

Transport Delivery Committee

Date	20 May 2019
Report title	Sprint Progress update
Accountable Chief Executive	Laura Shoaf, Managing Director, TfWM 0121 214 7444 laura.shoaf@tfwm.org.uk
Accountable Employee	Angela Hosford, Head of Sprint, TfWM 0121 214 7168 angela.hosford@tfwm.org.uk
Report has been considered by	Sprint Member Reference Group

Recommendation(s) for action or decision:

Transport Delivery Committee is recommended to:

1. Note the progress of the Sprint Programme
2. Note the Cabinet Decisions required to support delivery of schemes.
3. Note relationship between Sprint and other local schemes

1. Purpose

- 1.1 To outline the work of the Sprint programme.

2. Background

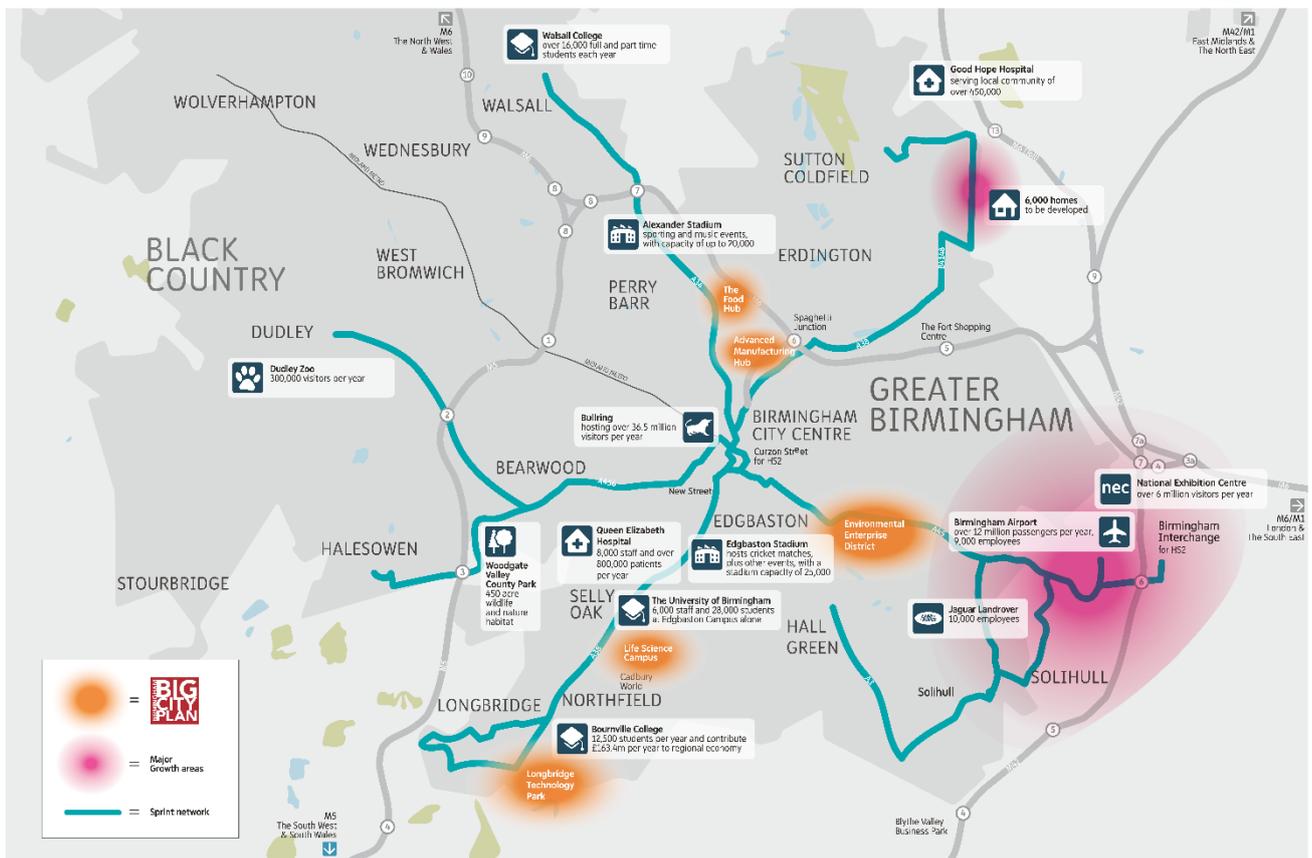
2.1 Subject to Business Cases and Local Authority Cabinet approvals, Sprint will form a network of 7 routes agreed by the West Midlands Combined Authority in February 2017. In the main, these schemes will be funded through the West Midlands Combined Authority's (WMCA) Investment Programme. This

