aims to meet the transport requirements of the Games in the most sustainable and cost-effective manner possible. Birmingham 2022 is taking an innovative approach to the provision of transport services for the Games Family with the aim of reducing the number of vehicles used and the overall vehicle-kilometres driven.

The aim is to optimise sustainability and cost, whilst delivering the transport services that are needed to deliver the Games. The OC aims to use larger vehicles such as buses and coaches instead of individual fleet cars to transport the larger 'bulk' movements of clients when circumstances allow.

B2022's aim is to meet the transport requirements of the Games in the most sustainable and cost-effective way possible.



The criteria for sourcing all fleet vehicles will include safety, accessibility, comfort, reliability, fuel efficiency and efficient noise and emission levels.

The vehicle fleet for accredited clients will be sourced by the OC. All vehicles will meet or exceed minimum standards for emission levels which will at least meet the standards of Birmingham's Clean Air Zone. The OC's intention is to create the most sustainable and electrified fleet ever used within a Commonwealth Games whilst balancing the operational requirements with what the market can supply.

The ongoing dialogue between the Commonwealth Games Federation, the Commonwealth Games Association Advisory Board and the OC will ensure that sufficient accessible vehicles are procured to meet the needs of accredited clients with mobility requirements.

The OC is also investigating other methods of providing the fleet services required for the Games.

The majority of fleet drivers will be volunteers. All drivers will undergo thorough training to ensure they are familiar with the GRN routes to and from venues. They will also receive training on security protocols and procedures, background of the Games, local information and 'eco-driving' or 'hypermiling' techniques that minimise fuel consumption and carbon footprint. Where required, specific training will be provided, tailored to their specific role, venue and client group they will be serving.

The Games Family vehicle fleet will be parked and maintained at secure depots before and during the Games. The depots will be strategically located across the West Midlands to provide coverage to all the official Games venues. They will all contain the facilities necessary to maintain the fleet to the highest standard and provide for the wellbeing of fleet vehicle drivers. Depots will adhere to all the safety and security criteria.

All fleet drivers will receive training on 'eco-driving' techniques to minimise fuel consumption and carbon footprint. These key techniques can be followed by all drivers after the Games.



GAMES FAMILY BUS SERVICES

Bus services are essential for transporting Athletes, technical officials, media personnel and client groups during the Games. The OC are seeking to provide bus and coach services in a sustainable manner to ensure the most fuel-efficient vehicles are in operation and where possible, alternative fuel vehicles are used.

- Vehicles will match demand rather than a 'one size fits all' approach to reduce fuel consumption
- The Games will operate a demand-responsive bus service to encourage the use of active travel and minimise vehicle mileage
- Depot and maintenance facilities will be located close to venues to minimise the movement of empty vehicles

Level access and low floor double and single deck buses, as well as, wheelchair accessible coaches and minibuses will be provided.



All vehicles used on Games services by the OC, TfWM and the West Midlands Police aspire to meet the Birmingham City Council Clean Air Zone standards as a minimum, regardless of whether they are operating within the Clean Air Zone or London's Low Emission Zone.



ARRIVALS AND DEPARTURES

On arrival into the United Kingdom, the OC will provide transport services for Athletes and the Games Family from their designated ports of entry to their official Games time accommodation.

Transport services will be provided from Birmingham Airport and likely other airports to the Commonwealth Games Villages at Birmingham, Warwick, the NEC and to the accommodation for the track cyclists in London.

Buses and coaches will be used wherever possible to transfer the Athletes and Games Family to and from the airports. These will be accompanied by logistics lorries to transport the teams' equipment and luggage. It is likely that most Athletes and Team Officials from England, Scotland, Wales and the Channel Islands will arrive in Birmingham by non-air modes, including coach, car and rail. Arrangements will be put in place to facilitate the transfer of any clients arriving by rail from Birmingham New Street Station to their official accommodation venues.

After the Games, it is intended that all accredited clients will be transported back to the airports or Birmingham New Street station within two days after the Closing Ceremony. The Arrivals and Departures process is complex, the OC will work with all relevant partners to ensure the smooth movement of all accredited clients to and from their ports of entry.

- **DEMAND-RESPONSIVE BUS SERVICE**
- **MILEAGE CONTROL**
- **ALL FLEET DRIVERS TO RECIEVE 'ECO-DRIVING TRAINING'**
- **SHARED TRANSPORT TO REPLACE INDIVIDUAL FLEET VEHICLES**
- **CRITERIA FOR ALL FLEET VEHICLES INCLUDE:
FUEL EFFICIENCY, LOW EMISSION AND REDUCED
NOISE LEVEL**

TRANSPORT SAFETY AND SECURITY

Safer Travel Partnership

The Safer Travel Partnership is a cohort of over 100 staff from across TfWM, West Midlands Police, British Transport Police, operators and private security companies. The primary objective of the Partnership is to improve passenger safety, deliver the Safer Travel Plan and reduce and manage crime on public transport.

