

Report of City Development

Report to Outer North West Area Committee

Date: 25th March 2012

Subject: New Generation Transport Update

Are specific electoral Wards affected? If relevant, name(s) of Ward(s): Adel & Wharfedale	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Are there implications for equality and diversity and cohesion and integration?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Is the decision eligible for Call-In?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information? If relevant, Access to Information Procedure Rule number: Appendix number:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

Summary of main issues

1. Work is progressing in the preparation of plans and documentation for the submission of a Transport Works Act Order (TWAO) for NGT. The designs are changing as a result of representations made by the public and members and HS2 and as a result the programme has been revised.

Recommendations

1. The Outer North West Area Committee are requested to note the contents of this report.

1 Purpose of this report

- 1.1 To update members on the progress of NGT.

2 Background information

- 2.1 Metro and Leeds City Council have worked in partnership to develop a modern electrically powered trolleybus system for Leeds known as NGT. The NGT project is seeking to provide a high quality transport system that will help to support the growth of Leeds' economy and improve the local environment by helping to address congestion.
- 2.2 Analysis has shown that NGT could generate around 4,000 long term jobs, both in Leeds and the wider City Region in addition to generating a £160m per annum

economic boost for the City Region. In addition around 1,000 jobs would be created during the construction phase.

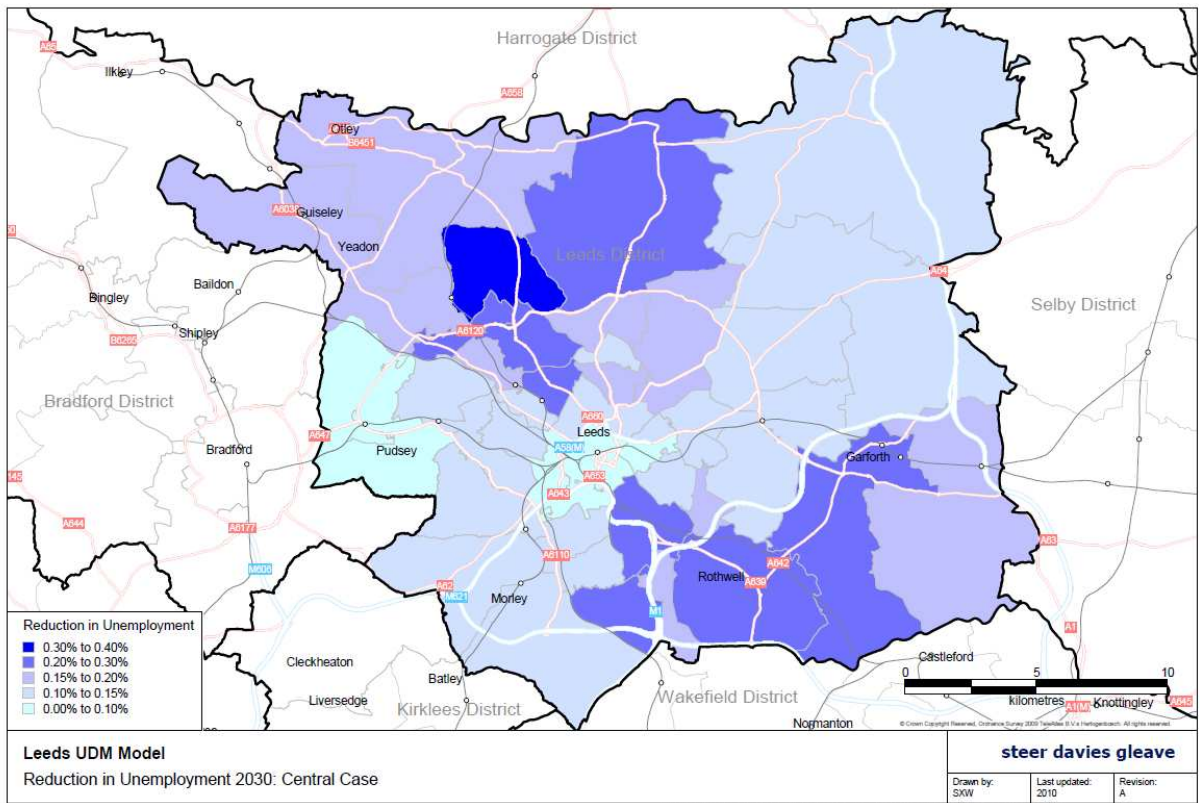
- 2.3 The NGT scheme would initially serve a route from Holt Park in the North going through Headingley, the City Centre to Beeston and Stourton, covering a distance of just over 13km and linking key trip generators including the Leeds General Infirmary and the 2 Universities. Major park and ride sites will be provided at Stourton and Boddington. It remains the promoters' aspiration to deliver further routes as later phases of NGT. Significant levels of segregation for NGT vehicles will be provided in order to deliver high levels of reliability and journey time savings across the network.