devolved funding supports the HS2 Growth Strategy and in particular the transport schemes established within the High Speed 2 (HS2) Connectivity Package. These schemes will enable the region to maximise benefit from the economic investment and growth HS2 will bring to the region.

2.2 The A456 is a part of a pre-existing scheme which secured investment funding from Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP). The A45 is also a pre-existing scheme for which the business case will also be considered by the Department for Transport (DfT) as a portfolio scheme.

2.3 The extent of the full Sprint network will be made up of the following routes;

- A456 Halesowen to Birmingham
- A456 Dudley to Birmingham
- A34 Walsall to Birmingham
- Sutton Coldfield to Birmingham via Langley
- A45 Birmingham to Airport and Solihull
- Hall Green to HS2 Interchange via Solihull
- A38 Longbridge to Birmingham



2.4 In total the routes will deliver a 122km Sprint network. We want Sprint to be part of an integrated transport system, connecting with rail, tram, encouraging walking and cycling, and connecting with other local bus services. Sprint will deliver an improved passenger experience and journey time reliability on our key radial corridors. Schemes are to be delivered by 2026 in time for the launch of HS2.

3. Scheme status

3.1 The Sprint schemes as set out in the HS2 connectivity package schemes have Strategic Outline Cases which have been through the WMCA's Assurance Framework.

3.2 The following schemes are also noted in the Commonwealth Games (CWG) Transport delivery package (approved December 2017), and are to be delivered in time for the CWG in 2022.

- A34 Walsall to Birmingham
- A45 Birmingham to Airport and Solihull
- Sutton Coldfield to Birmingham via Langley

3.3 The GBSLEP funded elements of the A456 are considered to be advanced works and will deliver early benefits to the public transport network on this corridor. These works are an advance of the full Sprint offer on this corridor (to be delivered 2026).

3.4 Construction of these works will take place between February 2019 and February 2020, and will be delivered by Midland Metro Alliance (MMA) as part of the complementary highway works identified in support of the Metro Edgbaston extension scheme.



4. Route considerations (in conjunction with other local schemes)

- A34 Walsall to Birmingham

4.1 This route provides enhanced connections between Walsall and Birmingham. It routes down the Birmingham Road, through Sandwell, and Perry Barr in Birmingham on its way to the city centre. As with all Sprint schemes, the objective is to provide improved connectivity and crucially provide reliable journey times for passenger transport.

4.2 The scheme itself is being developed complimentary to other major schemes in the area, notably Perry Barr station, considerations for the removal of Perry Barr flyover, and the development of the Commonwealth Games village. In all scheme scenarios, Sprint is working with Birmingham City Council to ensure that the A34 scheme is considered and integral to any scheme design, ensuring that sustainable travel alternatives can be offered to complement or mitigate the impact of other schemes. Sprint report into the CWG Committee in conjunction with progress on all CWG identified schemes.

- A45 Birmingham Airport and Solihull to Birmingham City Centre

4.3 This route will connect Moor Street Queensway through Digbeth High Street, and will utilise Small Heath bypass to the Coventry Road. Alternate services will use Hobbs Moat Road and Lode Lane into Solihull, or continue onto Birmingham Airport utilising bus only Falcon Way.

4.4 The delivery of this scheme is also reliant on improvements to Digbeth High Street (which is also being considered by BCC for public realm and Metro for Eastside extension tram scheme), the impact of Curzon Street construction (delivered by HS2), and any proposed changes on Moor Street Queensway. Again the Sprint team are working closely with project teams on all of these considerations to ensure that the best solution for Sprint can be delivered all things considered.

