

Frequently asked questions about NGT

Answers to frequently asked questions about NGT.

The information which follows represents the current situation with the NGT Scheme, as the scheme develops the information on this page will be amended to reflect any changes.

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Key facts about the NGT Scheme

In March 2010, the Government granted 'Programme Entry Approval' for the North Route to Holt Park, the South Route to Stourton and a city centre link between these routes.

The Government did not approve funding for the East Route to St James's Hospital or the full city centre loop. Work is currently underway to investigate alternative means of funding these important sections of the network.

The NGT scheme is now subject to a new government review process and a decision as to whether the scheme will be re-awarded Programme Entry Approval is expected early in 2012.

[NGT Route map \(pdf, 108k\)](#)

Total length of NGT routes (with DfT 'Programme Entry Approval') = 14.3km

Total segregation of NGT routes (with DfT 'Programme Entry Approval') = 56%

Key facts about the NGT North Route

In March 2010 the Government approved the proposed extension of the North Route to serve the Holt Park area.

[North Route map \(pdf, 317k\)](#)

Route Length = 9.1km

Segregated Length = 4km (44%)

Journey time = 27 minutes (approximate) from Holt Park to City Square and 21 minutes (approximate) from Bodington P&R to City Square

Key facts about the NGT South Route

[South Route map \(pdf, 1274k\)](#)

Route Length = 4.1km

Segregated Length = 3.05km (74%)

Journey Time = 10 minutes (approximate) from Stourton P&R to City Square

Key facts about the NGT East Route

In March 2010 the Government did not approve funding for the East Route. Work is currently underway to investigate alternative means of funding this section of the network.

[East Route map \(pdf, 1280k\)](#)

Route Length = 1.5km

Segregated Length = 0.85km (57%)

Journey Time = 5 minutes (approximate) from St James's to Corn Exchange

How frequently will the NGT service run and at what times of day?

Leeds City Council and Metro are working to ensure that NGT will provide a turn-up-and-go services at all times of day. It is expected that the service will run between 6am and midnight, 7 days a week. In peak times it is forecast that there will be 10 trolleybuses per hour in each direction on each route i.e. a service every six minutes. However there should be scope to run additional services in the peak period if demand requires it.

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How much will the NGT scheme cost?

The total cost of the scheme, which was granted 'Programme Entry Approval' in March 2010, is approximately £254 million in outturn prices.

The scheme had secured £235 million of Central Government funding through the Regional Funding Allocation process, although this is now subject to a new government review process. Metro and Leeds City Council (LCC) will be required to make a local contribution.

It is not proposed that council tax payments will be changed as a result of building or operating this scheme.

Will the NGT scheme include Park and Ride Sites?

Yes, it is proposed that the scheme will include two park and ride sites. One will be situated on the North Route, at the Bodington Hall site in Lawnswood and the other will be situated on the South Route at Junction 7 of the M621 at Stourton.

How many car parking spaces will there be at each of the Park and Ride sites?

It is currently proposed that 550 spaces will be built at the Bodington Park and Ride site (North Route) and 1,700 spaces will be built at the Stourton Park and Ride site (South Route).






If there is sufficient demand, there is the potential to increase the number of spaces at the park and ride sites to 800 spaces at the Bodington Park and Ride Site and 2,200 at Stourton Park and Ride.

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How many passengers are expected to use NGT?

Based on projected levels of demand, it is anticipated that the NGT network would carry approximately 6 million passengers in its first year.

How many passengers can a trolleybus carry compared to other types of public transport vehicle?

Typical single-decker bus		75 passengers
Single articulated (bendy) bus		100 to 160 passengers
Single articulated trolleybus		100 to 160 passengers
Bi-articulated trolleybus		160 to 200 passengers
Bi-articulated tram		230 to 330 passengers

The above figures include both seated and standing passengers

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Why have you chosen trolleybuses as the preferred vehicles over other vehicle options such as diesel or hybrid buses?

There is a strong case for choosing trolleybuses over other potential vehicle types for the NGT network. This was further reinforced by our recent public consultation, where 76% of respondents either supported or strongly supported the use of trolleybuses on NGT routes.

The project has assessed the benefits that hybrid diesel-electric buses, diesel buses and trolleybuses offer and has concluded that trolleybuses are the best vehicle option for Leeds for the following reasons:

Step Change in Public Transport

The NGT project is seeking to deliver a step change in public transport for Leeds.

