

Appendix a – NGT Project Timeline

1993	<ul style="list-style-type: none"> • Supertram gains parliamentary approval
2001	<ul style="list-style-type: none"> • DfT Approval given full network approval
November 2005	<ul style="list-style-type: none"> • The Secretary of State for Transport (Alistair Darling) cancelled the Supertram proposals. • The Government stated that 90% of the benefits of a tram could be delivered by a bus-based scheme at 50% of the cost. • The Promoters were therefore encouraged to develop a "top of the range rapid bus system" as a "showcase" for the rest of the country and were told that "the money would be there for the right proposals"
2006 to 2007	<ul style="list-style-type: none"> • DfT told the Promoters that there was no funding earmarked for NGT and that they would need to compete for funds through the Regional Funding Allocation process. • DfT also asked the Promoters to reconsider whether the NGT routes were the right routes in Leeds for a rapid transit system. This is despite all the technical work and evidence associated with Supertram. • The Promoters therefore had to undertake a significant piece of technical work to provide further evidence to the DfT that these were the right routes. The DfT then fully signed this off.
April 2007	<ul style="list-style-type: none"> • An 'Initial Business Case' for NGT was submitted to the DfT. This was not a formal part of the DfT's major scheme process, but the Promoters wanted early clarification from the DfT that the proposals were on the right track before committing significant expenditure to the project. • The feedback from the DfT was generally supportive of the proposals and the Promoters took account of the comments they made.
June 2007	<ul style="list-style-type: none"> • An initial funding allocation of £150 million was earmarked for NGT through the RFA process.
Aug 2007-2009	<ul style="list-style-type: none"> • Throughout this period there was significant engagement with the DfT on the development of the scheme. • DfT indicated that they didn't believe the East Route would offer value for money. They did not accept the argument that this route was necessary for social/regeneration reasons and due to its importance in serving St James' Hospital.
July 2008	<ul style="list-style-type: none"> • Executive Board approved of £2.316m towards scheme development
January 2009	<ul style="list-style-type: none"> • A further £98.8 million was allocated to NGT through the RFA process.
January to October 2009	<ul style="list-style-type: none"> • The Promoters continued to liaise closely with the DfT on the development of the Major Scheme Business Case for NGT to ensure a 'no surprises' approach when they received the submission. This would then enable a quick decision on the submission from the DfT.

	<ul style="list-style-type: none"> • DfT officials at the time indicated that NGT was their No.1 priority major scheme.
October 2009	<ul style="list-style-type: none"> • The Major Scheme Business Case for NGT was submitted. DfT had indicated that they would make a decision on this by the end of 2010.
November 2009	<ul style="list-style-type: none"> • Gateway Review (Business Justification) undertaken by Local Partnerships. Key findings included: <ul style="list-style-type: none"> ◦ There is strong support across the full range of stakeholders with solid political backing from all parties. ◦ All the key building blocks for effective project delivery are in place and attention given to a number of small areas will increase the already good prospects of successful delivery.
March 2010	<ul style="list-style-type: none"> • 5 months later NGT was eventually awarded Programme Entry Approval but only for the North and South Routes. No funding for the East Route to St James' Hospital or the full city centre Loop. • DfT agreed to fund £235m of the £254m total scheme cost. • DfT also agreed to fund the proposed Holt Park Extension.
June 2010	<ul style="list-style-type: none"> • The New Coalition Government suspended the Major Schemes process as part of the Comprehensive Spending Review (CSR). NGT was therefore put on hold.
July 2010	<ul style="list-style-type: none"> • Transport Minister Norman Baker visited Leeds and met with senior politicians to discuss NGT. He outlined the need for the Promoters to further reduce scheme costs and for an increase in the local funding contribution.
September 2010	<ul style="list-style-type: none"> • The NGT Promoters put forward a revised funding offer to increase the local contribution to 20% (£50m) and reduce the Government's contribution to around £200m.
December 2010	<ul style="list-style-type: none"> • NGT was not prioritised through the Comprehensive Spending Review (CSR) and was placed into DfT's newly created 'Development Group' which contains 43 schemes competing for a share of a £600m funding pot. Decisions on which schemes could proceed would not be made until the end of 2011. • The Promoters asked the DfT to treat NGT separately and provide an early decision, since the delay to the scheme now meant it would not need any Government funding during the CSR period.
March 2011	<ul style="list-style-type: none"> • The Secretary of State for Transport visited Leeds and met with the NGT Promoters. He encouraged the Promoters to further increase their local funding offer.
May 2011	<ul style="list-style-type: none"> • Executive Board approved the submission of a Best and Final Bid (BAFB) increasing the local contribution to £57.1m
June 2011	<ul style="list-style-type: none"> • The Secretary of State confirmed that NGT would not be treated separately (6 months after the Promoters raised this request). Therefore a decision will not be made until the end of 2011.

June 2011	<ul style="list-style-type: none"> The NGT Best and Final Funding Bid was submitted. This put forward an increased local funding contribution of around 23% (57m). This has been approved by both the LCC Executive Board and the ITA Executive Board.
December 2011	<ul style="list-style-type: none"> NGT not approved by DfT in current round of major scheme approvals (which included Kirkstall Forge and Apperley Bridge Rail Stations). DfT requested further detail.
March 2012	<ul style="list-style-type: none"> Following discussions with DfT including a detailed review of the modelling and appraisal work, a further bid was put forward for NGT.
July 2012	<ul style="list-style-type: none"> DfT granted NGT Programme Entry status, at a cost of £250m with a DfT contribution of £173.5m. This represented a shift in local contribution requirement from the 2010 approved bid from 10% to around 30%
October 2012	<ul style="list-style-type: none"> Executive Board approved £1.2m to progress the scheme towards the TWAO submission
Jan 2013	<ul style="list-style-type: none"> Gateway 1 Review held
March 2013	<ul style="list-style-type: none"> Executive Board approved expenditure of £19.2m to progress the scheme to the construction phase.
July 2013	<ul style="list-style-type: none"> Full Council approve the submission of the TWAO
September 2013	<ul style="list-style-type: none"> Transport and Works Act Order submitted
November 2013	<ul style="list-style-type: none"> Full Council confirm their approval of the submission of the TWAO
January 2014	<ul style="list-style-type: none"> Local Partnerships undertook a Gateway Review on the NGT project. The key finding was <ul style="list-style-type: none"> Successful delivery appears probable however constant attention will be needed to ensure risks do not materialise into major issues threatening delivery.
April 2014	<ul style="list-style-type: none"> NGT Public Inquiry commences. Based on other similar inquiries, an inquiry length of 8-10 weeks (30-40 sitting days) was anticipated.
October 2014	<ul style="list-style-type: none"> NGT Public Inquiry finishes having sat for 72 days. Additional length attributed to a combination of sustained objection by FWY, a core of local objections plus an Inspector who was keen to ensure that all viewpoints were aired.
July 2015	<ul style="list-style-type: none"> Notification that the Inspector's report was submitted to DfT for consideration. DfT guidance indicates a 6 month timescale for making decisions on TWAO submissions, though notes that larger/more complex schemes may take longer.
May 2016	<ul style="list-style-type: none"> NGT cancelled by Secretary of State Transport