3 Main issues

- 3.1 Changes to the design are being explored in a number of areas;
- 3.2 **Belle Isle** - On the South part of the route between Balm Rd bridge and the Wakefield Rd / M621 junction NGT was proposed to run on railway sidings alongside the Pontefract railway line. It has recently been announced that this corridor is the intended route for HS2 which could have implications for NGT. Also Freightliner have acquired a long term lease on these sidings owned by the British Railways Board (BRB). Compensation to both Freightliner and BRB could be very significant.
- 3.3 In view of the above, an alternative alignment along Belle Isle Rd and Winrose Grove to the Stourton Park and Ride depot is being adopted. This alternative has the potential advantages of:
- Less costly than the railway sidings option due to potential railway related costs not being incurred and reduced infrastructure required.
 - Increased patronage for NGT and improved public transport links for the Belle Isle community.
- 3.4 **Holt Park Terminus** – to avoid the need to circulate around the car park an alternative terminus and stop at Holt Park is being investigated. This entails a shorter loop around High Fields Surgery.
- 3.5 **Cycling Issues** – A number of meetings have been held with the Leeds Cycling Forum to address their concerns. Designs have subsequently been amended to increase the amount of cycling provision. The most challenging area is Headingley Hill and further widening is being investigated in this area.
- 3.6 **University Area** – Following discussions with the Universities the layouts are being investigated in this area to ensure the optimum design is selected. This work is ongoing.
- 3.7 Designs are also being reviewed in a number of other areas including Lawnswood Roundabout and Whitfield Sq.
- 3.8 A Local Partnerships Gateway 1 Review was held between 29th-31st January 2013. The purpose of this was to consider the 'business justification' for the

project and to provide an independent peer assessment of the project's potential for success. The review reported that Leeds' planned New Generation Transport trolleybus system is 'an innovative project and as the first of its type in the UK in recent years, is at the cutting edge of transport provision'.

- 3.9 Work is proceeding on preparing the documentation for the next critical stage of the approval process – namely the Transport and Works Act Order (TWAO) and associated Planning and Highways applications. These submissions are programmed to be made in September of this year.,
- 3.10 The TWAO is able to provide for, amongst other matters, the acquisition of land or rights over land (whether compulsorily or by agreement), the payment of compensation, the carrying out of civil engineering or other works (including any incidental or ancillary works), fares and tolls, policing and the making of byelaws. In addition the TWAO application will also incorporate a request for deemed planning consent.
- 3.11 The planning consent application submitted within the TWAO will be similar to an outline planning application and it will be determined by the Secretary of State. Draft planning conditions will be submitted with the application and these will be supplemented by the Secretary of State. These conditions will reserve much of the detail for subsequent approval and discharge by the Local Planning Authority. City Plans Panel will consider the NGT proposals in advance of the Full Council S239 resolution.
- 3.12 Following the submission of the Transport and Works Order and associate applications, the emphasis of work will shift towards the preparation of the detailed proofs of evidence for the Public Inquiry.
- 3.13 The business case assumption is that the No. 1 and No.6 service will halve in frequency and the No:95 will cease due to the impact of NGT. All other services will remain unchanged. However this is an assumption and the actual impacts could be different. First could decide to change services irrespective of NGT, for example the No 95 service has been stopped already.
- 3.14 Economic Benefits for NGT are calculated through the Urban Dynamic Model. This model provides a simulation of how an urban area evolves over time, focusing on the linkages between: Transport; Businesses & the Local Economy; Population and Land Use. It projects changes in population and employment as a result of changing transport conditions. Over recent years, this model has been used as part of the evidence base for development of the Leeds City Region transport strategy, LTP3 and for scheme prioritisation purposes. NGT generates jobs by relieving future constraints to the transport network. For example, future increases in population and land-use create additional pressures on the transport network. However, increases in transport demand are not balanced by growth in the transport network capacity. Without intervention this 'chokes off' economic growth. Introducing NGT increases 'high-quality' transport capacity, and releases economic growth. This additional economic growth creates additional employment in Leeds. The majority of jobs created will be in Leeds City Centre but with benefits across the district. The table below shows the reduction in unemployment in Leeds as a result of NGT.