The Safer Travel Partnership is unique, as it has brought together a range of partners to deliver results. The Safer Travel Partnership utilises deployment models such as SARA (Scan, Analyse, Respond, Assess) and POP (Problem Orientated Policing), following the Police National Intelligence Model. This approach ensures the proper resources are in the right place, at the right times to minimise crime and increase passenger safety. The Partnership has received national and European praise for its innovative crime reduction methods.

The Safer Travel Partnership will also support the work of both Counter Terrorism Policing and the Serious and Organised Crime Unit - particularly in the Prevent and Protect strands whilst working to tackle County Line500.

To meet the predicted increase of demand on the transport network during the Commonwealth Games, the Safer Travel Partnership will be enhanced with extra resources at key locations. The Safer Travel Partnership have recruited additional accredited officers to be available at key times to ensure safe travel for visitors and residents during the Games.

The region and its safety are at the heart of the work of the Safer Travel Partnership, as we aim to make travelling across the region even safer.



Games Route Network Security

The GRN will be subject to enhanced levels of traffic enforcement with West Midlands Police and civil enforcement officers providing support to the security and safety plans of the organisers and TfWM.

This will entail the use of Intelligence, CCTV and Automatic Number Plate Recognition to direct patrols with an increased visibility and capacity of police officers, including specialist resources. Vehicles parked in contravention on the GRN will be liable to removal to ensure the integrity of the network.

Passenger security

West Midlands Police is working closely with partners, including British Transport Police and the Safer Travel Partnership to provide further visibility and safety between travel hubs and the venues. Officers will make further use of CCTV and intelligence to ensure the integrity of bus, rail, metro, cycle as well as walking routes and the wider road network.

Venue Security






There will be an increase in visible and covert police resources around the venues to help deliver and support the OC's safety and security plan. There will be additional police resources, including armed officers and other specialist officers to provide visibility and reassurance.



10. CREATING A TRANSPORT LEGACY FOR ALL

As detailed within the Commonwealth Games Legacy Plan, the Games has the power to bring people together, improve health and wellbeing, act as a catalyst for change, help the region to grow, and put us on the international stage. The legacy ambition will be delivered by a strong partnership of organisations working together to maximise the opportunity and investment presented by the Games.

A GAMES FOR EVERYONE

| |  Bring people together |  Improve health and wellbeing |  Be a catalyst for change |  Help the region to grow and succeed |  Put us on the global stage |
|---------------------------|---|--|--|--|---|
| Games Missions | These Games will embrace and champion the youth, diversity, humanity and pride of the region and the Commonwealth. | Inspire, engage, and connect communities and athletes to realise their full potential and live happier, healthier lives. | Transform and strengthen local communities, working together to deliver new and improved homes, facilities and transport links. | Drive sustainable growth and aspiration, creating opportunities through trade, investment, jobs, and skills. | Deliver an unforgettable, global Games in partnership, on time and on budget to showcase the best of Birmingham, the West Midlands and the Commonwealth. |
| Aligned Legacy Programmes | Community Cohesion, Inclusion & Pride Creative & Cultural Participation Learning Programme Physical Activity & Wellbeing Volunteering | Community Cohesion, Inclusion & Pride Creative & Cultural Participation Learning Programme Physical Activity & Wellbeing Jobs & Skills Social Value Sustainability Volunteering | Community Cohesion, Inclusion & Pride Creative & Cultural Participation Learning Programme Physical Activity & Wellbeing Jobs & Skills Social Value Sustainability Volunteering | Community Cohesion, Inclusion & Pride Creative & Cultural Participation Learning Programme Physical Activity & Wellbeing Jobs & Skills Social Value Sustainability Business & Tourism Volunteering | Community Cohesion, Inclusion & Pride Creative & Cultural Participation Learning Programme Business & Tourism Jobs & Skills Sustainability Volunteering |

Transport Legacy

The Games Transport Plan has presented the range of improvements that will take place across the transport system to manage demand, pollution and the efficient operation of the West Midlands transport system during Games time and thereafter.

The goal of delivering the first carbon-neutral Games requires ambitious strategies of how we plan to move people around. Therefore, TfWM is continuing to work with partners to ensure the measures proposed encourage greater public transport and active travel use and fundamentally, bring back the confidence in public transport following the Covid-19 pandemic.

