

BIRMINGHAM CITY COUNCIL

PUBLIC REPORT

Report to:	CABINET
Report of:	CORPORATE DIRECTOR, ECONOMY
Date of Decision:	24th January 2018
SUBJECT:	SPRINT BUS RAPID TRANSIT NETWORK DEVELOPMENT AND IMPLEMENTATION STRATEGY Relevant Forward Plan Ref: 004305/2017
Key Decision: Yes	Chief Executive approved <input type="checkbox"/>
If not in the Forward Plan: (please "X" box)	O&S Chairman approved <input type="checkbox"/>
Relevant Cabinet Member(s) or	COUNCILLOR STEWART STACEY, CABINET MEMBER
Relevant Executive Member :	FOR TRANSPORT AND ROADS
Relevant O&S Chair:	COUNCILLOR ZAFAR IQBAL, ECONOMY, SKILLS AND TRANSPORT
Wards affected:	All

1. Purpose of report:

- 1.1 This report seeks approval for the network development and implementation strategy for Sprint bus rapid transit within Birmingham as per the recommendations in paragraphs 2.1 to 2.9. This forms part of the strategy for the wider West Midlands Sprint network, including that delivery would be undertaken jointly between the City Council and Transport for West Midlands, subject to confirmation of funding, further approvals as required, and separate agreements with the other West Midlands Local Authorities and Sprint operator/s.

2. Decision(s) recommended:

That Cabinet:-

- 2.1 Notes the benefits of Sprint to the travelling public, residents of and visitors to Birmingham, including Sprint's role in supporting the 2022 Commonwealth Games, the adopted Birmingham Development Plan, and any mandated Clean Air Zone.
- 2.2 Notes the Sprint Standards (Appendix 1) and endorses the Sprint Definition (Appendix 1) which will inform scheme design and highway priority measures, in line with policies included in Birmingham Connected, and the developing Birmingham Design Guide, along with parking and loading modifications, and Park and Ride site development.
- 2.3 Approves the Sprint network development priorities (Appendix 2) reflecting priority routes to support the 2022 Commonwealth Games and delivery of key elements of the Birmingham Development Plan, to be subject to further scheme and business case development.
- 2.4 Approves the key design principles for the Sprint network (Section 5.3), and notes that key infrastructure interventions would be subject to further preliminary and detailed design together with local and wider stakeholder consultation, and notes that subject to confirmation of funding, Project Definition Documents and Full Business Cases will be prepared for each scheme in accordance with the City Council's Gateway process in line with the timescales outlined in paragraph 5.6.4, and West Midlands Combined Authority (WMCA) governance requirements.
- 2.5 Notes the total estimated cost of the Sprint programme (Section 4.2), and that funding arrangements would be subject to further approvals through WMCA and City Council governance processes.
- 2.6 Notes that delivery would be undertaken jointly between the City Council and Transport for West Midlands, subject to confirmation of funding, further approvals as required, and

separate agreements with the other West Midlands Local Authorities and Sprint operator/s;

- 2.7 Approves the City Council progressing to negotiate a Memorandum of Understanding (draft at Appendix 3) between the City Council and Transport for West Midlands, and authority being delegated to the Assistant Director Transportation and Connectivity, in consultation with the Cabinet Member for Transport and Roads and the City Solicitor, to finalise the specific content of the Memorandum of Understanding, and to negotiate, execute and complete any other necessary legal documentation to give effect to the recommendations included in this report.
- 2.8 Notes that initial utility diversion works will commence in the vicinity of the Metro Edgbaston Terminus on Hagley Road between Five Ways and Wyndham Road in the early part of 2018 executed under statutory undertakers' powers, supporting delivery of the early highway interventions noted in paragraph 5.4.2, and
- 2.9 Delegates to the Assistant Director Transportation and Connectivity, in consultation with the Cabinet Member for Transport and Roads and the City Solicitor, authority to negotiate and finalise the specific content of a Section 278 agreement, to enable Transport for West Midlands to deliver the early highway interventions noted in paragraph 5.4.2.

