

Executive Summary

The Leeds New Generation Transport (NGT) scheme will be a 14 km trolleybus network with radial lines to:

- Stourton (South Line);
- St James's University Hospital (East Line); and
- Bodington (North Line).

Each line will connect to a city centre loop (City Hub). The scheme includes Park & Ride sites on the North Line at Bodington and at the South Line terminus at Stourton.

There is also an aspiration to provide an extension to the North Line to serve the community of Holt Park. The Promoters are proposing to underwrite the necessary capital needed to fund this extension and will also investigate the opportunities for delivering this within the existing affordability envelope, as costs are further refined.

NGT will provide a high quality, highly segregated, rapid transit service with high capacity, greater reliability and faster journey times than existing bus services. It will provide a step change in the quality of public transport in Leeds and an attractive alternative to private car travel.

NGT is being jointly promoted by the West Yorkshire Passenger Transport Executive (Metro) and Leeds City Council. It will open to passengers in March 2016.

This document is the Major Scheme Business Case (MSBC) application to Department for Transport (DfT) for Programme Entry status. Programme Entry is the next step in the process of the Promoters securing funding for NGT and gaining the powers to construct and operate the system.

Almost £249m of funding has been earmarked for the scheme in the Yorkshire and Humber Regional Funding Allocation (RFA). The Promoters confirm through this application that they are contributing a further £27m to this. Programme Entry status is an indication that the Government regards the NGT proposals as value for money and are minded to provide the RFA major scheme funding.

MSBC Document

This document fulfils DfT's requirements for a MSBC submission. It sets out NGT's:

- Strategic Case;
- Value for Money Case;
- Delivery Case;
- Commercial Case; and
- Financial Case.

The Strategic Case sets out the scheme context and includes a description of the problems and issues which NGT will help to resolve. It sets out the scheme objectives and describes how the Preferred Option was developed.

The Strategic Case demonstrates that NGT will make a strong contribution to meeting national, regional and local policy objectives.

The Value for Money Case demonstrates the economic worth of the project. This includes a Cost Benefit Analysis which shows that with a BCR of 2.6:1 the scheme represents strong value for money and will deliver a high level of benefit against the investment made. The scheme meets the Government's criteria for funding support.

The environmental impacts of NGT are also considered and it is shown that NGT has the potential to reduce carbon emissions and improve local air quality. It makes a positive contribution to improving safety and reducing casualties. NGT also offers an opportunity to enhance Leeds' townscape and urban realm. The Appraisal Summary Table (AST) for the NGT scheme is presented as Table 1 overleaf.

The Delivery Case sets out how the Promoters will deliver NGT and demonstrates that the project is deliverable and feasible. The Promoters are working towards NGT being fully operational by March 2016.

A description of how project risks are being managed is also provided in the Delivery Case, which shows that project risks are being effectively managed and that procedures are in line with DfT requirements. This section also highlights the strong support for the scheme and describes the 2009 public consultation which found that 77% of respondents were supportive of the proposals.

Procurement and contract details are included within the Commercial Case which explains how the Promoters envisage the scheme will operate and demonstrates why this will enable the optimal implementation of NGT.

Funding details are provided in the Financial Case, which highlights that sufficient funding is available and has been earmarked for the scheme.

Finally, the document concludes with a Summary of the appraised NGT options outlining the many benefits of NGT and demonstrating the strong contribution that it will make to the future transport network in Leeds. It highlights the positive impact the scheme will have on encouraging modal shift and more sustainable travel, whilst helping to maximise the Leeds economy by enhancing its competitive position and facilitating future employment and population growth. Finally, the section highlights the contribution NGT will make to improving accessibility from some of the more deprived areas of Leeds to enable improved access to opportunities and an improved quality of life.