

Transport Delivery Committee

Date	4 November 2019
Report title	Sprint Progress update
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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 the relationship between Sprint and other local schemes

1. Purpose

- 1.1 To provide an update on the progress of the Sprint programme.

2. Background

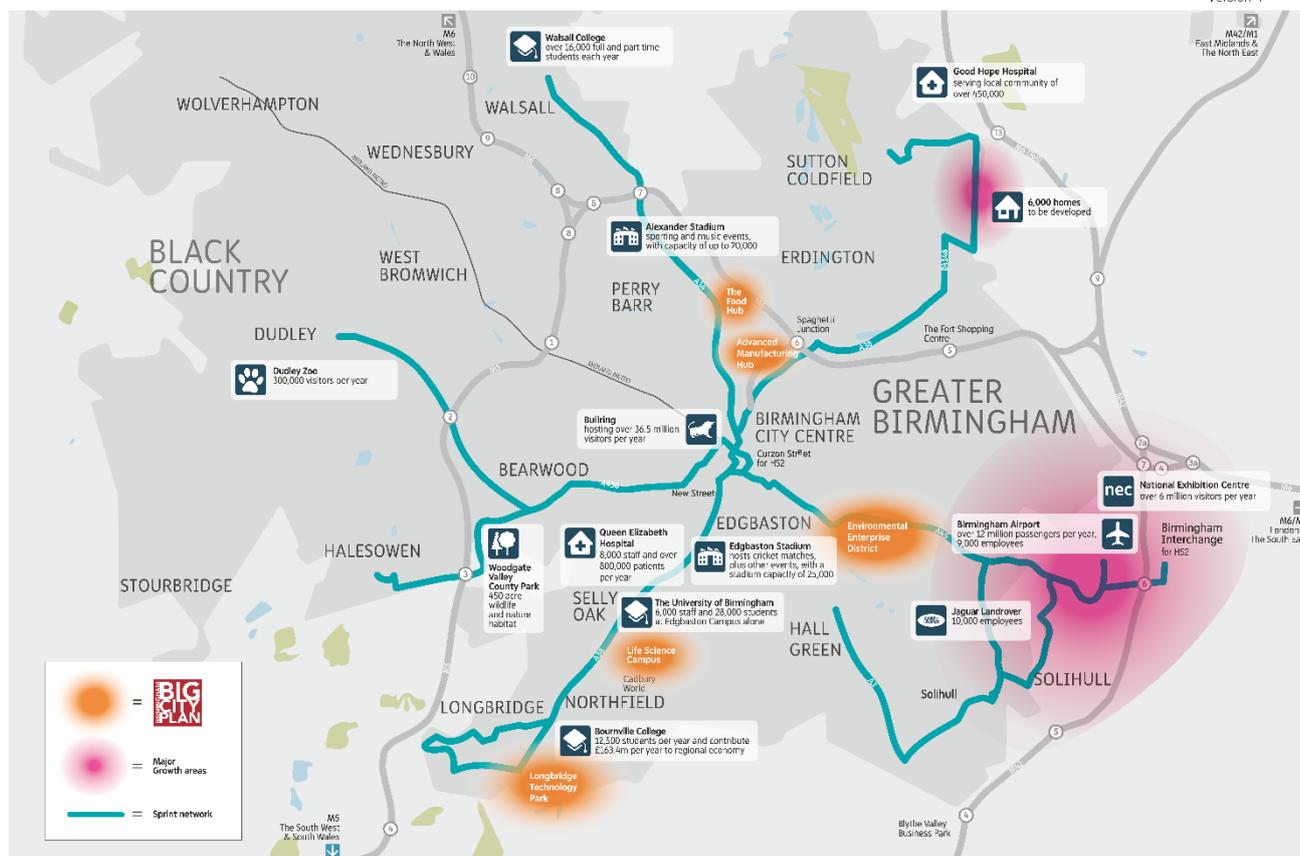
2.1 Subject to Business Cases and Local Authority Cabinet approvals, Sprint will form a network of 7 routes as agreed by the West Midlands Combined Authority Board in February 2017. In the main, these schemes will be funded through the West Midlands Combined Authority's (WMCA) Investment Programme. This devolved funding supports the High Speed 2 (HS2) Growth Strategy and in particular

the transport schemes established within the HS2 Connectivity Package. These schemes will enable the region to maximise benefit from the economic investment and growth that 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. The Full Business Cases

for the A34 and A45 schemes are now going through WMCA's approval process for FBC – please refer to Section 7, Critical path.