Lead Contact Officer(s):

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3. Consultation:

3.1 Internal

- 3.1.1 Officers from City Finance, Legal and Governance, and Planning and Development have been involved in the preparation of this report.

3.2 External

- 3.2.1 The former West Midlands Integrated Transport Authority (WMITA) held a public consultation event regarding the draft version of Movement for Growth, (the West Midlands Strategic Transport Plan which is the statutory Local Transport Plan for TfWM as a Local Transport Authority), at the Council House on 17th September 2015 which was attended by members of the public, stakeholders and City Council officers. Transport for West Midlands (TfWM) undertook a public consultation on the draft Movement for Growth Delivery Plan during May-June 2017. Comments expressed in response to both these consultations have been used in developing the final versions of the Movement for Growth Strategy and Delivery Plan, both as approved by WMCA in June 2016 and September 2017 respectively, which include the proposed future Sprint network.
- 3.2.2 It is anticipated that consultation with local residents and businesses together with wider stakeholders will be undertaken as part of the preparation of the Project Definition Document (PDD) and Full Business Case (FBC) for each route.

4. Compliance Issues:

4.1 Are the recommended decisions consistent with the Council's policies, plans and strategies?

- 4.1.1 This decision is consistent with the City Council's Vision and Forward Plan:
 - A healthy city and a great place for people to grow old in;
 - A great city for children to grow up in;

- A great city to live in with decent homes for all; and
 - A city where citizens succeed because they have skills required for the jobs on offer.
- 4.1.2 This decision supports the delivery of policies included in the City's Birmingham Connected Transport White Paper (as agreed by Cabinet on 17th November 2014 and as noted by Full Council on 7th February 2017), including the delivery of a rapid transit network, which in turn support delivery of the adopted Birmingham Development Plan and Movement for Growth. This decision supports the delivery of the mandated Clean Air Zone.

4.2 Financial Implications

(Will decisions be carried out within existing finances and Resources?)

- 4.2.1 Development and delivery of the Sprint network is being funded through the West Midlands Devolution Deal as agreed with Government, and the WMCA acts as budget holder for this funding. This Devolution Deal Investment Programme includes the HS2 Connectivity Package. The total provisional capital funding envelope for the Sprint network across the West Midlands is £279.9m as approved by WMCA in February 2017; this includes funding through the Devolution Deal, anticipated funding from future operator/s (for vehicles), and other anticipated local contributions. This envelope also includes committed Local Growth Fund contributions (as agreed by the Greater Birmingham and Solihull Local Enterprise Partnership) for Hagley Road Phase 1 (£8.1m) and Birmingham to Airport A45 (£35m).
- 4.2.2 This report has no capital financial implications for the City Council. Specific schemes and elements to be delivered by the City Council would be dealt with through the City Council's and WMCA's governance arrangements through the process outlined in paragraph 4.3.4, including PDDs and FBCs.
- 4.2.3 The City Council would be responsible for maintaining additional highway infrastructure within the Birmingham boundary. Paragraphs 5.3.1-5.3.5 show an overview of the types of infrastructure including carriageway widening, alterations to junctions, and new bridges. Specific revenue funding implications for the City Council would be determined as part of future business cases, in line with the process outlined in paragraph 4.3.4, including PDDs and FBCs.

