

Report of the New Generation Transport Team (Leeds City Council- City Development and Metro)

Report to North West (Inner) Area Committee

Date: 20th September 2012

Subject: Remobilisation of the New Generation Transport (NGT) Scheme: Current position and Public Consultation

Are specific electoral Wards affected?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If relevant, name(s) of Ward(s): Headingly, Weetwood, Hyde Park and Woodhouse, City and Hunslet, Adel and Wharfedale		
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 checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
If relevant, Access to Information Procedure Rule number:		
Appendix number:		

Summary of main issues

1. Update Members on the re-mobilisation of the scheme following the Government's re-approval and the proposed continuation of the consultation process. The scheme was last reported to this committee on the 10th December 2009.
2. The report outlines progress on the development of the New Generation Transport scheme for Leeds and in particular outlines the previous consultation undertaken and the Transport and Works Act Order process.

Recommendations

1. Note the contents of this report and in particular the on going public consultation on the New Generation Transport (NGT) scheme.

2. Provide any general feedback on the overall scheme, preferred route alignment, potential impacts and required mitigation measures.
3. Note the contents of this report, and provide any feedback on the consultation / objection management process.
4. To advise the NGT team if and when further briefings are required

1. Purpose of this report

- 1.1 To provide an update on NGT including the rationale for the scheme
- 1.2 To update Members of the remobilisation of the NGT scheme, since receiving confirmation from the government on the 5th July 2012 that the scheme would potentially receive government funding.
- 1.3 To provide Members with details of the consultation process to date and which will be re commenced on remobilisation of the scheme.
- 1.4 To outline the Transport and Works Act Order procedure.

2. Background information

- 2.1 In the morning and evening peak periods, the main routes to, from and around Leeds city centre are badly congested. This extends average journey times and can make regular journeys unpredictable. The road network is operating at or close to its practical capacity. There are both economic costs of this congestion for private traffic, goods vehicles and buses and environment cost. Local air quality is a particular concern and traffic is the most significant noise source in the Leeds urban area. It is not possible to significantly expand road radial capacity without significant environmental and monetary cost. The recent growth in commuting to Leeds city centre has been accommodated by car users travelling earlier, by increased public transport patronage (on the rail network in particular) and by the success of softer measures such as flexible working. There is little or no capacity for increased car or rail commuting into the centre of Leeds. Congestion also means that the City's bus network is operating inefficiently. If the City is to grow as forecasts suggest is possible, it is the public transport system that will have to support this growth.
- 2.2 Additionally while Leeds has the strongest economy of the City Region, it is not without problems associated with social inclusion. Clustered around the city centre are communities characterised by comparatively high levels of deprivation, low car ownership and high public transport dependency. Addressing how transport can help meet the travel needs of these areas must be a key focus of policies to support and shape the City's future growth and connectivity.
- 2.3 Around a third of commuting trips to Leeds city centre are from within the outer ring road and two thirds are from further afield and over a half of commuting journeys into the City centre are by car. This suggests that if the city centre is to grow, ways needs to be found of getting more people into the city centre without adding to traffic congestion or the capacity problems of the rail network. Previous consultation with Leeds residents showed what elements of the City's transport system they

valued the most and what would encourage people with a choice to use public transport instead of their car. These elements included punctuality, reliability, comfortable, clean, safety, park and ride facilities, and competitive door to door journey times.