A key method to reduce congestion in Leeds is to provide a new system which offers car drivers with an attractive alternative to car travel. Obviously fast, safe and reliable journeys will be essential when passengers use NGT, but the appearance of the trolleybus will also play an important role in capturing car drivers' attention and demonstrating that NGT is something different. By demonstrating a clear step change in the transport offer, car drivers would be encouraged out of their cars and onto NGT. The vehicles would be modern and would be boarded and alighted from level access platforms through multiple doors. Once inside passengers would find the vehicles comfortable, clean and well-maintained with both visual and audible stop announcements and the journey quality to be smooth and quiet.

Demonstrating Permanence

Rail use in Leeds and West Yorkshire has grown significantly over the past 20 years, and a key element attributed to the success of rail is the permanence associated with this type of travel. Passengers perceive that routes are fixed and that journey times are reliable with defined routes and fixed infrastructure. The infrastructure is also commonly associated with tram schemes. It is anticipated that the investment in trolleybus infrastructure (poles, overhead wires and stops) will provide a similar sense of permanence and rapid transit to passengers.

Environmental Benefits

The NGT trolleybus is likely to be powered by electricity from the National Grid. This creates no local on-street air pollution from the vehicles. Both the Government and the EU have identified that urban pollution levels need to be reduced, reducing pollution levels can have significant local health benefits. Diesel-electric hybrid buses would still emit pollutants into the local environment when the hybrid vehicle is powered by its diesel motor.

The Promoters acknowledge that the electricity that would power the NGT trolleybuses would most likely be taken directly from the National Grid and as such would contribute to global pollution levels at the location it is generated. However, by using electricity as its fuel choice, the NGT system provides itself with the future option to source sustainably generated electricity when an adequate source becomes available, this option would not be available to diesel powered buses.

The summer 2009 NGT consultation has shown that more environmentally friendly vehicles are something that the public would value in a new transport system, with over 50% of respondents stating More environmentally friendly vehicles would be one of the top three most important characteristics of new public transport vehicles.

Vehicles can also impact on the local environment in terms of noise pollution. Trolleybuses have the benefit of being extremely quiet, therefore causing minimal noise pollution, this is particularly important in sensitive areas where the NGT route is planned to leave the general highway. Trolleybuses are also equipped with audible external warning systems, if the need was required.

Ensuring the delivery of the step change and further development of the NGT Network

The bus industry in Leeds currently operates in a de-regulated environment. This means that in the main, private bus operators set their own fare levels, service frequencies and routes. We believe that the level of investment proposed for the NGT system should mean that Leeds City Council and Metro can specify how the resulting NGT system would be operated. Trolleybuses will enable this.

Due to the current available legal frameworks, a diesel-hybrid bus NGT network would not permit LCC and Metro to specify services without other measures being taken such as Quality Contracts with the bus operators, and therefore we would be unable to guarantee the step change needed. By retaining influence of the system Metro and Leeds City Council will have opportunities to further develop future phases of the NGT network.

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Why not just add Park and Ride Sites to existing bus services?

This option has been fully investigated and as a result has not been progressed. This is because without the proposed major investment along the corridor to provide bus segregation from general traffic, the Park & Ride sites would be unlikely to be attractive enough for users. Buses would be still held up in the traffic and journey times would remain unreliable.

What impact will the NGT Scheme have on cycling facilities on the routes?

The NGT scheme is proposed to include new cycle links. It is also planned that advanced stop lines and cycle crossings will be implemented at the majority of signalised junctions. Some sections of cycle lanes will unfortunately be lost, but it is anticipated that overall the corridors will be better for cyclists.

There would be an overall increase (in kilometres) in the provision of cycle lanes, when taking into account the new bus lanes that may be accessible to cyclists. Specifically the NGT bypass around the rear of the Arndale Centre will add in 2-way cycle lanes (total 2 way length = 1.4km) which would be more direct, faster and much safer than current provision through Headingley Centre.

Our proposals at present do however show a loss of cycle lane facilities on the Headingley Lane section of approximately 1km (i.e. 0.5 km per direction). This trade-off is considered to be necessary in order to accommodate an additional lane outbound for NGT vehicles. In the inbound direction, our current proposals offer advance signals to NGT vehicles and cyclists coming off the bypass section. This should give cyclists a clear headstart through to and beyond the Hyde Park junction (where junction reconfiguration should also benefit cyclists).

