

Leeds City Region Transforming Cities Fund

Appendix 4: Letters of Support

08 June 2018

Deputy Vice-Chancellor: Research & Innovation
Professor Lisa Roberts

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UNIVERSITY OF LEEDS

8 June 2018

Liz Hunter
Interim Director, Policy and Strategy
West Yorkshire Combined Authority
Leeds City Region Enterprise Partnership (the LEP)
Wellington House
40-50 Wellington Street
Leeds LS1 2DE

Dear Ms Hunter,

Re: Transforming Cities Fund proposal

As well as being a top 10 UK higher education institution in the UK and top 100 international university, the University of Leeds plays a very important role in the economy of Leeds and the wider city region. The Institute for Transport Studies (ITS) at the University hosts the largest transport research institute in the UK and one of the top five in the world. The University is therefore highly committed and also uniquely placed to proactively support the ambitions of West Yorkshire Combined Authority in this proposal.

As you will be aware, West Yorkshire Combined Authority currently works strategically with ITS through the ITS External Advisory Board, and, operationally, in a number of projects through a range of funding mechanisms, including an Innovate UK project developing integrated transport solutions locally, as well as through an innovative co-funded research initiative – the Transport Research and Innovation Fund (TRIF).

ITS also works directly with many of the Local Authority members of the Combined Authority through projects including the social and economic impact of transport, highways maintenance benchmarking and air quality and emissions. In addition, ITS is a key part of the University's new Institute for High Speed Rail and System Integration (IHSRSI), which will shape the benefits from High Speed Rail investment in the region and optimise the benefits of high speed rail within the wider integrated transport network. ITS also advises UK Government, in particular the Department for Transport, on a range of policy and evaluation matters and regularly undertakes research for them, and also through major European Union programmes such as Horizon 2020.

Transforming Cities Fund

We believe that the current Department for Transport Transforming Cities Fund call for proposals creates an exciting opportunity for the West Yorkshire Combined Authority to develop innovative transport solutions for the 21st century that will not only improve accessibility and mobility across the Leeds City Region but will support economic growth and product development for local businesses.

The 'Transforming Cities' ambition aligns with our strategy to translate our world leading research into 'Impact' in the form of real-world economic, social and environmental benefits. Our 'Cities'-focused strategic research theme further strengthens our synergy between our academic mission and this call. Collaboration between ITS, and the University more widely, on a Transforming Cities Fund proposal for the Leeds City Region would therefore be an ideal way to consolidate and exploit academic research impacts through a close-coupling of academic transport and cities research to local investment and innovation plans. We believe that this collaboration could significantly strengthen the bid and the prospects of bringing substantial investment into the Leeds City Region.

The University of Leeds is already making significant investments in a number of highly relevant facilities including:

- The Institute for High Speed Rail Research and System Integration (IHSRSI);
- Leeds Institute for Data Analytics (LIDA); and
- Our major new centre for innovation and enterprise – Nexus (which opens this Autumn).

In addition, through our 'Virtuocity' facility (a Centre for City Simulation, coordinated by ITS), the University possesses the most advanced driving simulators (cars and commercial vehicles) in the UK. Later this year, with the addition of an EPSRC-supported Pedestrian Simulator, our centre for mobility simulation in Leeds will be unrivalled globally.

We are keen to explore how our plans for developing Virtuocity can be aligned with the West Yorkshire Combined Authority Transforming Cities Fund submission. In particular, we are excited by the possibility for shared capital investment in state-of-the-art capability for scenario testing and virtual trialling of future mobility solutions – this would make Leeds a sector leader among local authorities in planning for its long-term mobility needs.

There are a number of other innovation opportunities that we would be keen to develop with you as part of a detailed second-stage bid, which would build on the central pillars in your proposal of transformational connectivity, improved accessibility and multi-modal interchange. These include:

- The impact of autonomous vehicles (AVs) and autonomous delivery vehicles on public space and how best to manage these in urban centres;
- Interaction between AVs and pedestrians, cyclists and other vulnerable road users and implications for planning/managing road space;
- Trials of AVs, L-category urban vehicles and other complementary next generation mobility solutions;
- Kerbside design and management to accommodate mixed conventional and autonomous transport modes;
- Testing potential use cases for autonomous bus type vehicles;
- Providing universal mobility through demand-responsive feeder services to core networks;

- Developing new policy and regulation;
- Effecting traveller behaviour change;
- Evaluation of schemes;
- Dynamic and responsive traffic management;
- Design and management of Clean Air Zones and associated innovation (e.g. street cleansing and particulate emissions reduction);
- Informing the region's transport/energy plans (through the University of Leeds–hosted UK Centre for Research on Energy Demand - UKCRED);
- Smart powertrain optimisation for freight and public service vehicles;
- Smart Parking solutions; and
- Developing the business case for sustainable transport investment that generates economic and social wellbeing across Leeds City Region.

Subject to the Stage 1 Transforming Cities Fund submission for the Leeds City Region being approved by Government, we look forward to working with the West Yorkshire Combined Authority in taking this forward. In the meantime I am delighted to offer our support for this proposal.