4.3 Legal Implications

- 4.3.1 The West Midlands Strategic Transport Plan (referred to as Movement for Growth) is the statutory Local Transport Plan for TfWM as a Local Transport Authority. Preparation of the Local Transport Plan is a statutory requirement under Section 108(3) of the Transport Act 2000 (as amended by the Local Transport Act 2008). The responsibility for the preparation of the Strategic Transport Plan is with TfWM. Full Council approval was given on 7th February 2017 to recognise Movement for Growth as the Statutory Transport Plan for the West Midlands.
- 4.3.2 As per the recommendation in paragraph 2.7, it is proposed to progress to negotiate a Memorandum of Understanding (MoU, draft at Appendix 3) between the City Council and TfWM.
- 4.3.3 As per the recommendation in paragraph 2.9, it is proposed to negotiate and finalise the specific content of a Section 278 agreement, to enable TfWM to deliver the early highway interventions noted in paragraph 5.4.2.
- 4.3.4 This report has no procurement implications for the City Council as design development is currently being procured by TfWM. Detailed design of highway infrastructure measures including Full Business Case development (WMCA), and delivery of those measures, would be procured by TfWM with the Highway Authorities, including the City Council, and would be subject to further reporting including through the Highway Authorities' and WMCA's respective governance processes.

4.3.5 The Sprint programme will adhere to the City Council, other Highway Authorities, WMCA, and HS2 investment approval/governance processes, in line with the requirements of the HS2 connectivity investment funding regimes.

4.4 Public Sector Equality Duty (see separate guidance note)

4.4.1 An initial Equalities Analysis has been carried out (ref EA002569) and is attached as Appendix 4. No adverse effects have been identified from the actions recommended in this report. Any scheme-specific equalities issues would be identified as part of the process of further scheme development as outlined in paragraph 4.3.4.

5. **Relevant background/chronology of key events:**

5.1 Background

5.1.1 In 2014 the Birmingham Connected White Paper, as the City's transport strategy (as agreed by Cabinet on 17th November 2014 and as noted by Full Council on 7th February 2017), stated the intention to complete a £1.2bn integrated public transport network within 20 years. This will allow people to travel across the City in high-quality vehicles, feeling safe and secure and enabling fast movement through some of the most congested sections of the network. This will include a minimum of three more Metro lines and up to nine cross-city bus rapid transit lines, known as Sprint. Sprint is a road-based rapid transit public transport mode designed to provide a level of service, comfort and presence close to a tram but at a lower cost, providing dependable, shorter journey times. A network of Sprint routes was subsequently included in the following:

- The HS2 Connectivity Package, as published by the former West Midlands Integrated Transport Authority (WMITA) in July 2015 to effectively 'plug-in' the two new HS2 stations to local transport networks. The West Midlands Devolution Deal has a £4.4bn HS2 Growth Strategy to make the most of HS2 arriving in the West Midlands, including funding to deliver the HS2 Connectivity Package;
- In 2016 the proposed future Sprint network was included in the final West Midlands Transport Strategy 'Movement for Growth' as agreed by the former WMITA.
- During 2016 the City Council supported TfWM in progressing initial feasibility studies regarding the Sprint routes, and following discussion with the Cabinet Member for Transport and Roads regarding prioritisation, the proposed future Sprint network was included in TfWM's consultation on the Movement for Growth 2026 Delivery Plan during April-May 2017.
- In February 2017 the WMCA approved the revised HS2 connectivity package which included funding commitments outlined in paragraph 4.2.1.
- On 23rd March 2017 the Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP) agreed to provide Local Growth Fund funding to TfWM for delivery of the initial Sprint route, Hagley Road Phase 1 (between Quinton and the City Centre).
- The A45 Birmingham to Birmingham Airport Sprint scheme was included in the second round of Local Growth Fund funded schemes and was granted programme entry status on the 29th January 2015.
- In September 2017 TfWM published the final Delivery Plan which included the future Sprint network to be delivered by 2026.

5.1.2 This report seeks approval for the network development and implementation strategy for Sprint bus rapid transit within Birmingham as per the recommendations in paragraphs 2.1 to 2.9, as part of the strategy for the wider West Midlands Sprint network, including that delivery would be undertaken jointly between the City Council and Transport for West Midlands, subject to confirmation of funding, further approvals as required, and separate agreements with the other West Midlands Local Authorities and Sprint operator/s.