3.2 The following schemes are also noted in the Commonwealth Games (CWG) Transport delivery package (approved December 2017):

- A34 Walsall to Birmingham
- A45 Birmingham to Airport and Solihull
- Sutton Coldfield to Birmingham via Langley bus priority (SBL)

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 by 2026).

3.4 Construction of the A456 works will take place between December 2019 and May 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)

4.1 On the 15 July 2019 it was announced that the A34 and A45 Sprint routes will be delivered in two phases. This decision was announced in the Sprint March 2019 report for the SBL scheme.

4.2 The A34 Sprint route from Birmingham City Centre to a proposed Park & Ride site at Junction 7 of the M6 will be delivered by the end of 2021. This will provide more time to explore the detailed design options of the Walsall section and ensure the maximum benefits can be achieved on this popular corridor for bus travelers. The Walsall section of the route will be delivered by the end of 2022.

4.3 On the A45 Sprint route the section from Birmingham City Centre to Birmingham Airport will be completed by the end of 2021. Further assessment of the extension to Solihull Town Centre are being undertaken. The Solihull section of the route will be delivered by the end of 2022.

A34 Walsall to Birmingham

4.4 This route provides enhanced connections between Walsall and Birmingham. It follows 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 reliable journey times for public transport.

4.2 The scheme itself is being developed to complement 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 follow Moor Street Queensway through to Digbeth High Street, and will utilise Small Heath highway to the Coventry Road. Alternate services will use Hobs Moat Road and Lode Lane into Solihull, or continue onto Birmingham Airport utilising the Coventry Road and bus only Falcon Way.

4.4 The delivery of this scheme is 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 station 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 schemes to ensure that the best solution for Sprint can be delivered.

Sutton Coldfield to Birmingham via Langley

4.5 The First Phase of the scheme will be complete by 2022, with the aim of providing 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.

The sections above include:

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

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

4.7 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 and the build out rate at the Langley development. This document will also consider alternative routes and transport provision from Langley to Birmingham, and Sutton Coldfield to Langley respectively.

4.8 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 During consultation from August – October 2018, 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

6.2 TfWM provided a further public update on progress of schemes in March 2019, which built upon the consultation outcomes and explained next steps.

6.3 In September 2019 Liquid, a Public Relations, design and marketing consultancy, were appointed to support with the delivery of communication and PR activities. This provides additional resource and enables a consistent, proactive and strategic approach across the routes.

6.4 Additional engagement events have been held where design changes have been made. An event for Lyndon and Elmdon residents took place in March and May, which discussed use of the service roads in the area. Further targeted engagement events for the A45 route are proposed before the end of 2019.

6.5 From 23-26 September drop-in sessions were held showcasing the design changes between Perry Barr and the Scott Arms of the A34 route. The new designs retain a significant amount of residential parking in this stretch, including through use of building parking into the verge. Further engagement will be arranged for the A34 route, including the Walsall and Sandwell sections.

7. Critical path (approvals)

7.1 Schemes will be assured through the WMCA. The Full Business Cases (FBC) for the A34 and A45 were taken to the Technical Appraisal Panel on the 2 October. Comments are being addressed before the FBCs are taken to the Investment Advisory Group on 4 November.

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. We are working with LA's on cabinet dates and anticipate that these will take place before the end of the year.