Yours sincerely



Professor Lisa Roberts
Deputy Vice-Chancellor: Research & Innovation

4th June 2018*Dear Ben*

FAO: Ben Still – Managing Director – West Yorkshire Combined Authority

First Group support for the Leeds City Region Transforming Cities Fund submission

I am writing in my capacity as Managing Director to express our strong support of First West Yorkshire to the Leeds City Region Transforming Cities Fund submission. We ask Government to move the Leeds City Region Transforming Cities submission forward to stage two so that we can co-develop our proposals with Government. We support the ambition of the City Region to deliver a £250-£300 million package of transformational connectivity measures by 2022.

We are committed to investing in West Yorkshire and the wider Leeds city region to grow bus patronage and help realise the West Yorkshire Combined Authority's ambition to increase bus patronage by 25% over the next decade.

Through working in partnership, First West Yorkshire are already investing through the "Connecting Leeds" programme which includes £71m of investment through delivering 284 new vehicles. These new vehicles have the latest audio-visual equipment, new ticketing products/software and branding. We were able to make this significant commercial investment based on the financial certainty following the approval of the £173.5m of capital investment by local and central government. This investment will significantly improve the bus offer in Leeds District.

Our programme of investment is now well underway and we have already introduced 42 of the new vehicles into the City of Leeds. We are already seeing a positive impact and feedback from local communities.

Working with the West Yorkshire Combined Authority, we want to build on knowledge, investment and experience developed through the Connecting Leeds proposals, and broaden the existing approach through focusing on two areas in the Transforming Cities Fund:

1. Strengthening connectivity of Leeds – Bradford – Halifax corridor

Currently served by over 50 vehicles in the peak hour, this is a key corridor for our business. This corridor is also identified as a priority in the Leeds City Region TCF submission.

The Connecting Leeds proposals cover this corridor within Leeds District only. Through Transforming Cities Fund, we want to work together with the Department for Transport and the Combined Authority to look at options for expanding the Connecting Leeds proposals across this entire corridor through Bradford to Halifax. As part of the co-production in stage 2, we would look at commercial opportunities to improve the customer proposition through increased service frequency and reliability. Enhancing express limited stop services and ensuring the use of modern vehicles that comply with the latest Euro VI standards. This would complement any substantial capital investment in new bus priorities, that significantly improve journey times and reliability, delivered through the Transforming Cities Funding on this corridor.

2. Re-imagine the bus offer around Halifax Gateway

Innovation in the bus offer is critical to meeting passengers' expectations. This opportunity will allow us to enable stronger bus/rail multi-modal interchange by extending the frequency and reach of our bus services by leveraging high volume routes.

Through this proposal we would look to work with local communities, the Combined Authority and the Department for Transport in TCF Stage 2 to develop a detailed proposal for a new service offer and business model in the Halifax area. This would involve replacing an existing low growth 10min frequency double-decker route with a network of flexible 10min minibus services with a mix of multiple routes and demand responsive capability accessing a much more extensive catchment. We would deliver the services and new technologies required. As this approach would be a first to test DRT for this demographic and would involve sizeable upfront commercial risks we have identified a need for pump-priming public sector financial support for the vehicle investment. If successful, we would look to role this new model out elsewhere in West Yorkshire and beyond.

Yours faithfully

Paul Matthews
Managing Director – First West Yorkshire



Ben Still
Managing Director
West Yorkshire Combined Authority
Wellington House
40-50 Wellington Street
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LS1 2DE

07 June 2018

Dear Ben,

Re: Leeds City Region Transforming Cities Fund Submission

I am writing in my capacity as Head of Commercial for Arriva Yorkshire Limited to express the formal support of Arriva Group to the Leeds City Region Transforming Cities Fund submission.

We very much look forward to working with West Yorkshire Combined Authority on co-developing proposals with Government, when the Leeds City Region Transforming Cities Fund submission moves forward. We support the ambition of the Leeds City Region to deliver a £250-£300 million package of transformational connectivity measures by 2022.

As you will know, working in partnership through the Bus18 initiative, Arriva Yorkshire have already begun a series of improvements with the ultimate aim of encouraging more people to use the bus. We have three pledges: to make buses easy to use; to reduce emissions; and to improve customer satisfaction and passenger experience.

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Business Park
Admiral Way
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SR3 3XP

www.arriva.co.uk

Working with the West Yorkshire Combined Authority, we want to build on the knowledge, investment and experience developed through the Bus18 initiative, and focus on the existing approach through working in partnership on the following areas:

1. **Investing in the Leeds to Five Towns Corridor** – supporting large development with bus infrastructure to ensure accessible bus provision, encourage modal shift and reduce congestion.
2. **Investing in the Leeds to Wakefield/Barnsley Corridor** – developing opportunities to further improve bus journey time to encourage greater travel demand between the cities.
3. **Investing in the Bradford to North Kirklees Corridor** – improving inclusivity, access to employment and stimulating growth in an economically challenged area.
4. **Investing in new and future technologies** – for example, exploring opportunities for flexible demand-responsive ArrivaClick services.

