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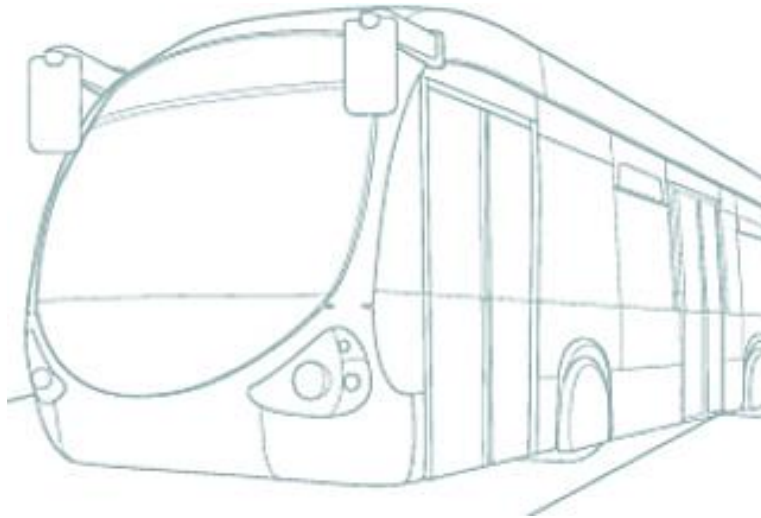
# Smarter Transit for Future Cities: The Next 10 Years

BRT – Improving the quality of urban life



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BRT UK 2015

# Sprint

Thomas Skidmore  
*Head of Sprint*

1) Dedicated lanes	10) Top 10 demand corridors	19) Stops wide and attractive
2) Camera enforced lanes	11) Highest demand for corridor	20) 3 door boarding or 12m vehicle with 2 door
3) Nearside kerb operation	12) Late night and weekend operation	21) Stops to accommodate more than one vehicle
4) Cashless smartcard	13) Integrate future routes with existing	22) Have a single unifying brand
5) Junction priority	14) Capability to overtake	23) RTI and static information
6) Level with platform	15) Minimum euro 6 standard	24) Full accessibility
7) Permit for more than one Sprint on corridor	16) 75% of stops set back from junctions	25) Integration of payment with other services
8) Local services permitted on same route	17) 50% of stops on priority corridor	26) Good, safe pedestrian access
9) Control centre	18) Sprint stop spacing	27) Speed of 20kph
		28) 500 PPHPD



	18m	24m
Seated capacity	45	52
Total capacity	120	160
Costs	£640k	£741k
Cost per passenger space	£5.3k	£4.6k

## 24m Vehicle

As it is longer than the current maximum (18.75m ) vehicle length approved for UK highways there needs to be a derogation . Therefore, the process is:



## Route

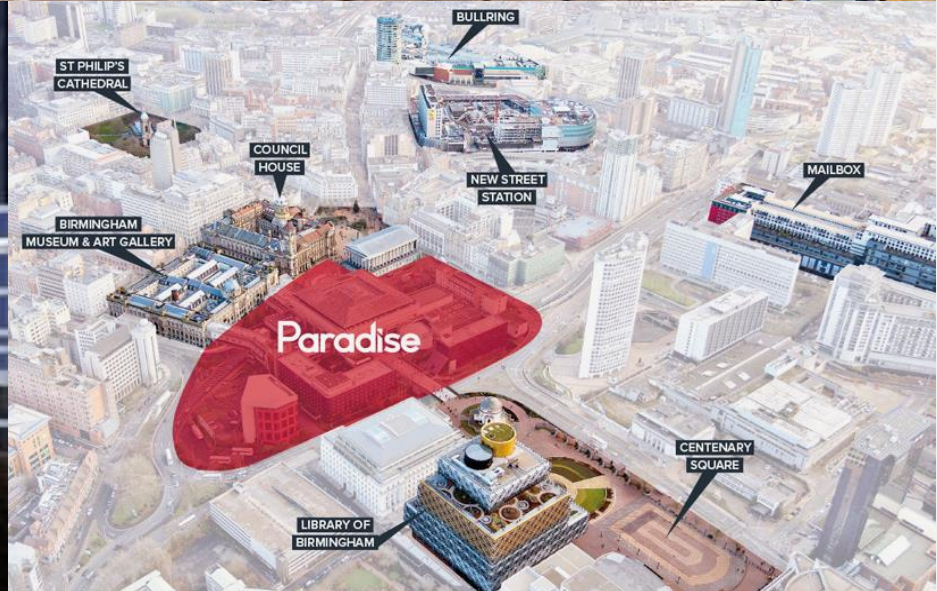
- Same as the current No.9 bus service between Quinton and Birmingham City Centre; 10km each way.
- Birmingham CC, Sandwell MBC and Dudley MBC areas.