- 2.4 The transport strategy for Leeds therefore needs to address a range of transport problems if it is to support the City's future growth. This includes a range of measures including the growing of rail capacity, managing car demand and enhancing bus patronage. But just expanding capacity is not enough. We need to ensure that the public transport network is punctual and reliable, that it is safe and secure and that there is good information before and during the journey. Public transport needs to be an accessible, attractive and viable alternative to using the car.
- 2.5 In response to this need, improvements for public transport were planned through the Leeds Supertram. However following the withdrawal of funding for this scheme in November 2005 by the Secretary of State for Transport, Leeds and Metro were encouraged by the Department for Transport to consider more economical and flexible bus based systems rather than a tram network.
- 2.6 A study was therefore commissioned to consider existing and future transport needs in Leeds, based on existing data sources. This analysis considered the main radial road and rail routes into Leeds and recommended the appropriate type of transport intervention required on each route in order to address existing and future problems. These interventions included a combination of NGT, enhanced bus services, Tram Train and improvements to the rail network across the City and City region. This work has clearly demonstrated the strategic case for a rapid transit system to serve the routes identified and was approved by the Leeds City Council Executive Board in July 2008 and has been "signed off" by the Department for Transport.
- 2.7 A summary document, entitled "Investing in Public Transport - A Framework for Leeds" which sets out the findings of this technical strategic fit work was utilised in stakeholder discussions and presented to this meeting in 2009 during the stakeholder consultation phase. This document concluded that the key features of the Trolleybus system are that it
 - Provides a higher capacity system on corridors with highest levels of demand
 - Fast and reliable journeys from high levels of segregation
 - Electrically powered
 - Quality waiting environment – shelters, lighting, information provision
 - Quality information before and during the journey
 - High quality vehicles attractive to users
- 2.8 And that this would be appropriate in the following area

- On the busiest and most crowded bus corridors with high proportion of standing passengers
- On the most congested highway corridors, experiencing significant peak delay
- Where there is scope to achieve a significant reduction in public transport journey times
- Where there is potential for a significant improvement in journey time reliability.

- 2.9 Through this process the vehicle options for NGT went through an evaluation stage and the preferred option chosen was an electric Trolleybus with rubber tyres powered by overhead wires (sometimes referred to as 'Light Trams' or ebus). This gives the mode closest to a Tram with a significant cost savings and advantage of more flexible use. This will be a high quality, mainly segregated, rapid transit service with higher capacity and faster journey times than conventional bus services. Consequently the aspiration of Metro and Leeds City Council is to deliver an electrically powered trolleybus subject to satisfying the Government's value for money criteria.
- 2.10 The scheme was required to submit a Major Scheme Business Case (MSBC) application to Department for Transport (DfT) for NGT Programme Entry status. The Leeds City Council Executive Board approved a draft MSBC document at their meeting on 14 October 2009, confirming the Council's commitment to the scheme and requirements for the local contribution towards the total scheme cost and the scheme was submitted to the DfT on the 30th October 2009. Programme Entry is the next step in the process for confirming funding for NGT which allows the Promoters to go forward to seek approval for the required powers to construct and operate the system. Programme Entry status is an indication that the Government regards the NGT proposals as value for money and are minded to provide a major scheme funding allocation.
- 2.11 NGT was granted programme entry approval in March 2010 but was then halted in June 2010 along with all other major transport schemes by the Coalition Government pending the outcome of the Comprehensive Spending Review.
- 2.14 Promoters for schemes were invited to submit "best final funding bids" (BAFFB) to Government for continued support and the NGT bid was submitted to the DfT on the 30th March 2012. The purpose of this bid was to provide the Department of Transport with a robust economic case for the scheme. On the 5th July 2012 the government made a public announcement that the scheme business case had been approved and enables the scheme to progress and submit a Transport and Works act order (i.e. the statutory consents necessary for the scheme) A letter confirming this process was received from the Department of Transport on the 19th July 2012, stating that the scheme will receive Government funding up to £173.5 m towards the estimated £250 m project. It should be noted that the funding is only available for a trolley bus scheme and is dependant on meeting the business case objectives which are principally related to journey time savings.
- 2.13 In the DfT announcement on NGT the Secretary of State, Justine Greening said:

“Leeds will have new state-of-the-art trolleybuses that will be faster, more reliable and greener than their predecessors. They will make public transport in Leeds more accessible and attractive than ever before and I know trolleybuses will be transformational for growth and jobs in West Yorkshire. Investment on this scale in precisely this kind of infrastructure is recognition of how crucial Leeds and Yorkshire are to the long-term success of the British economy.”

As a result of this approval both joint promoters (Metro and Leeds City Council) have started work on remobilising the team and the project development work in order to hit the scheme programme agreed with the aim of moving forward to a Transport and Works Act submission in the Spring 2013 and a Public Inquiry in late 2013.