5.2 Sprint Standards, Definition and Benefits

- 5.2.1 The West Midlands is building an integrated rail and rapid transit network and much of this new network will be Sprint which was considered within Movement for Growth and Birmingham Connected as the right form of rapid transit for the passenger flows on our major, high volume routes. Cabinet is asked to note the Sprint Standards (Appendix 1) which set out the criteria that Sprint is expected to fulfil, as approved by the former WMITA in March 2016. Sprint will offer customers a safe, clean, convenient, reliable and integrated passenger experience. As well as using low emission technologies, vehicles should offer high specification amenities, as well as multi door boarding/alighting for shorter dwell times.
- 5.2.2 More specifically, building on the Sprint Standards, Cabinet is asked to endorse the Sprint Definition (see Appendix 1) which states that the target Sprint standard is to have journey times comparable to private car, and an improvement of over 20% on existing bus journey times; infrastructure will be designed to achieve average vehicle speeds of 20km/hr reliably throughout the day.
- 5.2.3 Headline benefits of Sprint include:
- A new mode of transport – bus rapid transit with the comfort and speed of light rail. 75 miles (122km) of Sprint network is predicted to attract over 23 million passengers per year;
 - Over 80 new vehicles, with low noise, low vibration, and low emissions (vehicle specifications and delivery to be discussed with the future Sprint operator);
 - High quality customer service with a distinctive brand and identity.
 - Great passenger comfort, with airy interiors, plenty of legroom, and air conditioning
 - Wi-Fi, audio visual announcements, and on-board next stop information, with over 300 upgraded stops;
 - Reliable and dependable journey times that will be at least 20% quicker than conventional buses, saving commuters over 2 million hours in journey time per year.

5.3 Key Design Principles

- 5.3.1 Cabinet is asked to approve the Sprint Routes Key Design Principles as follows. In order to deliver the Sprint Standards, in particular the requirements relating to journey times and average speed, Sprint will require significant highway prioritisation which will have significant implications for infrastructure changes and other road users. Highway interventions for Sprint are being designed for the benefit of both Sprint and the conventional bus network, to include significant public transport priority, delivered through a combination of segregated, where possible, and/or enforced dedicated road space and traffic signal prioritisation.
- 5.3.2 Specifically, from the initial feasibility the following measures have been identified:
- Carriageway widening to provide additional lanes/lane width – in some locations this would require Compulsory Purchase Orders with land take from private property, with some limited instances of building demolition, and removal of parking laybys;
 - Restrictions on parking (on-street and off-street) and loading;
 - Improvements to junctions including at-grade (existing street level) infrastructure changes, priority for Sprint at traffic signals, and improved facilities for cyclists and pedestrians;
 - New or extended sections of bus lane (usable by Sprint and conventional buses);
 - New laybys to allow Sprint vehicles to easily overtake conventional buses;
 - The need to mitigate impacts on trees and listed properties;
 - Closure of some side-road junctions and/or restriction of turning movements.
- 5.3.3 Consideration is being given as to how Birmingham Connected policies could be designed into Sprint schemes. For example, the City Council is working with TfWM to manage the needs of all road users.
- 5.3.4 Work is being undertaken by TfWM which is anticipated to conclude during 2018, to

support the business case and development for Strategic Park and Ride, which has the potential to enhance Sprint's contribution to modal shift, congestion reduction and economic benefits by attracting even more patronage from car users.

- 5.3.5 Depot facilities and sites are required as part of the solution and further clarification is anticipated following discussion with the potential Sprint operator/s.

5.4 Network Development Priorities

- 5.4.1 Cabinet is asked to approve the Sprint Network Development Priorities as shown in Appendix 2. The following routes have been identified as priorities for delivery by 2022, to support delivery of the Commonwealth Games and delivery of key elements of the Birmingham Development Plan:

- Sutton Coldfield to Birmingham via Langley;
- Walsall to Birmingham serving the Commonwealth Games site at Alexander Stadium and Perry Barr; and
- Birmingham – Airport (A45), which would also serve Solihull Town Centre via Lode Lane, and Commonwealth Games sites at the UKCentral Hub. This is a Local Growth Fund Department for Transport retained Portfolio scheme.