The Games can 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 enables the transport network to work as one. Accurate, reliable information will enable residents to make the best possible travel choices, not just when they plan ahead but also as they move around the network.



"We will ensure the Games leaves this region with big legacies for us as a community and small legacies for thousands of us as individuals."

-The B2022 Legacy Plan, 2021

Transport upgrades

Several key transport schemes are being delivered in time for the Games, these include:

- Cycling improvements: new segregated cycleways along key routes and canals and the introduction of a bike share scheme to reduce existing barriers to active travel.
- A Metro extension and rail station redevelopments at University, Perry Barr and Coventry rail stations.
- The infrastructure works for the Sprint corridor to support the new bus routes and improve connectivity to key venues such as the Alexander Stadium and the NEC.
- Road improvement schemes to enhance the transport experience for pedestrians, cyclists and public transport users.
- Greater investment into the West Midlands RTCC to enhance the coordination of transport networks and services for a more reliable, resilient and integrated transport network. This would also facilitate the improved collaboration between transport agencies and the overall upskilling of professional staff.

Encouraging more walking and cycling after Games time

Supporting behavioural change is one of the most important legacy outcomes of the Games. Therefore, using the Games as the catalyst, we want to increase the amount of cycling and walking in the West Midlands and highlight the widespread active travel networks across the region.

Walking and cycling are key drivers to increasing the level of physical activity and improving mental health and wellbeing across the region, particularly after the Covid-19 pandemic. TfWM is therefore, looking to roll out programmes to target some of the region's most disadvantaged communities and provide a support package to help get more people cycling and walking regularly. This will be developed and set out further within the Active Travel Strategy.

Transport investment in Perry Barr

The Perry Barr rail station and bus interchange will be redeveloped to encourage active travel and public transport use for the Games. Equally, the delivery of Sprint and the existing segregated cycle lane to the city centre along the A34 will provide local people with greater and more efficient, sustainable travel choices.

11. CONSULTATION AND ENGAGEMENT

This Games Transport Plan outlines a wide range of adjustments to the existing transport network, which will impact West Midlands residents and businesses at key times during the Games.

TfWM and partners will ensure anyone affected by these activities is informed of changes in a timely manner and that they have an opportunity to inform TfWM of any issues or specific circumstances that need to be considered.

We will be communicating further on aspects within this Games Transport Plan later in 2021 and early 2022. This engagement will be more specific to people and businesses directly affected and includes such things as:

- The GRN
- LATMP
- PGR Locations
- Road Race Events
- Temporary Traffic Regulation Orders

WHO ARE WE COMMUNICATING WITH?

Engagement will take place within key affected communities-

Specifically, around each Games venue and key operational sites:

- approximately within 1km of each area
- surrounding areas or commuter routes

Along the GRN:

- where temporary access arrangements will be made
- where junction or road improvements will be made
- information for users and those travelling through

Every effort will be made to engage the whole community - including those whose first language may not be English. This will be done through local and community radio stations, events and publications. Accessibility is important to us and we will be engaging local disability and charitable services to support communicating any changes and gathering feedback.

We are also working closely with Games partners and stakeholders, including all affected Local Authorities and transport operators.

OUR APPROACH

When communicating with residents we will be:

Clear and consistent: The messages we give will be easy to understand and we will inform all members of the community in a consistent way.

Approachable and helpful: Our communications and engagement will be friendly, and always offer an open line of enquiry.

Open and Honest: We will not try and hide bad news but be upfront on the effects and deploy empathy and consideration in our approach to understanding and working through issues.

This is in support of Birmingham 2022's broader commitment to community engagement. They are clear that their approach is to:

Inform: Keep communities informed of the impacts and opportunities that the Games bring, through clear, well timed, relevant communications.

Respond: Operate channels that allow communities to have a dialogue with the Games Partnership. These will be free and accessible for all members of the community to use should they wish to contact us or want to find out more information or raise a concern.

Include, Inspire and Improve: We will create opportunities for local people and communities to get involved throughout the delivery of the Games. Where possible, this will be informed by what people have told us they want from the Games. We will also leave something positive behind. Not just turn up, engage, and leave without making an impact.



LISTENING TO YOU

We want to listen and understand any issues from raised by the Games Transport Plan and we will deploy a three-point approach to engaging local residents or businesses that raise any concerns or provide feedback.