3 Main issues: Transport and Works Act order process

3.1 The next stage in the process of securing powers, approval and full funding for the NGT scheme is the Transport and Works Act Order (1992) application. This package of plans and reports, in essence is similar to a large planning application, is submitted to the Local Planning Authority but then ‘called in’ by the Secretary of State. The TWAO seeks to obtain the powers required to:

- compulsorily purchase land
- designate roads
- operate a trolleybus system
- procure the trolleybus vehicles and operate them
- deliver enforcement strategies including Traffic Regulation Orders and cameras
- remove trees and relocate utilities
- implement mitigation measures (to offset the negative impacts of the scheme)

3.2 In conjunction with the TWAO process the Promoters will be seeking:

- deemed planning consent for the whole scheme
- approval of the required Conservation Area and Listed Building applications

3.3 The deemed planning consent is comparable to an Outline planning consent with the principle of the extent of works (limits of deviation) approved, along with indicative proposals but with the very detailed measures conditioned. The responsibility of discharging these conditions then lies with the Local Planning Authority.

3.4 The TWAO package will contain among other items:

- formal request for the S.90 direction (deemed consent)

- consultation report
- proposed planning conditions
- various plans at different scales and detail
- Design Statement
- Transport Assessment
- full Environmental Statement including Sustainability Appraisal
- Planning Statement

3.5 The application will result in local advertisement, local notices and a 42 day period for members of the public and other interested parties to inspect the application and make representations to the Secretary of State, with the probability that these will then be referred to a public local inquiry. All documents will be made available to view at Leeds City Council / Metro offices with a version accessible on-line. Prior to the TWAO submission further approval will be sought from the Leeds City Council Executive Board, following on from the current consultation with Ward Members and the public including the local Area Committees.

3.6 Prior to the scheme being paused, the extent of the TWA Order submission plans and the limits of deviation were in preparation. It was assumed at this time that the limits will have to remain quite broad until the Promoters are happy that all works to be undertaken by the Project are contained within the agreed limits. The consequences of broad limits however mean that the number of affected parties remains quite large. To draw in the limits at this stage would restrict on going design and restrict the opportunity to make amendments in response to negotiations and discussions with potential objectors.

Requests for Further Information (RFI)

3.7 Before the project pause in 2010 the scheme underwent a 'Land Referencing' exercise. In order to assist in developing the extent of the Order Limits, identify affected parties and input into the NGT Consultation / Objection Management strategy.

3.8 The TWAO 'Rules' require that a 'Book of Reference' must be submitted as part of the application. The Book is required to contain many details including the names of all owners, leases, tenants or occupiers impacted by the scheme. Letters were sent out to all affected parties advising them that they could be affected by the scheme, and inviting them to contact the appointed consultants. If no response was received a Request for Information will have been served (a statutory process) which gives the respondent 21 days to reply.

3.9 As the scheme was paused for two years, there may have been changes for example in leasing arrangements and so some of this process will need to be re-undertaken. The letter to be sent out will outline the purpose of the request and also include a 'pack' of information (including who to contact if there are concerns and queries, FAQ,

etc) together with an offer of a site visit and explanation of the proposals. The proposal is that letters will go out in September 2012, whilst the statutory referencing process will take place between October to March 2013.

- 3.10 When the application is made for the TWAO, documents will be made available for inspection by the public. Adverts in local newspapers, a notice to all landowners/properties affected by the compulsory purchase of property and display of notices along the route of any proposed construction sites.
- 3.11 Once the TWAO application is made, people have the right to make a formal objection to the scheme over a six week period and will be addressed to the Secretary of State. Within 28 days of the objection period, the Secretary of State must decide on whether to hold a public Inquiry. A Public Inquiry will be held for a scheme that raises complicated issues and it is most likely that a Public Inquiry will be required for NGT. The dates below show the current proposed programme for the scheme.