## Costs

- Estimated Costs: £12.2m provided by Centro, Greater Birmingham & Solihull LEP, & a third party operator.

## Vehicle & Service

- Vehicles will exceed current Euro 6 emissions using diesel/hybrid technology.
- A “turn up and go” 10 minute service minimum.





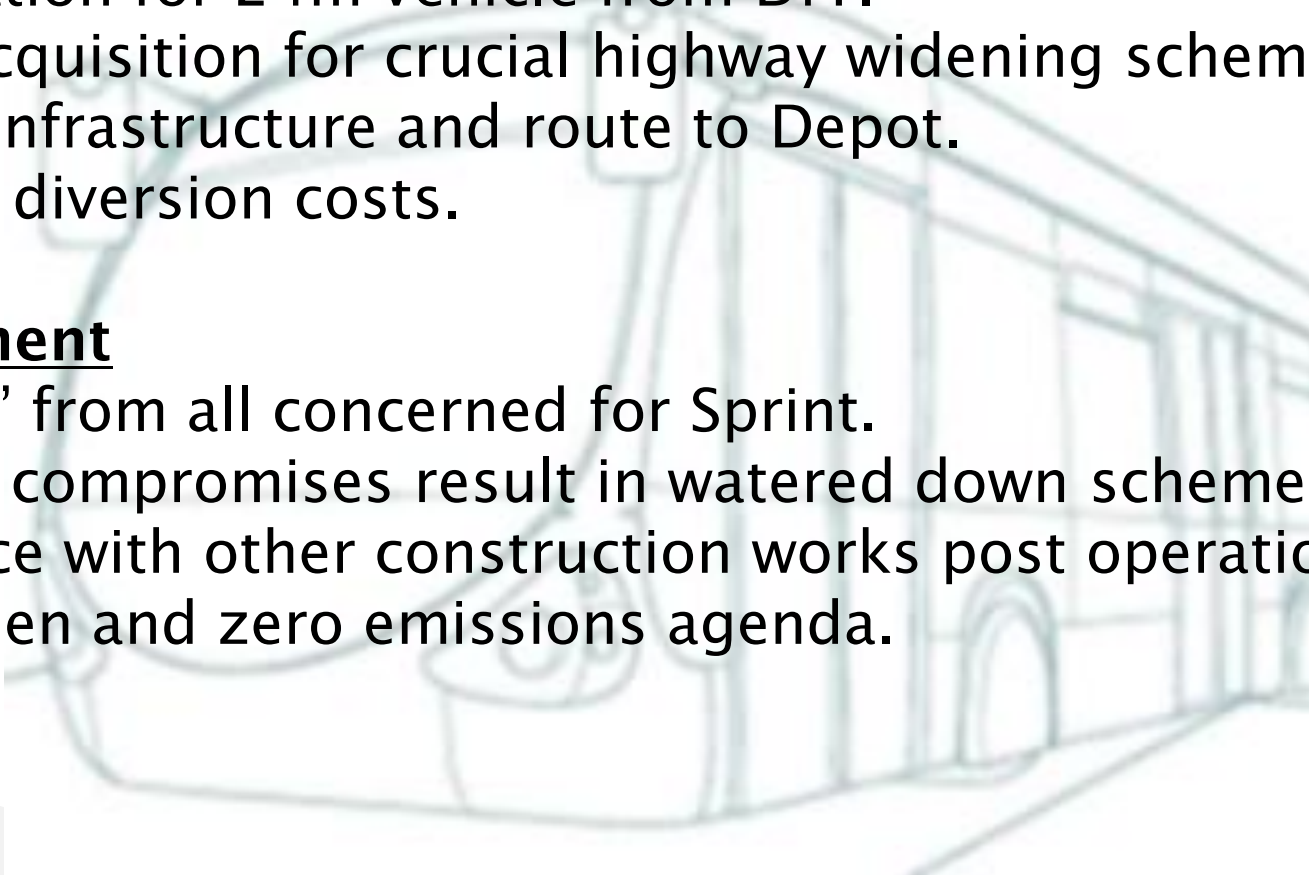


## Delivery

- Derogation for 24m vehicle from DfT.
- Land acquisition for crucial highway widening scheme .
- Depot infrastructure and route to Depot.
- Service diversion costs.

## Development

- “Buy in” from all concerned for Sprint.
- Design compromises result in watered down scheme.
- Interface with other construction works post operation.
- Hydrogen and zero emissions agenda.





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transforming public transport



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