Tell us your views

We want your views on a modern, high-quality mode of public transport called Sprint.
Sprint

Sprint is a concept of ‘bus-based rapid transit’ – ‘the bus that thinks it is a tram’.

Sprint will essentially be ‘Metro’s little sister’. This innovative mode of transport seeks to offer a ‘turn-up-and-go’ timetable with journey times and comfort levels that are based on those of light rail systems (trams) while maximising the flexibility and lower costs associated with bus technology.

Sprint means faster journeys, improved reliability and easier access to transport and our communities. It will play a key role in improving the journey experience for people living, working and visiting the West Midlands and with its stylish looks will become the image of a modern and successful region. At-stop waiting facilities will be of a high-quality design with step-free, easy access, similar to Metro.

Sprint Network Vision

Included in the ‘Towards a World Class Integrated Transport Network’ Prospectus and Birmingham City Council’s Birmingham Mobility Action Plan, Sprint is part of the vision for the future of a network of world class public transport in the West Midlands.

Branded the same throughout the West Midlands, Sprint will be recognised as a benchmark for high-quality rapid transit. Along with heavy rail and Metro, Sprint will provide a comprehensive transport network for an ambitious region.

Birmingham to Quinton will form the region’s first Sprint route. This busy transport corridor serves a number of venues, hotels, restaurants, key businesses and shops, giving people visiting, working or living along the route a high-quality public transport alternative to the car.

Birmingham to Quinton was selected as the best option for the first route of an extensive network based upon a number of key factors.

These are:

- Deliverability
- Potential for economic development
- Being able to integrate with other public transport
- Most likely to appeal to passengers
- Demand and viability
- Less impact on the environment
- Costs and financial implications

The second route to be developed will link Birmingham City Centre and the airport (via Coventry Road), serving the proposed HS2 Interchange and Birmingham International station.
The Sprint vehicle

The modern, high-quality Sprint vehicle will run without overhead lines or tracks. There will be a number of benefits for passengers including:

- An open and airy inside similar to a tram
- Onboard real time information and ‘next stop’ announcements
- Multi-door boarding for easy access
- Low-level flooring throughout for easy access
- Conductors and/or ticket machines
- CCTV
- Onboard Wifi
- Diesel/electric hybrid and the cleanest Euro 6 engines

Less pollution

In addition to having a high-quality and modern design, the low-emission vehicles will reduce environmental pollution. Fewer cars on the road will also improve the local environment.

Improving your journey

Highway priority measures including dedicated lanes, traffic light priority and limited stops will help to make Sprint journeys fast, reliable and more attractive, further encouraging the transfer from car to Sprint. All road users should benefit from the reduction in traffic congestion.

Travelling right into the heart of Birmingham City Centre, Sprint will integrate with bus, rail and Metro services.
**Sprint route**

- Birmingham
  - Colmore Row, Snow Hill
- Edmund Street
- Great Charles Street
- Paradise Circus
- Broad Street
- Five Ways
- Hagley Road/Portland Road
- Hagley Road/Sandon Road
- Hagley Road West/Bearwood
- Hagley Road West/Wolverhampton Road
- Quinton
  - Hagley Road West/Ridgeway Avenue

**Proposed location of stops**

**Towards Quinton**
- Colmore Row
- Edmund Street
- Centenary Square
- Broad Street
- Edgbaston Shopping Centre
- Hagley Road
- Hagley Road (near junction with Chad Road)
- Hagley Road (near junction with Sandon Road)
- Hagley Road West (Bearwood Bus Interchange)
- Hagley Road West (near junction with Wolverhampton Road)
- Hagley Road West (outside Innkeeper’s Lodge)
- Hagley Road West (outside Quinton Church)
- Ridgeway Avenue Terminus Stop

All stops are proposed and are subject to detailed design and Local Authority approval so may change.
Funding and timescales

The scheme will cost £15 million and will be funded through Centro and the Greater Birmingham and Solihull Local Enterprise Partnership. If approved this year, construction could start in 2015, with Sprint going live 18 months later.

£50 million has also been earmarked to implement the route to the airport by 2021.

How to give your views

You can fill in a questionnaire online and find out more at centro.org.uk. Alternatively, you can attend an exhibition on the Network West Midlands exhibition bus.

Exhibitions

<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Location</th>
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<tbody>
<tr>
<td>12th August</td>
<td>12 – 6pm</td>
<td>Victoria Square, by the Council House, Birmingham</td>
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<tr>
<td>6th September</td>
<td>9 – 3pm</td>
<td>M&amp;S, High Street, Birmingham</td>
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Please give your views by 21st September 2014.