- Sutton Coldfield to Birmingham via Langley

4.5 To ensure that we can provide immediate benefits for existing public transport needs and expected future demand, we will be developing the SBL scheme in two phases, as outlined below.

First Phase

4.6 The First Phase of the scheme will be complete by 2022, with the aim of providing faster, more reliable services for existing bus users, as well as for the first occupants of the nearby Langley and Peddimore developments. These proposed sections of the route were met with a positive reaction during consultation, while prompting some specific comments on parking and access restrictions.

The sections mentioned above include:

- Lancaster Circus in central Birmingham to Ashford Drive/Eachelhurst Road
- Churchill Road to Riland Road in Sutton Coldfield

4.7 The infrastructure improvements proposed in the public consultation will be made along these sections, and will benefit all existing bus services on the corridor.

Second Phase

4.8 The Second Phase concerns the stretch of proposed route which attracted more comments during consultation; specifically, the route in and around the proposed Langley development. In this case, alterations to the proposed Sprint route will be subject to an additional bus network study. This document will also consider alternative routes and transport provision from Langley to Birmingham, and Sutton Coldfield to Langley respectively.

4.9 A full Sprint service will be introduced when justified by the levels of occupancy at the Langley and Peddimore developments, and we are working closely with BCC, Sutton Coldfield Town Council, and the developers to ensure we deliver a rapid transit solution in line with the growth of this development.

5. Park and Ride

5.1 There is a real benefit to maximising access to Sprint through Park and Ride. We are committed to pursuing options for Park and Ride on the priority corridors over the coming year, and will be taking all consultation and engagement feedback on this issue into account as we progress development of the schemes.

6. Engagement

6.1 Public consultation took place in August through to October 2018. The results were published on the 21st December 2018, and are available hard copy on request and on the TfWM website.

6.2 The schemes were largely well received and supported;

A34: 73% fully/partially supported the Sprint proposals, 24% did not support

SBL: 77% fully/partially supported the Sprint proposals between either Sutton Coldfield to Langley or between Birmingham to Langley. 19% did not support

A45: 82% fully/partially supported the Sprint proposals; 14% did not support

6.3 A34 challenges have been made by the A34 Safety Action Group (SAG). The SAG submitted a petition at the end of the consultation period. TfWM provided extra time for the SAG to state their reason for objection, and TDC considered a report on the handling of this matter in December. The programme continues to engage with this community to resolve issues.

6.4 TfWM have committed to provide a further public update on progress of schemes in March 2019, and will engage with communities through further development and delivery of the schemes.

7. Critical path (approvals)

7.1 Schemes will be assured through the WMCA. Full Business Case will be required by end of 2019 for commencement of detailed work 2020.

7.2 In addition Cabinet approvals will be required for the FBC's for each authority. For the CWG noted transport schemes, it is anticipated that the approval of the local Cabinet leads are required to progress to delivery, in line with following timescales;

- Birmingham City Council – Cabinet approval Autumn 2019.
- Sandwell Council – Cabinet approval – Autumn 2019.
- Walsall Council – Cabinet approval – Autumn 2019.
- Solihull Council – Cabinet approval – Autumn 2019.

7.3 A45 scheme full business case will also need consideration of the DfT given its 'portfolio' status. Submission is expected Autumn 2019 for approval early 2020.

8. Focus of activities for 2019

- Scheme design - Detailed design, including early contractor involvement and tender documents for CWG schemes will likely be pursued through the Midlands Highways Alliance framework contract.
- Business case approval - Approval for OBC and approval for FBC for CWG deliverables in winter 2019/2020
- Operator procurement – operator to be identified Spring 2019, to feed into detailed design.
- Vehicle procurement – winter 2019
- Assurance – LHA Cabinet approvals, including support for design and delivery of CWG schemes. WMCA approvals as noted under above.
- Contractor procurement (construction works)
- Resourcing for programme to support construction delivery
- Shelter procurement agreed

9. 2026 Sprint Schemes

9.1 There is an opportunity to deliver improvements on the Hagley Road in phases, with work supporting the future Sprint schemes from Halesowen to Birmingham and Dudley to Birmingham whilst providing immediate bus reliability improvements for existing services. The first phase of advanced works are due to commence shortly and preliminary design has been commissioned for additional advanced works on the corridor. The detailed feasibility study for the final phase of these schemes will be commissioned in 2019. These schemes are forecast to be delivered by 2026 in line with the HS2 Connectivity Package.