Overall the NGT Team are working hard to refine the network design to take on board comments that have been made through Public Consultation about cycling provision.

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What impact will the NGT Scheme have on pedestrian facilities on the routes?

The scheme aims to improve pedestrian facilities overall, particularly in conjunction with NGT stops. We are also working hard to ensure the entire network delivers better connectivity and enhanced pedestrian links. In some areas however there may be a need to alter footways to accommodate the overhead line poles and the provision of segregated NGT lanes.

The scheme will also provide a number of localised improvements for pedestrians. Enhancements to pedestrian facilities are currently proposed at the following points along the routes:

- Whitfield Square on the South Route. The whole area could be revitalised with the introduction of an NGT stop, new paving, street furniture soft landscaping.
- Introduction of pedestrianised/plaza areas in the following locations:
 - Outside the Parkinson Building at the University Stop
 - At the St Chad's stop at the junction of Weetwood Lane,
 - On Wood Lane to connect the Headingley Centre stop with Otley Road
 - At the St James's hospital stop on Beckett Street
 - At the Clarence Dock stop on Chadwick Street
- The introduction of signalised pedestrian crossing facilities at a number of locations along the route including:
 - Woodhouse Lane on Woodhouse Moor
 - Cliff Road and Woodhouse Street at Hyde Park Corner
 - Otley Road at St Chad's Drive
 - Improved crossing facilities at Lawnswood School and the introduction of crossing facilities at Lawnswood Roundabout.
 - Pepper Road bridge on the South Route
- Improvements to the pedestrian footpath between Pepper Road and Wakefield Road (South Route)
- Introduction of pedestrian footpaths between Balm Road and Pepper Road (South Route), between South Accommodation Road and Chadwick Street (South Route) and along the length of the proposed Headingley by-pass (North Route).

When will construction of the NGT scheme begin and how much disruption will it cause?

The timetable for the scheme will be reassessed following the outcome of the DfT's review of major transport schemes.

A certain level of disruption during construction is unfortunately inevitable, however construction of the NGT system will be phased by

route section to aim to minimise disruption. Levels of disruption will be significantly less than those anticipated for the Leeds SuperTram, as it is not necessary to remove the gas, water and electricity services from the path of the trolleybus as is required with a Tram.

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When will the NGT scheme start full operations?

The timetable for the scheme will be reassessed following the DfT's review of major transport schemes.

What stage is the NGT scheme currently at?

The NGT scheme is now subject to a new government review process.

The key project milestones are identified below and the dates will be reassessed following the outcome of the DfT's review of major transport schemes.

Milestone	Date
Transport and Works Act Order application	TBC
Secretary of State decision on Transport and Works Act Order	TBC
DfT Conditional Approval	TBC
Selection of preferred tenders	TBC
Full approval	TBC
Award of contract	TBC
Start of construction	TBC
Start of operations	TBC

Have I missed my chance to find out more on the NGT scheme?

Although we have undertaken two large consultation exercises so far you have not missed your chance to find out more detail on the NGT scheme.

The NGT Team are on hand to talk through the plans in more detail at any stage of scheme development and you can contact us on 0113 251 7401 or ngtinfo@wypte.gov.uk

You will also have an opportunity to formally comment on the NGT Scheme, as part of the scheme's Transport and Works Act Order application. Leeds City Council and Metro will be applying for a TWAO to enable us to gain the necessary powers to construct and operate the NGT system. As part of the statutory application process we will be displaying our application including full sets of plans at selected libraries along the routes and on our website. The public will be notified that our application has been made via notices on our website, adverts in local press and notices posted along the routes. The submission of the application will signal the beginning of the formal period where you are able to register your support or opposition to the application in letter or email to the Secretary of State. These submissions will be considered by the Secretary when deciding whether a Public Inquiry should be held to determine whether the Transport and Works Act Order should be granted. If a Public Inquiry is held, the submissions of support and objection will be reviewed by the Planning Inspector who is leading the Inquiry.

If you wish to be notified by email when the Transport and Works Act Order application is submitted, please email ngtinfo@wypte.gov.uk to register on our email list.

You can find out more information on Transport and Works Act Orders on the [Department for Transport's website](#)

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