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

8. Early Contractor Involvement (ECI)

8.1 In February 2019, Sprint's Programme Board approved the approach of using Balfour Beatty for early ECI to assist in the detailed design of the three priority schemes. The ECI period was facilitated through the Midlands Highways Alliance (MHA), which TfWM signed up to in early 2019. Balfour Beatty who are the regional contractor for ECI on this framework were commissioned for a 10 week piece of work, which concluded in May 2019.

8.2 The programme ran a tender exercise using MHA PSP3 model project for full ECI through to construction delivery. Morgan Sindall were appointed and commenced second stage ECI on the 4th June. Due to issues with contractual terms, we have been unable to process a full construction contract award with Morgan Sindall at this time, and instead will be running a mini comp through the MHA framework using terms preferential to a contract of this nature. This will be undertaken in October, with a view to selection and award early 2020.

9. Enhanced Partnership update

9.1 To support implementation of Sprint, WMCA are developing an Enhanced Partnership Plan and Scheme in partnership with Operators and Local Authorities. This approach was agreed by the WMCA Board in June 2019 with approval of the Plan and Scheme delegated to TDC. There is a separate paper provided on the Enhanced Partnership to be discussed at 4th November TDC.

10. Focus of activities for end 2019/early 2020

- Scheme design – Complete 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 FBC for A34 and A45 deliverables in winter 2019/2020
- Operator procurement – We expect formal commitment from at least one Operator at the same time as the Enhanced Partnership Plan and Scheme is entered into – expected March 2020.

- Vehicle procurement – Vehicle Procurement will be undertaken by the Operator and is expected to commence around 30 days following signature of the Enhanced Partnership Plan and Scheme and any associated agreements.
- Assurance – LHA Cabinet approvals, including support for design and delivery of CWG schemes. WMCA approvals as noted within Section 7, Critical path.
- Contractor procurement (construction works)
- Additional resourcing for programme to support construction delivery, including three Assistant Project Managers, and an additional support for pipeline schemes.
- Shelter call off orders for each route will follow confirmation of shelter configuration at each site expected by the end of 2019.

11. 2026 Sprint Schemes

11.1 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 is due to commence in February 2019 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.

11.2 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 2020. These schemes are forecast to be delivered by 2026, in line with the HS2 Connectivity Package.

12. Sprint Member Reference Group

12.1 This is an active group including members of TDC to monitor and report on the future development of 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.

12.2 Invitees of the Sprint Member Reference Group are Cllr Tim Huxtable, Cllr Ted Richards, Cllr Richard Worrall, Cllr Keith Linnecor, Cllr Kath Hartley and Cllr Chaman Lal.

13. Site visits

13.1 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 winter 2019. We would be happy to host a visit to the shelter prototype w/b 4th November.
- A456 advanced works – Site visit March 2020 to review progress of works onsite.

14. Legal Implications

14.1 There are no direct legal implications 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.

15. Finance Implications

15.1 There are no financial implications as a result of this overall update report.

Approved funding to date for the priority routes is noted in the table below:

Sprint Scheme	Priority scheme funding approved to date £M		
	WMCA	Other 3 rd Party	TOTAL
A45 Airport and Solihull	8.10	1.37	9.47
A34 Walsall to Birmingham	8.20	3.10	11.30
Sutton Coldfield to Birmingham via Langley	1.23		1.23
Hagley Road Phase 1	2.40	5.45	7.85
TOTAL	19.93	9.92	29.85

15.2 All Sprint schemes within the HS2 Connectivity Package have at least Strategic Outline Case approval.

16. Media Implications

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

17. Equalities implications

17.1 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.

18. Inclusive growth implications

18.1 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.

19. Geographical area of report implications

19.1 Detail of geographical area covered by scheme included within this report.

20. Schedule of Background reports

20.1 Published reports, including;

- Consultation response reports (December 2018) – A45, A34, SBL
- progress update report (March 2019) – A45, A34, SBL
- newsletter updates (July) – A45, A34, SBL
- Perry Barr scheme update brochure (Autumn 2019)