- 5.4.2 Hagley Road Phase 1 (Birmingham-Quinton) is a Local Growth Fund scheme, and is already prioritised for delivery. Subject to a Section 278 agreement with TfWM to enable delivery, (see paragraph 2.9), initial utility diversion works will commence on Hagley Road in the vicinity of the Metro Edgbaston Terminus between Five Ways and Wyndham Road in the early part of 2018 executed under statutory undertakers' powers; supporting delivery of specific early highway interventions benefitting both Sprint Hagley Road Phase 1 and conventional bus operation.

- 5.4.3 Following the Phase 1 early works outlined in paragraph 5.4.2, it is anticipated that a PDD setting out proposals for the remaining elements of Hagley Road Sprint (including the remainder of Phase 1 comprising stops and vehicles, Phase 2 and Halesowen extension as outlined in paragraph 5.4.4) would be submitted for Cabinet approval in summer 2018, along with reports submitted in accordance with WMCA governance requirements.

- 5.4.4 Other routes are proposed to be delivered in time for the opening of HS2 Phase 1 (London-Birmingham) in 2026, including:

- Hagley Road Phase 2, including further journey time improvements on the Birmingham section of the route;
- Hagley Road extension from Quinton to Halesowen Town Centre;
- Longbridge to Birmingham; and
- Hall Green-Solihull-Airport via Damson Parkway.

- 5.4.5 Cabinet is asked to note that key infrastructure interventions for each route within Birmingham would be subject to further design and consultation to be reported through future PDDs and FBCs in line with the timescales outlined in section 5.6.4., and WMCA governance requirements.

- 5.4.6 The City Council is working with TfWM and the other West Midland Local Authorities to investigate the potential to run Sprint routes across the City Centre providing direct connections between key locations, which have the potential to further enhance the benefits of Sprint.

5.5 Proposed Delivery Model and Draft Memorandum of Understanding

- 5.5.1 Cabinet is asked to approve the City Council to progress to negotiate a MoU (draft at Appendix 3) between the City Council and TfWM. The proposed key principles of the MoU are as follows:

- Funding for delivery of the Sprint Future Network to be provided through the funding package as summarised in paragraph 4.2.1;
- All parties to work together to implement the Sprint Future Network, in line with the Sprint Definition and Network Development Priorities. For route sections within

Birmingham, the Future Network will be developed in line with policies included in Birmingham Connected, and in line with the emerging Birmingham Design Guide and Design and Conservation Review Panel;

- The City Council will deliver highway interventions within Birmingham, including public consultation, and subject to agreement with other Highway Authorities, beyond (through Section 8 agreements), or will enter into Section 278 agreements with WMCA to deliver specific highway interventions;
- TfWM will act as Scheme Promoter and will deliver the public transport integration elements including fares, ticketing, information, stop infrastructure. TfWM will appoint a Scheme Project Manager to oversee delivery of all elements of Sprint schemes including highway infrastructure;
- All parties to participate in risk and reporting activities. All parties to participate in joint governance arrangements through WMCA, to oversee delivery.

5.6 Next Steps

- 5.6.1 City Council officers will work with TfWM and the other West Midlands Local Authorities to take forward further development, seeking to ensure that the three high priority routes defined in paragraph 5.4.1 above are delivered in time for the 2022 Commonwealth Games and key developments at Langley and Peddimore and, following this, that the routes due for implementation by 2026 in time for HS2 Phase 1 are delivered in time.
- 5.6.2 An operator procurement model will be developed by TfWM over the next 6 months.
- 5.6.3 Development and delivery of the Sprint programme will be undertaken in accordance with scheme governance requirements including WMCA assurance. This will run in parallel with PDDs and FBCs to be produced to take forward approvals and detailed design for each route, to be subject to the City Council's governance processes.
- 5.6.4 The PDDs for the three high priority routes as defined in paragraph 5.4.1 will be produced in October 2018 and it is anticipated that these will be submitted to Cabinet for approval by December 2018. The FBCs for the three high priority routes will be produced in Summer 2019 and it is anticipated that these will be submitted to Cabinet for approval by December 2019. Timescales for PDDs and FBCs regarding other Sprint routes, as defined in paragraph 5.4.4, are to be advised by TfWM in due course. City Council officers will work with TfWM to ensure these timescales are met.