3.15 The table below gives a comparison with other schemes on the cost of jobs created;

Scheme	Jobs Created	Cost	Cost per job created
NGT	4,000	£250m	£60,000
Manchester Transport Fund	20,000	£1.5b	£70,000
High Speed Rail	42,000	£17b	£400,000
Crossrail	30,000	£17b	£530,000
Thameslink	12,500	£6b	£420,000

3.16 It should be stressed however that as a result of the updates to the scheme business case, the employment impacts as a result of the scheme are also being updated. Once the analysis is complete, it will be made available as part of the TWAO submission. As a result, the data above will change and should not be relied upon at this time.

3.17 The assumed NGT users as stated in the Business Case March 2012 was:

- 72% Bus
- 21% Car (Including 14% from Park and Ride)
- 7% Walk/cycle

The above are typical for on the implementation of system with similar attributes to NGT (Quality, Journey time, reliability etc). However these figures will be superseded by modelling work that is currently ongoing.

4 Corporate Considerations

4.1 Consultation and Engagement

4.1.1 Following the reinstatement of Programme Entry Approval in July 2012 a number of consultation and stakeholder engagement activities have taken place. These have included:

- Distribution of an NGT update leaflet to all properties within 600 metres of the NGT route (approximately 45,000 properties)
- 10 public drop-in sessions have been held at venues along both the northern and southern arms of the route.
- Updates have been taken to LCC Area Committees along the routes in addition to ward member briefings.
- All landowners who are directly affected by the proposals have been sent an introductory letter and one-to-one meetings are currently being set up.
- General briefings have taken place with numerous stakeholder/interest groups
- TV and radio coverage to publicise events and raise awareness.
- Further consultation events are planned

4.2 Equality and Diversity / Cohesion and Integration

4.2.1 An Equality, Diversity, Cohesion, and Integration Screening was carried out on the 14 January 2013 and identified that a full impact assessment was required to support the TWAO submission. The impact assessment will take place when the designs have been amended and prior to the TWAO submission.

4.3 Council policies and City Priorities

4.3.1 The NGT proposals support the objectives of the Local Transport Plan and contribute to the delivery of the Council's Strategic Plan objectives for transport and those of the Vision for Leeds. The scheme will make a major contribution to improving the attractiveness and quality of travel by public transport and is

predicted to encourage a switch from private car to public transport, thereby alleviating congestion on the NGT routes.

4.4 Resources and value for money

4.4.1 the DfT will provide a maximum funding contribution of £173.5m towards the capital costs of NGT. The remaining funding is from a combination of:

- Land already in Metro / LCC ownership
- Metro
- Borrowing against scheme revenues
- Local Transport Plan
- S106 funding
- LCC Capital Programme

4.5 Legal Implications, Access to Information and Call In

4.5.1 There are no legal implications directly related to this report

4.6 Risk Management

4.6.1 The delivery of the project will be managed by a joint Metro/LCC project board who will limit changes to the proposals to limit increases in project costs

5 Conclusions

5.1 The DfT funding for a trolley bus system for Leeds offers a real opportunity to deliver a major step change to public transport in the city.

5.2 NGT will allow the growing population to access the city centre and other key employment sites in an efficient and sustainable way. This will encourage business to locate in the centre and along the new corridors thereby creating 4,000 new local jobs, and generating a £160 million per annum boost for the Leeds City Region economy.

6 Recommendations

6.1 To update members on the progress of NGT.

7 Background documents¹

7.1 None

¹ The background documents listed in this section are available to download from the Council's website, unless they contain confidential or exempt information. The list of background documents does not include published works.