Programme entry re approval	July 2012
Remobilisation of team	August/ September/October 2012
Design Freeze for the Plans	December 2012
Transport and Works Act Order submission	April 2013
Public Inquiry	Sept 2013 to October 2013
Secretary of State Decision	May 2014
Construction	Summer 2016 to Autumn 2018
Start of NGT Operations	Winter 2018

Main Issues: The NGT Route

- 3.12 The attached plan shows the proposed routes being developed which includes a North Leeds, City Centre and South line route. When the trolleybus system is completed it will run from Holt Park in the north to Stourton in the south, linking with two Park-and-Ride sites. The trolleybus will operate in exclusive designated road lanes along more than 40 per cent of its 8.7 mile length.
- 3.13 The main change since this was previously presented to the committee is that the previous proposals of a central loop around the City Centre and the East Line out to St James have been withdrawn from the first phase of the scheme. This was as a result of the Department of Transport being unable to allocate funding for that element of the scheme at this stage. However it is considered that the above line is a first phase and there will be scope for future extensions to the East and alignments to the Easel and Aire Valley areas as well as west Leeds, although these do not form part of the current funding allocation and design work.

- 3.14 The current NGT proposals follow an alignment similar to that of the Supertram scheme between the City Centre and a park and ride site at Bodington. The proposed route leaves the City Centre section at the junction of Park Row with the Headrow heading up Cookridge Street. It then travels through Millennium Square and onto Woodhouse Lane with a stop in front of the Rose Bowl development. The route then follows the A660 all the way to Bodington with a NGT bypass around Headingley Centre.
- 3.15 The extension to Holt Park will then turn off Otley Road opposite the Bodington P&R and run up Otley Old Road before turning onto Holtdale Approach towards the District Centre. It then turns onto Holt Crescent with a terminus in front of Asda adjacent to the car park (see the attached plan).
- 3.16 The key policy and technical issues as well as those raised by Members and the public during the previous public consultation in 2009/10 and previously reported to this committee are as follows:
- Impacts on cyclists and pedestrians particularly on Headingley Hill section
 - Car parking – overspill from the Park & Ride site and informal P&R close to other stops
 - Environmental impact – loss of mature trees and grass verge areas (both on and off the highway) and increase in highway infrastructure
 - Heritage and townscape impact in Conservations Areas and on Listed Buildings including the impact of overhead line equipment (OLE), demolition of buildings and setting back of stone walls
 - Potential impact / land take at Woodhouse Moor
 - Impacts on bus services north of the Ring Road
 - Lack of demand management to discourage car use
 - Restrictions in turning movements and road closures
 - Safety for the visually impaired
 - Benefits of scheme
 - Extension to Holt Park

Cycling and Pedestrians

- 3.17 The NGT scheme across the network will have benefits for cyclists and pedestrians including lengths of new bus / NGT / cycle lanes, new off highway cycle and pedestrian routes and a significant number of new controlled pedestrian crossing points. However work is still required to examine how a balanced solution can be achieved.

3.18 The off-highway alignment to the rear of the Arndale Centre in Headingley being provided for NGT (often referred to as the Headingley bypass), incorporates a cycleway segregated from all vehicles, thus allowing through cyclists to avoid the busy central Headingley section and associated accident black spots. Additional cycle lanes are being considered on the southbound approach to Hyde Park Corner from the point where they currently stop. The new bus and NGT lanes across the NGT network are being designed to be wide enough to accommodate cyclists and buses wherever this is practical.

Car Parking

An 800 space Park and Ride site will be provided at Bodington. Any necessary measures to control NGT related parking in inappropriate areas will be considered both during the scheme development and post implementation.

Mitigation and Enhancement

3.19 The environmental impact of the NGT scheme is currently being reviewed and updated. The outcome of which determines the mitigation works required. The project's Urban Design and Landscape consultants are producing a Design Statement which will be classified as an Informal Planning Statement carrying material weight at the planning stage. This document will build on the extensive work undertaken for the Supertram scheme for which a Design Standards Guide was produced. The guide outlines principles of the scheme, will produce contextual plans including mitigation and landscaping details and where impacts are the greatest will provide detailed mitigation plans.

3.20 It must be noted that since a large proportion of the scheme is being funded by the Department for Transport, who have made it clear that while the NGT impacts are to be mitigated against, they cannot be used to resolve existing problems and shortfalls that exist unless a clear benefit to NGT can be shown. The Conservation Area status of much of Headingley and Weetwood does have an important bearing on the impacts that NGT will have and the consequent required mitigation works to be included in the scheme design.