In addition within stage two, Arriva would work with West Yorkshire Combined Authority to develop proposals which could include creating an Integrated Traffic Control Centre for the region, additional enforcement of existing bus priority lanes, and developing options for automating processes to inform bus users of disruption and delays to their services.

We are committed to investing in West Yorkshire and the wider Leeds City Region to grow bus patronage and to help realise West Yorkshire Combined Authority's ambition to increase bus patronage by 25% over the next decade. As a result of the investment in the above areas, made possible through the Transforming Cities Fund, Arriva would look to enhance bus services along the priority corridors included above.

Yours sincerely,

A handwritten signature in blue ink that reads 'Dwayne Wells'.

Dwayne Wells
Head of Commercial
Arriva Yorkshire Limited

Liz Hunter
Interim Director, Policy and Strategy
West Yorkshire Combined Authority
Leeds City Region Enterprise Partnership (the LEP)
Wellington House
40-50 Wellington Street
Leeds
LS1 2DE

8th June 2018

Re: Letter of Support to West Yorkshire Combined Authority for the DfT Transforming Cities Fund proposal for Leeds City region

Dear Liz,

On behalf of the Transport Systems Catapult (TSC), I am pleased to confirm our support for the West Yorkshire Combined Authority proposal in response to the current DfT “Transforming Cities Fund” call. This call fits very well with the TSC’s remit of promoting “Intelligent Mobility” – that is, the smarter, greener, safer and more efficient movement of people and goods around the world.

The Transport Systems Catapult (TSC) is a neutral, not-for-profit, Technology and Innovation Centre established and overseen by Innovate UK, full of energetic, capable technologists and business experts. We are undertaking applied research projects in collaboration with academia, SMEs and Industry with the aim of making the UK a world leader in Transport Innovation. We work with companies, universities and government using technology and novel commercial models to transform transport into ‘Intelligent Mobility’.

We are helping UK businesses create products and services that meet the needs of the world’s transport systems as they respond to ever-stretching demands. We help sell UK capability on the global stage, while also promoting the UK as a superb test bed for the transportation industry. With a clear emphasis on collaboration, we are bringing together diverse organisations across different modes of transport, breaking down barriers and providing a unique platform for meeting the world’s most pressing transport challenges. Our strategic priorities include Connected and Autonomous Transport Systems with an interest in data maximisation.

The overarching aims of the Transforming Cities Fund are very pertinent and complementary to TSC’s work. TSC is focused on 5 capabilities to enable the UK’s Industrial Strategy: Connected and

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The Transport Systems Catapult is one of a network of elite technology and innovation centres established by the Technology Strategy Board, as a long-term investment in the UK’s economic capability. Applying business-led research, Catapults help businesses transform great ideas into valuable products and services to compete in the global markets of tomorrow.

The Transport Systems Catapult is a company limited by guarantee, registered in England and Wales with company number 08041919.

Registered office: 3rd Floor, The Pinnacle, 170 Midsummer Boulevard, Central Milton Keynes, MK9 1BP.

Autonomous Transport, New Mobility Services, Open Data Platform for Transport, Academic Engagement and SME Engagement.

The Catapult sees this as an excellent opportunity to support you on New Mobility Solutions and Data capabilities in the context of our growing connections with Leeds which are being promoted in particular, through our deep academic alliance with the University of Leeds. We understand that the University of Leeds are partnering with you on the Transforming Cities Fund proposals for Leeds City Region, so we would be very happy to add our support – to continue our collaborative relationship with University of Leeds, but also to offer our own expertise to assist you with the delivery of your transformational plans for mobility within the Leeds City Region.

Yours sincerely



Helen Wyld
Chief Engagement Officer

Ben Still
Managing Director
West Yorkshire Combined Authority
Wellington House
40-50 Wellington Street
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LS1 2DE

7th June 2018

Dear Sir/Madam,

Transforming Cities Fund Bid Stage 1 – Leeds City Region

I would like to write to express my support for the West Yorkshire Combined Authority bid for the Department for Transport Transforming Cities Fund. The Leeds City Region has enormous potential being the UK's largest economy and population centre outside of London. However, without strategic investment in all modes of transport to improve connectivity throughout the region, the opportunity for sustainable and inclusive growth will not be realised.

Investment from the Transforming Cities Fund would enable Leeds City Region to improve the key station gateways within the region e.g. Leeds, York, Bradford and ensure the existing Leeds Station is ready for the arrival of HS2. Investment is required to increase capacity, improve station functionality, accommodate passenger growth and improve the experience. This is not only within the stations themselves, but also in the transport links and urban realm in the immediate areas which will enable the full potential of station led regeneration and economic growth to be realised across the city region.

The West Yorkshire Combined Authority bid will enable delivery of policies and strategies for the City Region across key transport corridors and gateways and I encourage the Department for Transport to give serious consideration to the proposals put forward.

Yours faithfully

David Joy
CEO