9.2 Resource constraints, and a focus on the three priority Sprint routes, has delayed additional development for the Hall Green to Interchange via Solihull and Longbridge to Birmingham Sprint routes. The initial feasibility studies for these schemes complete in 2017 and detailed feasibility studies are expected to be commissioned in 2019. These schemes are forecast to be delivered by 2026, in line with the HS2 Connectivity Package.

10. Sprint Member Reference Group

10.1 This is an active group including members of TDC to monitor and report on the future development of BRT (Sprint) within the West Midlands, including supporting the delivery of the objectives within the West Midlands Strategic Transport Plan and other strategic planning documents including Birmingham Connected and Solihull Connected. The group ensure that progress on programme and scheme delivery and initiatives remain in line with agreed WMCA policies, strategies and timescales. This group will continue to meet 8 times a year (in line with TDC dates) for progress reviews and updates.

10.2 Invitees of the Sprint Member Reference Group are Cllr Tim Huxtable, Cllr Ted Richards, Cllr Allah Ditta, Cllr Celia Hibbert, Cllr Chaman Lal, Cllr Kath Hartley, and Cllr Keith Linnecor.

11. Site visits

11.1 We will continue to explore opportunities and involve TDC in site visits moving forward, including;

- Installed shelter on A45 inbound prior to Heybarnes circus – Site visit in summer 2019.
- A456 advanced works – Site visit late Autumn 2019

12. Legal Implications

12.1 There are no direct legal implications in regards to the recommendations/points to note in regards to the recommendations section of this report. The legal team has supported and will continue to support the Sprint Programme in regards to the commercial and procurement requirements as relating to the operator and related outputs which include construction deliverables that are required in regards to Sprint BRT infrastructure works; as well as any property, and partner agreements with our district partners which will address ancillary land requirements.

13. Finance Implications

13.1 There are no financial implications as a result of this overall update report. The Sprint Programme is a component of the TfWM Delivered Investment Programme for which a financial update is scheduled to be reported to Transport Delivery Committee at the 20 May meeting as part of the overall Transport Delivery Financial Monitoring report.

Approved Funding to date for each route can be found in the table below:

Sprint Scheme	FUNDING APPROVED TO DATE £M		
	WMCA	Other 3rd Party	TOTAL
A45 Airport and Solihull	8.10	1.37	9.47
A34 Walsall to Birmingham	8.20	-	8.20
Sutton Coldfield to Birmingham via Langley	0.30	-	0.30
Hagley Road Phase 1	2.40	5.45	7.85
Hagley Road Phase 2 (Halesowen & Dudley to Bham)	0.50	-	0.50
Longbridge to Birmingham	0.30	-	0.30
Hall Green to Interchange via Solihull	0.30	-	0.30
TOTAL	20.10	6.82	26.92

13.2 All Sprint schemes have been included within the HS2 Connectivity Package with at least Strategic Outline Case approval.

14. Media Implications

14.1 There are no direct media implications in regards to the recommendations/points to note in regards to the recommendations section of this report.

15. Equalities implications

15.1 Equality Impact Assessments have been conducted for Sprint routes which identify key equality issues and any necessary mitigating measures. Overall positive equality impact has been identified

16. Inclusive growth implications

16.1 Sprint delivered as part of an integrated transport system will go a long way to improving affordable and inclusive access to opportunities across the region. The network priorities are focussed on those corridors that will generate higher demand such that it can justify the investment, but also to provide maximum benefit to greater numbers of people, including areas considered to be of higher social deprivation.

17. Geographical area of report implications

17.1 Detail of geographical area covered by scheme includes within this report

18. Schedule of Background reports

- Sprint brochure
- Issued consultation results