3.21 Deemed planning consent and the individual Listed Building and Conservation Area consents are required to be submitted to the Secretary of State. These will incorporate a series of stringent planning conditions relating to replacement walls, protection of remaining trees, replacement trees, road and footway surfacing and these conditions attached to the consents will need to be discharged by the Planning Authority, prior to work commencing. The Design Statement will include specific measures to mitigate impacts within Conservation Areas.

Monument Moor: diversion of inbound NGT land across Monument Moor

3.22 There are two key aspects to this section:

- i. the need to signalise the junction of Rampart Road and Woodhouse Lane to safely cater for the increase in turning movements caused by the improvement scheme at Hyde Park Corner (this junction is currently number 35 in the Councils list of 'Sites for Concern' due to the high number of accidents caused by the narrow central reserve)

- ii. the need to provide some priority for NGT in the inbound direction on the approach to the busy junction with Clarendon Road (this is the only area where some priority can be given between the end of the Headingley bypass and the front of the Parkinson Building)

3.23 The NGT engineering consultants previously completed a study of this section looking at a large number of options including some of those proposed by Members and the public during the consultation phase. The work has showed that a solution which minimises road widening is likely to have other knock on effects such as diverting traffic onto adjacent roads or building cycle tracks across the Moor.

3.24 It should be noted the NGT team see this area as one where mitigation measures would be justified as well as one where there is an opportunity to deliver tree planting to reinforce the tree avenue and upgrade of Monument Moor to create a much more inviting and usable space for the public. The proposed addition of two new pedestrian crossing points across Woodhouse Lane along this section should also be highlighted, providing safer routes along key desire lines from the large residential area of Woodhouse to the main park area and beyond

Other bus services

3.25 The potential impact of NGT on commercial bus services across Leeds is an acknowledged issue that any publicly controlled rapid transit system must assess and resolve. The project team is giving detailed consideration to this issue. There are a number of complex scenarios depending on the procurement route taken, potential partners / operators of NGT, the implementation of Quality Partnerships / Contracts, potential for interchange at the P&R sites; and the timing of any extension to Holt Park. Metro as the Passenger Transport Executive has a remit to coordinate high quality public transport services on behalf of all the people of West Yorkshire. As such it is very much within the joint promoter's interest to ensure that any bus service changes that do occur do not disbenefit those residents north of the Ring Road to the point that existing services become non-viable. The approach to be taken will become clearer as time progresses and will be considered in some detail at the Public Inquiry

Car use / Economic Assessment

3.27 The aim has been to maintain a 'status quo' for private motorists, although at certain junctions where NGT is given priority there may be small additional delays. At Hyde Park Corner there is additional capacity for all users (to help maintain free flowing inbound traffic where NGT has no priority), but turning vehicles will have to use the alternative routes via Cliff Road and Rampart Road, while those straight ahead cars will have to negotiate new signals at these junctions.

Restrictions in turning movements and road closures

3.28 Some restrictions in turning movements at junctions are necessary to minimise road widening and provide pedestrian crossings whilst still maintaining traffic capacity. These are being tested in the highway modelling and only put forward where alternative routes can be provided.

Jobs

3.29 Creation of local jobs is a key issue for the Council and will be considered as part of the scheme package as it is developed. There are three key areas of potential job creation. The Major Scheme Business Case (MSBC) estimates that approximately 4000 jobs will be created as a result of the NGT scheme. This will be from enhanced local business opportunities and efficiencies of time travel and construction jobs. Additionally the scheme estimates that 250 jobs will be created from the operation and maintenance of the scheme. The ability to employ local labour will be a consideration of the procurement agreement for both the construction and operations elements and these will be explored through the ability to instigate a local labour agreement.

4 Corporate Considerations

Consultation and Engagement : The previous consultation exercise was reported to this area committee (10.12.09) and included the following elements.

