New Generation Transport

Find out more information from the New Generation Transport website at www.ngtmetro.com or contact us by email at ngtinfo@wypte.gov.uk or at NGT, Wellington House, 40-50 Wellington Street, Leeds LS1 2DE or on 0113 251 7401.

The text of this leaflet is available in other formats including large print. Please contact us on 0113 251 7401 for more information.

If you do not speak English and need help in understanding this document, please telephone 0113 376 0152 and give your contact details and the language you require.

Jeśli nie mówi pan po angielsku i potrzebujesz pomocy w zrozumieniu tego dokumentu, prosimy zadzwonić pod poniższy numer telefonu. Podano nazwy swojego ojczystego i języka prośmy poczeką – w tym czasie b. działy kontaktowa ijs 2 z umiarem.

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What is NGT and why do we need it?

Metro and Leeds City Council are developing a new public transport system called NGT which stands for New Generation Transport. Following the public consultation that we held between November 2008 and January 2009, we have now developed the NGT proposals in more detail and would like your views again.

NGT is a modern public transport system that is being proposed to improve travel, help tackle congestion and reduce pollution in Leeds. NGT would improve vital links between the city’s businesses, its universities, Leeds General Infirmary, St James’s Hospital and the city centre. Our preference is for NGT to be operated by modern trolleybuses.

Construction of the multi million pound scheme would be a massive vote of confidence in the city’s economy and would help to create new jobs as well as protect existing ones. The NGT proposals are part of a wider vision to improve public transport in Leeds.

We will soon submit a funding bid to Central Government, who will decide whether or not the NGT scheme should go ahead. 90% of the funding for NGT would come from Central Government and 10% would come from local sources.

For more information on New Generation Transport visit www.ngtmetro.com

What are Trolleybuses?

Trolleybuses run on rubber tyres like a regular bus but they are powered by electricity from overhead wires. Trolleybuses have fast, smooth acceleration and are clean, quiet and don’t pollute the local environment.

The NGT trolleybuses would use dedicated lanes wherever possible to help avoid congestion, making journeys quicker and more reliable.

The vehicles would be modern, easily accessible for wheelchairs and buggies and will be fully compliant with the Disability Discrimination Act (DDA).

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Where would the NGT routes go?

NGT Trolleybuses would travel along three initial routes, from north, south and east Leeds into and around the city centre.

We are also looking at the potential for other NGT routes in the future, including possible routes to Leeds Aire Valley and to east and west Leeds.

The routes planned for NGT are those where:

- traffic congestion already causes problems or is likely to cause problems in the future;
- there is no easily accessible rail alternative;
- faster and more efficient transport links would provide the greatest benefits to education, health, employment and the city’s overall economy.

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The North NGT Route

THE NORTH ROUTE would begin at a new Park & Ride site at Bodington (just outside the Leeds Outer Ring Road). It would travel into Leeds along the A660, through Lawnswood, Headingley, Hyde Park and would pass both Universities.

The north NGT route is shown on the right with our preferred route in orange and an alternative option shown by the dashed line.

- **Our preferred route** includes a new ‘NGT-only’ link road running behind the Arndale Centre. This would allow trolleybuses to avoid traffic congestion in Headingley centre, meaning faster journey times and a more reliable service. This route would also provide new facilities for pedestrians and cyclists. A new NGT stop at Wood Lane on the new link road would provide easy access to Headingley centre.

- **An alternative option** we considered was to re-route general traffic behind the Arndale Centre on a new road, with trolleybuses travelling in front of the Arndale Centre along with other buses. NGT would serve Headingley centre directly under this option. However, using the route behind the Arndale Centre for general traffic would have a greater environmental impact with increased noise and air pollution. More land would also be needed.

The South NGT Route

THE SOUTH ROUTE would start at a new Park & Ride site at Stourton, near the intersection for the M1/M62 at Junction 7 of the M621. It would travel into Leeds though Hunslet and Clarence Dock.

The South NGT route is shown on the right with our preferred route in orange and an alternative option shown by the dashed line.

- **Our preferred route** starts at the Park & Ride site, it then diverts from the A61 along a new ‘NGT-only’ link road next to the railway line, before passing Hunslet District Centre.

This option would provide a new public transport service for the properties surrounding Pepper Road and would directly serve the Hunslet District Centre. This should offer faster journey times as trolleybuses would be separated from general traffic for some of the route.

- **An alternative option** that we considered also started at the Park & Ride site. It did not divert along an ‘NGT-only’ route, but followed the A61. This option would serve businesses along the A61 but would not directly serve the Hunslet District Centre. Trolleybuses would also be mixed with general traffic along some parts of this route, therefore journey times would be less reliable.
We are planning to submit a funding bid for NGT to Central Government this Autumn. We hope to find out if we are successful by the end of the year. If successful we will then seek legal powers to build the scheme.

The earliest NGT could be up and running is 2015.

We’d like your input again...

Before we submit our bid for funding to Central Government through the Department for Transport we’d like your views on:

- our overall proposals for NGT and whether you would use it;
- our plans to use electrically powered trolleybuses;
- the preferred options for NGT routes and whether you would find the Park & Ride sites useful.

Please fill out the NGT questionnaire and hand it to a member of staff at the exhibition, or return it to us in the free-post envelope provided.

You have already told us...

We ran a public exhibition in Leeds city centre in November 2008 and asked people what they thought of NGT and transport issues in general.

We also gave out information at libraries, one stop shops and on the internet and asked for your feedback.

1,800 people completed a questionnaire which showed that:

- 95% of people thought public transport in Leeds could be improved;
- Over 40% want on-board information;
- Over 30% want cleaner and more environmentally friendly vehicles;
- More frequent and reliable services, cheaper fares, more bus lanes and less-crowded services were the most common requests;
- A large number of positive comments were received about NGT, including support for improved public transport quality and the provision of Park & Ride sites.

What will happen next?

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The earliest NGT could be up and running is 2015.

The East & City Centre NGT Routes

**THE EAST ROUTE** (shown below) would connect Leeds city centre to St. James’s Hospital via Beckett Street and Burmantofts Street, enhancing public transport links to this major teaching Hospital.

**THE CITY CENTRE ROUTE** (shown below) will connect all three routes to the city centre.

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