6. **Evaluation of alternative option(s):**

- 6.1 If the Sprint network is not delivered this will result in continued worsening of problems of congestion and pollution, presenting a significant risk to the delivery of the Birmingham Development Plan, Birmingham Connected, Movement for Growth, and the HS2 Connectivity Package.
- 6.2 In terms of alternative routes, the Birmingham Connected White Paper determined that a number of corridors are best suited for a Sprint system for a number of reasons; including the space available. Sprint is envisaged to be the primary, 'transformative' public transport mode for Birmingham over the next 20 years, striking the optimum balance between quality improvements, deliverability and cost and is therefore the most able to be rolled out as a mass network within the shortest period. Whilst Metro is being progressed for other routes, it is regarded as suited to particular characteristics including where the more significant local impacts (property demolition and road space allocation) and costs can be justified where there is the greatest travel demand and opportunity to link with regeneration and land use developments. Improvements to heavy rail will be progressed on existing lines with some new stations. For those corridors not covered by Metro or Sprint, improvements for conventional buses (Citylink) will be progressed.
- 6.3 An alternative option was considered including highway infrastructure improvements but utilising conventional buses at a lower cost than Sprint, similar to the previous Bus Showcase schemes implemented during the 2000s. However this would not meet the requirements set out in the Sprint Standards and Sprint Definition, nor the policies set out

in Birmingham Connected. Bus Showcase is not comparable to Sprint, would undermine the supporting business cases, and would not deliver the step change desired and reflected in the investment and commitment made to deliver Sprint by the WMCA.

7. Reasons for Decision(s):

7.1 To progress the implementation of a Sprint Rapid Bus Transit network.

Signatures

Date

Councillor Stewart Stacey,
Cabinet Member for Transport and
Roads

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Waheed Nazir,
Corporate Director, Economy

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List of Background Documents used to compile this Report:

“Birmingham Connected White Paper”: Birmingham City Council, November 2014

“West Midlands Integrated Transport Authority Strategic Transport Plan: ‘Movement for Growth’”: report to Cabinet Member for Development, Transport and the Economy jointly with Deputy Chief Executive, 15th October 2015

“West Midlands Integrated Transport Authority Strategic Transport Plan: ‘Movement for Growth’”: West Midlands Integrated Transport Authority, December 2015

“Movement for Growth Delivery Plan”: Transport for West Midlands, September 2017

List of Appendices accompanying this Report (if any):

1. Sprint Standards and Sprint Definition
2. Sprint Network Development Priorities
3. Draft Memorandum of Understanding
4. Equalities Analysis

PROTOCOL PUBLIC SECTOR EQUALITY DUTY

- 1 The public sector equality duty drives the need for equality assessments (Initial and Full). An initial assessment should, be prepared from the outset based upon available knowledge and information.
- 2 If there is no adverse impact then that fact should be stated within the Report at section 4.4 and the initial assessment document appended to the Report duly signed and dated. A summary of the statutory duty is annexed to this Protocol and should be referred to in the standard section (4.4) of executive reports for decision and then attached in an appendix; the term 'adverse impact' refers to any decision-making by the Council which can be judged as likely to be contrary in whole or in part to the equality duty.
- 3 A full assessment should be prepared where necessary and consultation should then take place.
- 4 Consultation should address any possible adverse impact upon service users, providers and those within the scope of the report; questions need to assist to identify adverse impact which might be contrary to the equality duty and engage all such persons in a dialogue which might identify ways in which any adverse impact might be avoided or, if avoidance is not possible, reduced.
- 5 Responses to the consultation should be analysed in order to identify:
 - (a) whether there is adverse impact upon persons within the protected categories
 - (b) what is the nature of this adverse impact
 - (c) whether the adverse impact can be avoided and at what cost – and if not –
 - (d) what mitigating actions can be taken and at what cost
- 6 The impact assessment carried out at the outset will need to be amended to have due regard to the matters in (4) above.
- 7 Where there is adverse impact the final Report should contain:
 - a summary of the adverse impact and any possible mitigating actions (in section 4.4 or an appendix if necessary)
 - the full equality impact assessment (as an appendix)
 - the equality duty – see page 9 (as an appendix).