4.2 A two-stage approach to public engagement on the NGT project was implemented before the scheme was paused in 2010. The initial period of NGT public engagement involved undertaking a series of public exhibitions, held jointly with the Transport for Leeds project, in Leeds City Centre in November 2008. The purpose of these exhibitions was to raise awareness of the emerging NGT proposals and to seek feedback from the public on certain key attributes of the scheme. The exhibitions were extremely well attended with over 1,000 people visiting over a four day period.

4.3 In addition an NGT leaflet and questionnaire was distributed at the public exhibitions for people to complete during the event or to be taken away and returned via a freepost envelope. Consultation packs (containing a leaflet, questionnaire and freepost envelope) were also made available at a number of public libraries and One Stop Shops along the proposed NGT routes. An NGT project website was also launched in November 2008 to provide general information about the project and to provide an online facility for people to complete the NGT questionnaire. The NGT website can be found at www.ngtmetro.com.

4.4 The key findings of the first stage of public consultation can be summarised as follows:

- Over 95% of respondents thought that public transport in Leeds could be improved;
- The improvements that respondents most wanted to see were: more reliable services, cheaper fares, more frequent services, more bus lanes and less crowded services;
- 85% of respondents thought that bus vehicles could be improved and on-board information was the most commonly suggested measure. Over one third of the sample also asked for cleaner and more environmentally friendly vehicles; and
- There was a positive response to the NGT proposals and respondents welcomed the fact that they involve high quality public transport improvements and Park and Ride. The issue of quality was important and the results show a desire for a scheme that is more than a 'typical bus'.
- The full analysis of the NGT questionnaires has now been made available to the public through the NGT website.

4.5 The second phase of NGT consultation commenced in June 2009 and closed in early September 2009. The aim of this second phase was to present the more detailed proposals for NGT at exhibitions along the proposed routes as well as in Leeds City centre to obtain as wide a consultation as possible of the public's views on the scheme. At the same time a series of detailed briefings were given to Members, together with presentations to this committee and attendance at Community Forums where requested.

4.6 A series of public exhibitions were held on each of the NGT routes and exhibition visitors had the opportunity to discuss the proposals with project staff and if desired go through the concept design plans in detail. In Headingley/Hyde Park, there was a consultation event at St Columbias Church June 29th-30th 2009, at Cinder Moor on Thursday 9th- Saturday 11th July 2009, and St Chads centre Thursday 25th – Saturday 27th July 2009. The NGT team was on hand to answer questions as well as a promotions team who were handing out consultation packs. An NGT questionnaire was also distributed to ascertain respondents' thoughts on trolleybuses, route proposals, park and ride proposals and the NGT scheme in general. Overall 20,000 questionnaires were handed out as part of the consultation exhibitions and an online version was also available on the NGT website.

4.7 The Summer 2009 consultation consisted of six public exhibitions each lasting two to four days across Leeds including evenings and Saturdays with nearly 1,400 people attending. Information was also available on the internet, in libraries, to local groups and distributed to members of the public on-street. Feedback was sought via a questionnaire which over 2,500 people completed. The questionnaire responses showed a positive reaction to the proposals and 77% of all respondents supported/strongly supported them. The main reasons for such support relate to: Reduced car use/congestion; Environmental reasons; Provision of reliable/quick/good quality, modern public transport; Positive impact of the scheme on Leeds.

4.8 A similar level of support was shown for the use of trolleybuses, which were primarily supported due to environmental reasons. Over 70% of all respondents supported/strongly supported the introduction of Park & Ride sites at the end of the North and South routes; such support was even higher amongst car owners. The feedback questionnaire asked about potential use of NGT and 88% of those living within a ten minute walk of one of the routes said they would consider using it. Whilst 42% of car owners responding said they would consider using one of the Park & Ride sites. A number of comments and suggestions were received in relation to the NGT proposals. Common themes from all responses included the following:

- A desire for more NGT routes and wider coverage of Leeds
- The need for low fares to encourage use
- The need for competitive Park & Ride pricing to encourage car drivers
- Concern about how NGT would integrate with existing bus services- some felt it is not necessary if existing services are improved
- The impact of the scheme on traffic, with some concerns that NGT would

create additional congestion

4.9 The 10 most frequently made comments about the North Route, which were previously reported to the area committee (10.12.09) :

- Welcome idea (203 comments)
- Alternative / additional routes needed (156 comments)
- Route currently congested (112)
- Other concern – various (106)
- Favour preferred option – NGT on bypass section (93)
- Suggestion about scheme (73)
- Other comment about new link road (56)
- Favour alternative option – road bypass and public transport to front (54)
- Would not reduce congestion (48)
- Need to segregate from traffic (45)
- Additionally Cycling issues were raised by 27 people commenting on the North Route.

