

Leeds New Generation Transport: A Trolleybus Model for the UK

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Leeds Overview

- Leeds, located in West Yorkshire (northern England)
- Population of over 750,000
- Important financial and business centre outside London.
- Key Transport Issues:
 - Road network is operating at/close to practical capacity
 - Growth in rail commuting - overcrowding
 - Declining bus use



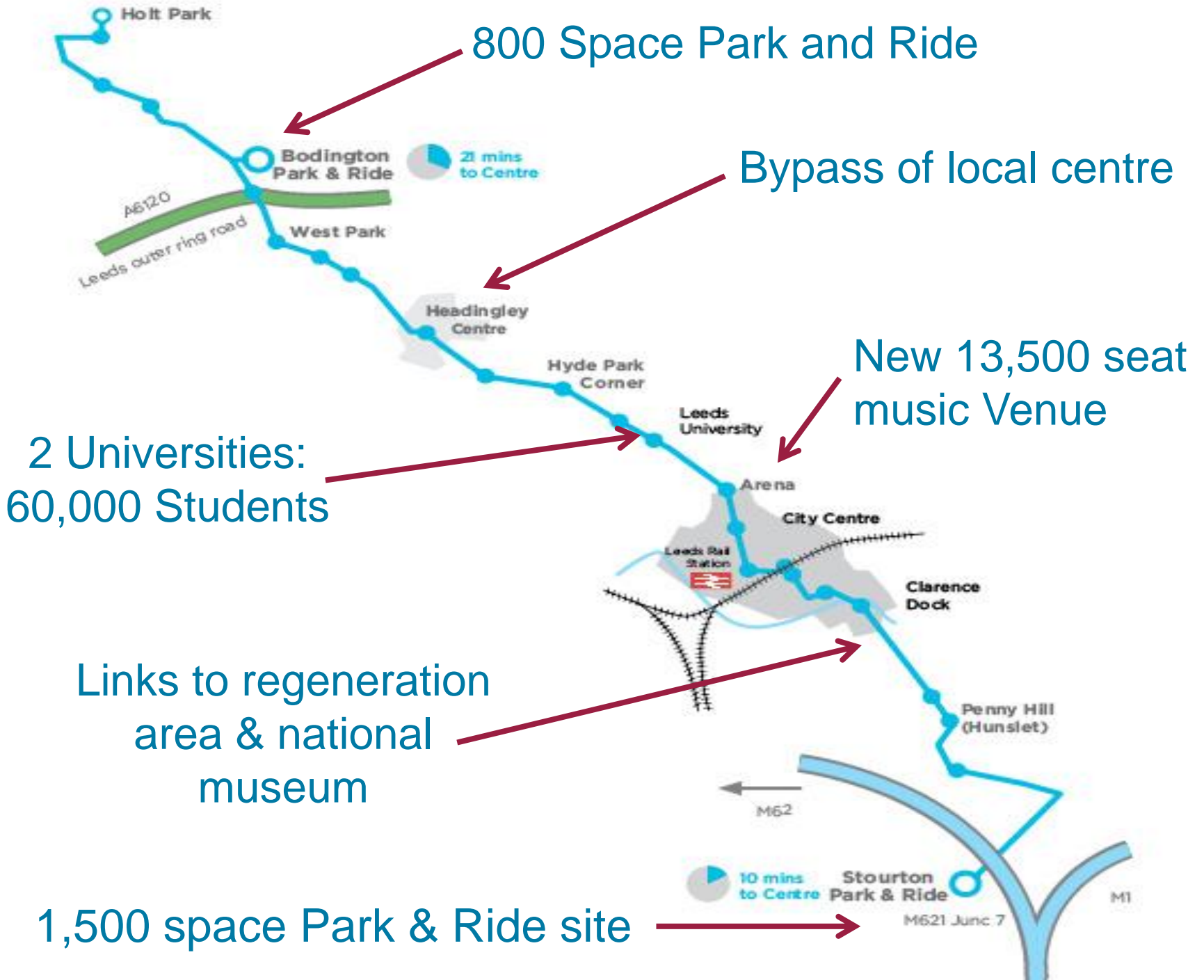
Leeds Background

- Long history of developing mass transit proposals in Leeds
- Tram system cancelled by UK Government in 2005
 - Affordability/value for money
- Leeds asked to develop bus based system
 - A ‘top of the range’ system
 - To be a showcase for other UK cities
 - To deliver 90% of the benefits of a tram, at 50% of the cost’



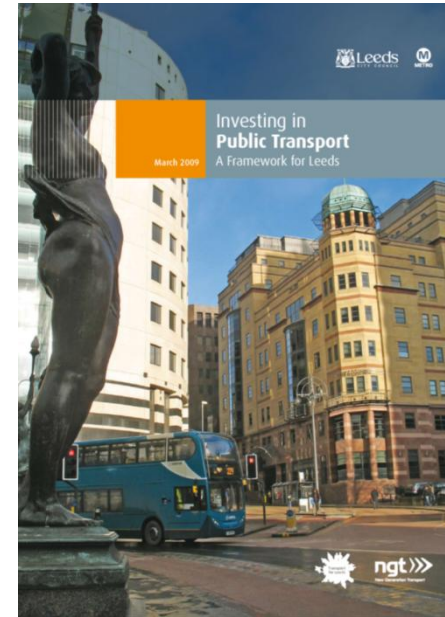
New Generation Transport Trolleybus

- 14.3km Trolleybus network
- Known as NGT (**N**ew **G**eneration **T**ransport)
- Aim is for faster and more reliable journeys, and an improved environment
- System based approach – vehicle, infrastructure, Park and Ride, marketing etc.
 - To deliver a ‘Step Change’ in public transport
- Total cost of €288m
 - €199m from Central Government
 - €89m from local sources



Why Trolleybus- Initiating the Project

- Regional transport objectives
 - Support economic activity and growth
 - Develop a low carbon transport system
 - Enhance quality of life
- Comprehensive option generation process in 2007
 - Existing transport issues and future predictions
 - Different transport solutions for different corridors
- Fact finding visits for Politicians to EU systems



Gaining Funding Approval

- Submission of a detailed Business Case to the Government in 2009
 - Demonstrate value for money
 - Appraisal of alternative options
- Keep persevering - Government changes focus over time plus economic climate
- Use of media at key points
- Overcome perception of an out-dated mode



Focus on Benefits

- Local Environmental benefits
 - Air quality Noise levels
- Potential for using sustainable electricity in the future
- ‘Permanence’ - fixed infrastructure
- Significant economic benefits
 - Approximately 4,000 permanent new jobs
 - €184m annual economic boost
- Potential uplift in property prices
 - Leeds cited in national media as a good location to invest

Focus on Benefits (2)

- High passenger use
 - Year 1: forecast to carry 11 million passengers
 - 40,000 households within 800m of NGT route
- Modal Split
 - Approximately 20% of NGT demand from mode shift from cars.
 - Includes cars using Park and Ride sites
- Faster journey times
 - NGT expected to provide significant improvements compared to current bus journeys

High Quality Image Within Affordability Constraints



Sketch proposals for Parkinson Building/Woodhouse Lane

Development Through to Delivery

- Application for legal powers to build/operate the system
 - 8 week Public Inquiry
 - Need to resolve local concerns
- Continued focus on benefits
 - Local pressure to modify designs
- Long-term project
 - Construction - 2016/7
 - Operation - 2019/20
 - Political support needed over many years



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