LISTEN

Show we have listened and understand concerns via:

- Face to face meetings*
- Media opportunities
- Local community spaces
- Social Media

EXPLAIN

Investigate and provide alternatives if possible and explain via:

- Face to face meetings*
- Media opportunities
- Local community spaces
- Social Media

MONITOR

Ensure regular engagement is then maintained via:

- Phone calls
- Email
- Meetings

*Face to face meetings will be undertaken pending Covid-19 restrictions.

Specific channels and contact information will be available in all communication however, any concerns or feedback can be sent to customerservices@tfwm.org.uk at any time.

You can contact us at any time to request documents in additional formats such as easy read or large print and in any other language.

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, available here: <https://www.tfwm.org.uk/privacy-cookie-policy>.

APPENDIX A

I. ROLES AND RESPONSIBILITIES

When the Games was awarded to Birmingham and the West Midlands, a Host City Contract setting out obligations and commitments was signed by the Commonwealth Games Federation, the UK Government and Birmingham City Council. However, delivering the Games requires the support of a range of partners to work collaboratively as one team, operating one transport network. Roles and responsibilities have been agreed between existing local and regional transport authorities and Birmingham 2022. This is to ensure clarity and accountability where appropriate. In summary:

- The Organising Committee - 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, alongside Staffordshire County Council, Warwickshire County Council and Transport for London will provide and facilitate transport services for the Games workforce and volunteers, spectators, and everyday users, such as residents, commuters and businesses. Responsibilities vary between authorities and include delivering infrastructure improvements to provide additional capacity, encouraging the use of sustainable transport, and implementing measures to manage traffic;
- For Central Government, 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. We will work with operators to ensure services are enhanced to deal with the extraordinary demands of the Games; and
- West Midlands Police and emergency services will ensure the Games are safe and secure, and that incidents are responded to swiftly.

II. GOVERNANCE

Stakeholders

- The Games transport delivery partners have worked in close collaboration with all stakeholders to minimise any disruptive impacts created by the Games. Stakeholder engagement and collaboration has enabled TfWM to understand the needs of the residents, spectators, workforce and the Games Family to therefore create a transport plan that equally accommodates the needs of all.

APPENDIX B

EQUALITY IMPACT ASSESSMENT

The aim of the Games Transport Plan is to deliver successful transport operations to ensure everyone involved in competing, watching, administering and reporting on events are transported in a safe and efficient manner, whilst keeping any disruption to current users of the transport network to a minimum.

To support the delivery of transport services that are accessible for all, an Equality Impact Assessment (EqIA) has been completed. This has reviewed the Games Transport Plan to establish whether there is a differential impact on specific equality groups and to identify how the Games Transport Plan can promote inclusion and improve equality of opportunity for different groups of people. The full version of the EqIA can be found online.

Summary of the EqIA for the Games Transport Plan

The full EqIA outlines the key potential barriers to equal accessibility during the Games and presents an Action Plan of the practical measures required to promote inclusion and prevent any adverse impacts. Effective delivery of these measures will help ensure the Games offers a positive experience for all.

Table 3 below summarises a selection of transport measures considered to promote equality of opportunity and help foster good relations between people who will be most impacted.

Table 3: EqIA Summary

| | | | |
|--|--|--|---|
| Key Transport Barriers Transport inaccessibility | Transport inaccessibility | Mitigation Measures to Overcome Key Transport Barriers | Promotion of sustainable travel options, inclusive active travel schemes and greater investment in active travel infrastructure and signage. |
| | Affordability of travel | | For events in the West Midlands, Games tickets will include access to public transport in the local area on the day of the event. Games time volunteers, the OC workforce and all members of the Games Family will also be able to access the local public transport network. Enhanced information provision, improved network management and ticketing to support a more a responsive transport experience. |
| | Health and environmental inequalities | | Blue badge parking available at all venues. |
| | Active travel inequalities | | Access audits will be undertaken for all cycling and walking routes and key infrastructure. |
| | Access to venues | | All venues will be accessible by public transport. |
| | Higher demand for transport services | | Temporary measures and services will make efficient use of the network and alleviate pressure on the network by providing support for extra demand. Investing in new or/and improving existing infrastructure to help meet the extra demand during the Games. |
| | Increased travel disruption during the Games | | Extension of peak time services and efficient management of the capacity across the Metro network with ambassadors providing journey planning information. Working with bus and train operators to provide extra temporary capacity and connectivity. Developing station management plans for all rail stations where additional passengers are expected. |
| | Information on changes and travel options | | Roll out of information campaigns and engaging with businesses and communities in the lead up to the Games. |
| | Safety concerns | | Additional resources and personnel deployed at key locations. |