4.10 Wherever technically feasible the concept design prepared for public consultation has been amended to take into account of the concerns and issues raised.

4.11 **Further Consultation:** Whilst an extensive public consultation was undertaken prior to the pause (as described above) it is recognised that as there has been a two year gap that we would seek to undertake further public consultation. Some of the previous land referencing exercise including the request for information will need to be redone. It should also be noted that the NGT team envisage a period of on going consultation, both formal and informal with residents, business and interested parties from this point onwards leading up to the Transport and Works Act submission in spring 2013 and the Public Inquiry in late 2013.

Equality and Diversity / Cohesion and Integration

4.12 The design for the scheme will be in accordance with the DDA regulations so that the bus stops will be fully accessible to all. A Stage 1 Road Safety Audit has been conducted of the whole scheme, and discussions were undertaken with local groups such as the Shire Oak Centre and Older Persons Reference Group. The scheme will be accessible to all and will promote increased accessibility of the City and jobs in particular to those from more deprived neighbourhoods of the city potentially having a regeneration benefit for the surrounding area. So for example the scheme passes through the Hunslet shopping centre and will open up this area for increased visibility

and potentially attracting development/ increasing economic opportunities within the area.

5 Council policies and City Priorities

- 5.1 The scheme is in line with the following headline Council objectives set out in the Strategic Plan: improving the local economy for the benefit of all residents; improving connectivity for local neighbourhoods; providing a sustainable environment; and engaging local people in decisions about their neighbourhood.
- 5.2 The NGT proposals are largely reflected by the Supertram route as set out in the Unitary development Plan proposals map and are being incorporated within the emerging Local Development Framework, through the Core Strategy (SP11 transport infrastructure investment priorities) and the Core Strategy 'key diagram' (publication draft).

6 Resources and value for money

- 6.1 Scheme development costs are currently being met jointly by Metro and Leeds City Council. The DfT Programme Letter offered a maximum contribution of £173.5m towards scheme construction costs and any overspend will be funded locally. A detailed report outlining the current status of the scheme development costs and the local funding of these costs will be brought to Executive Board in the Autumn.

7 Legal Implications, Access to Information and Call In

- 7.1 A joint LCC and Metro project team is developing the scheme, with a Project Board consisting of senior officers at Directorate level from both organisations meeting on a regular basis.

8 Risk Management

- 8.1 A risk log is being updated to reflect the current situation and will be reported through to the project board meetings.

9 Conclusions

- 9.1 Work on the development of NGT has recommenced following the Government's approval in July 2012 with the aim of in Spring 2013 submitting for powers to construct and operate the scheme. Prior to this further consultation will be carried out with ward members and local community groups along the route of the scheme. Construction work will not start before late 2016.

Recommendations:

Area Committee Members are asked to:

- Note the contents of this report and in particular the on going public consultation on the New Generation Transport scheme
- Provide any general feedback on the overall scheme, preferred route alignment, potential impacts and required mitigation measures.
- Note the contents of this report, Provide any feedback on the consultation / objection management process.
- To advise the NGT team if and when further briefings are required

Background documents¹

- 1 Investing in Public Transport: A framework for Leeds: Leeds City Council and Metro
- 2 Leeds Unitary Development Plan (review 2006) Proposals Map and the Core Strategy: Leeds Local Development Plan Framework, publication draft February 2012

1.1. _____

¹ The background documents listed in this section are available for inspection on request for a period of four years following the date of the relevant meeting. Accordingly this list does not include documents containing exempt or confidential information, or any published works. Requests to inspect any background documents should be submitted to the report author.