Equality Act 2010

The Executive must have due regard to the public sector equality duty when considering Council reports for decision.

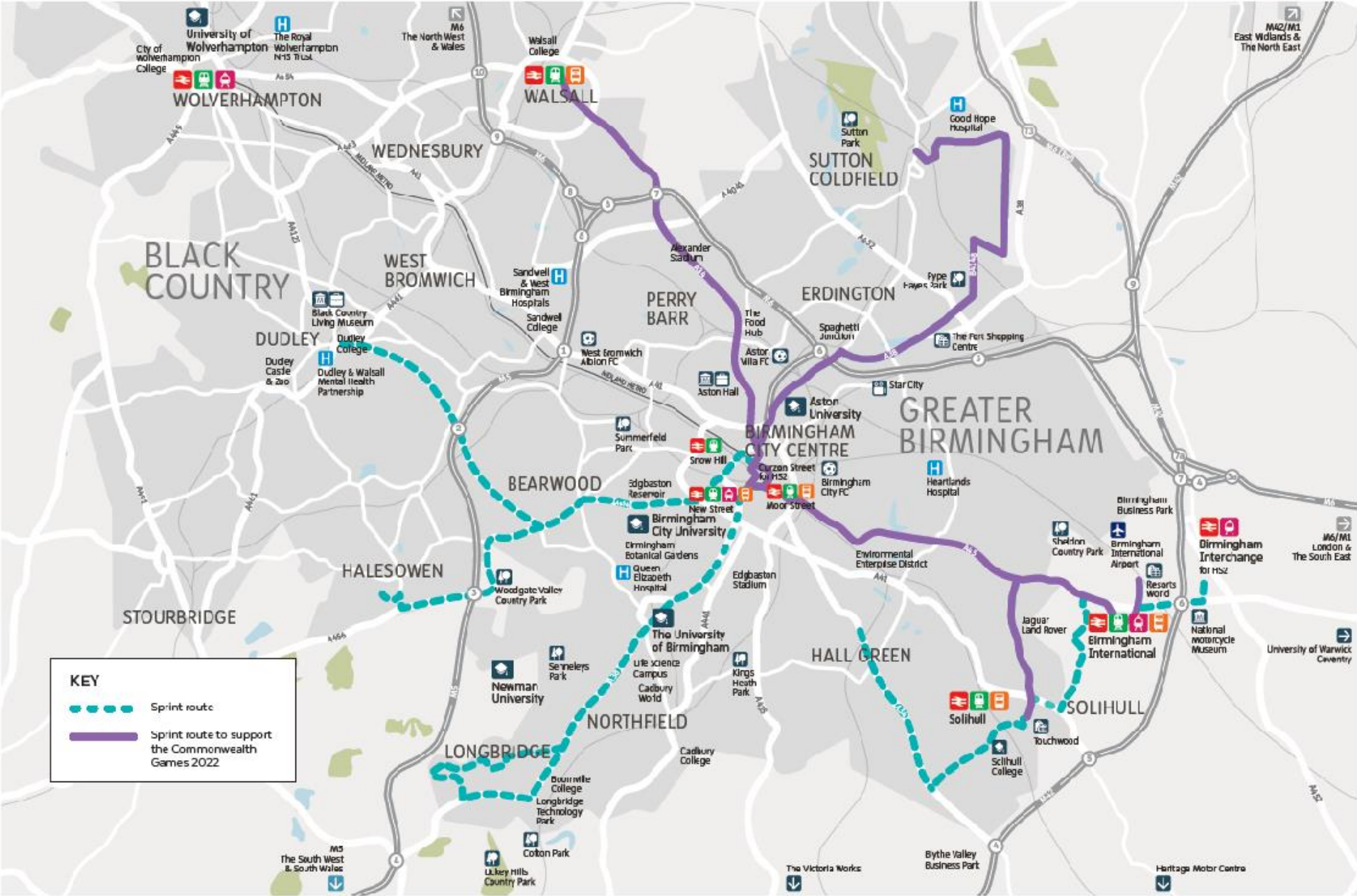
The public sector equality duty is as follows:

- 1 The Council must, in the exercise of its functions, have due regard to the need to:
 - (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by the Equality Act;
 - (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 2 Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:
 - (a) remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;
 - (b) take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it;
 - (c) encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.
- 3 The steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities.
- 4 Having due regard to the need to foster good relations between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:
 - (a) tackle prejudice, and
 - (b) promote understanding.
- 5 The relevant protected characteristics are:
 - (a) Marriage & civil partnership
 - (b) Age
 - (c) Disability
 - (d) Gender reassignment
 - (e) Pregnancy and maternity
 - (f) Race
 - (g) Religion or belief
 - (h) Sex
 - (i) Sexual orientation

Sprint Network Development Priorities

Sprint Network Plan

October 2017
Version 3



Draft Memorandum of Understanding and Joint Governance Arrangements between Birmingham City Council and Transport for West Midlands regarding the Delivery of the Future Sprint Network

Key Principles

- 1_ TfWM is accountable for delivery of the HS2 Connectivity Package on behalf of the WMCA.
- 2_ TfWM will work in partnership with Birmingham City Council and other relevant Local Highway Authorities to jointly develop and deliver the schemes. Birmingham City Council will ensure local approvals, such as Project Definition Documents and Full Business Cases, are expedited and will work with TfWM to ensure these are produced in a timely manner.
- 3_ The expected funding requirement for each scheme will be agreed, by all parties to the agreement, in advance of the Outline Business Case being submitted to WMCA.
- 4_ All parties will seek to implement the agreed Sprint Definition and Sprint Standards on the corridors.
- 5_ A dedicated Project Manager accountable to the Sprint Programme Board will manage overall scheme development and delivery.
- 6_ Birmingham City Council will deliver highway interventions for the scheme within their boundary including management of public consultation unless otherwise agreed.
- 7_ All signatory organisations to the agreement will participate on the scheme Project Board.
- 8_ The scheme Project Board will be accountable to the Sprint Programme Board.
- 9_ Project funding will provide a contribution towards programme level deliverables including: Off board ticketing solution development, revenue protection policy specification (e.g. ticket inspectors), etc.
- 10_ All signatory organisations will contribute to risk and schedule workshops run by WMCA and agree funding requirements. These funding requirements will include an agreed amount of risk and contingency funding based on a quantified risk assessment.
- 11_ When all tender prices are received, a full business case shall be submitted jointly by the signatories (Birmingham City Council and Transport for West Midlands) to WMCA and other funders as appropriate with a revised expected funding requirement.
- 12_ If, following agreement of the full business case, any shortfall in funding for the scheme is identified then the parties shall work jointly to agree how the scope can be adjusted to deliver the maximum possible benefit from the scheme maintaining the credibility of the scheme with the funding available, or to jointly submit a revised case for additional funding.
- 13_ Notwithstanding the requirement of point 12 above, if the scheme has to be terminated before the expected benefits are delivered and funding has to be repaid, this shall be repaid by TfWM as scheme promoter noting TfWM is funded from each of the seven WMCA constituent members.