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TRANSFORMING CITIES PROSPECTUS: GLOBAL INNOVATION CORRIDOR

Sheffield City Region

JUNE 2018

Agenda Item 8



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Foreword

On behalf of the Sheffield City Region I am delighted to submit this application to the Transforming Cities Fund. It is a bid centred around our vision to create a Global Innovation Corridor and is supported by Barnsley, Doncaster, Rotherham and Sheffield Councils and the Local Enterprise Partnership.

This is an important time for the Sheffield City Region. We are experiencing strong economic and jobs growth, we are developing our advanced manufacturing and engineering capabilities and we have globally significant assets such as Doncaster Sheffield Airport and the Advanced Manufacturing Innovation District.

These assets and capabilities provide strong foundations for further growth. But, quite simply our transport system and its supporting infrastructure is not fit for the 21st century. Our urban centres are poorly connected, residents struggle to access major employment sites, land available for development is constrained by congestion and the integration of different modes of transport must be improved.

The failures of the transport system limit the flow of ideas, people and business between our urban areas and major employment sites. It is a drag on our productivity, competitiveness and a waste of the talent and skills of our workforce.

This is the context of our bid to the Transforming Cities Fund. Our proposals are simple; investment in a programme of works along a set of priority corridors.

These corridors will connect key anchor points such as Sheffield City Centre, Doncaster Sheffield Airport, the Advanced Manufacturing Park in Rotherham, and Barnsley Digital Campus. By connecting these anchor points we will help create a Global Innovation Corridor.

The size of the prize on offer is significant.

We are currently a £34bn economy. By 2040 we could be a £55bn economy, adding £21bn to the national economy. We could be an economy characterised by global excellence in advanced manufacturing and engineering; superb national and international connectivity; thriving urban centres and well-connected communities.

As a Mayoral Combined Authority working directly with the Local Enterprise Partnership we are committed to delivering this vision. We have an exemplary track record of planning investment, managing capital programme spend and working with individual councils, the private sector and national agencies on the delivery of schemes.

This is a strong evidence based submission and I look forward to working with the Department for Transport to ensure that the Sheffield City Region secures an appropriate share of this national fund.



Sheffield City Region
Mayor Dan Jarvis MBE MP

[1] Introduction

This Prospectus sets out how the Government's Transforming Cities Fund can support transformational economic growth in the Sheffield City Region (SCR).

Drawing on the SCR's strategic location at the heart of the United Kingdom, its central role within the Northern Powerhouse and building upon its rich history of industry and innovation our plans will strengthen our position as a globally significant advanced manufacturing and engineering centre.

The Sheffield City Region is not a traditional monocentric city region, it includes the city of Sheffield, the fourth largest city in England, and the surrounding towns of Barnsley, Rotherham and Doncaster (the largest metropolitan authority in the country).

External connectivity to the City Region is superb. The M1 and A1(M) motorways provide North and South connectivity with East and West connectivity via the M18 and A628 to Merseyside, Greater Manchester and Humberside.

The East Coast Mainline and Midland Mainline routes connect the SCR to London and the rest of the North.

And Doncaster Sheffield Airport gives the City Region international reach.

Our key transport infrastructure challenge is to ensure that this national connectivity is matched by peerless connectivity within the City Region itself. As such our submission centres on strengthening connectivity across three priority corridors; the River Don, the Dearne Valley and the Innovation Corridor and the Urban Centres of the City Region.

Our opportunity is to become a £55 billion economy by 2040. This is achievable; but for this to happen, the City Region will need to be bold in its investment planning.

“Our vision is for a stronger and bigger private sector that can compete in national and global markets”
(Strategic Economic Plan 2014-2024)

And we are well placed within the HS2 and Northern Powerhouse Rail agenda – with the SCR playing a central role in the Transport for the North's (TfN) emerging Strategic Transport Plan where three of the identified seven Strategic Development Corridors all converge within SCR.

SCR's Transforming Cities Fund application will enable the delivery of a programme of schemes to support this transformational change, based on an evidence-led, region-wide prioritisation process.

And we're working in partnership with other City Regions. Alongside the Leeds City Region we recognise the importance of the A61 corridor through Barnsley and onwards to Wakefield and Leeds.



“It is incredibly important that investment in property, capital equipment and skills is matched with infrastructure investment that supports people from across the region to access employment opportunities in key growth locations.

Page 4 This includes key sites such as the Advanced Manufacturing Park (AMP) in Rotherham alongside growing transport hubs including Doncaster Sheffield Airport.”

Owen Michaelson, Private Sector LEP Board Member and Chief Executive Harworth Group PLC.

SCR's Key Challenges



12% of working residents use public transport to get to work (the national average is 16%)



75% of SCR's residents commute within the City Region boundaries.



A total of 29.5% of households in South Yorkshire have no access to a car (the national average is 26%)



Increasing journey times between key urban centres



56% of commuters in SCR travel less than 10km to get to their workplace



SCR ranks as the 7th most deprived LEP area in England



36% of commuters in SCR travel less than 5km to get to their workplace



Poor connectivity to major development sites



146,000 people in whole city region defined as experiencing “transport poverty”

28

28 AQMAs within SCR

SCR's Key Opportunities



70,000 planned houses



6,000 additional businesses



70,000 additional jobs



2,200 hectares planned employment land

£3bn

£3 billion increase in GVA

[2] Productivity Growth - A Global Innovation Corridor

We are developing a vision and programme of investment that will create a globally significant corridor of innovation within the Sheffield City Region.

Transforming Cities Fund investment will be central to delivering early momentum.

Alongside Sheffield's Urban Centre, the Digital Campus at Barnsley, the National College of High Speed Rail there are two internationally significant assets that will supercharge Sheffield City Region and UK competitiveness and productivity. These two assets are:

Doncaster Sheffield Airport (DSA).

A key strategic asset to SCR the airport and the residential, employment and commercial land offer around the airport will be central to our economic growth journey. The airport has recently published a masterplan that targets growth by 2037 of 7.2 million passengers passing through the airport each year by 2037 and 176,500 tonnes of cargo.

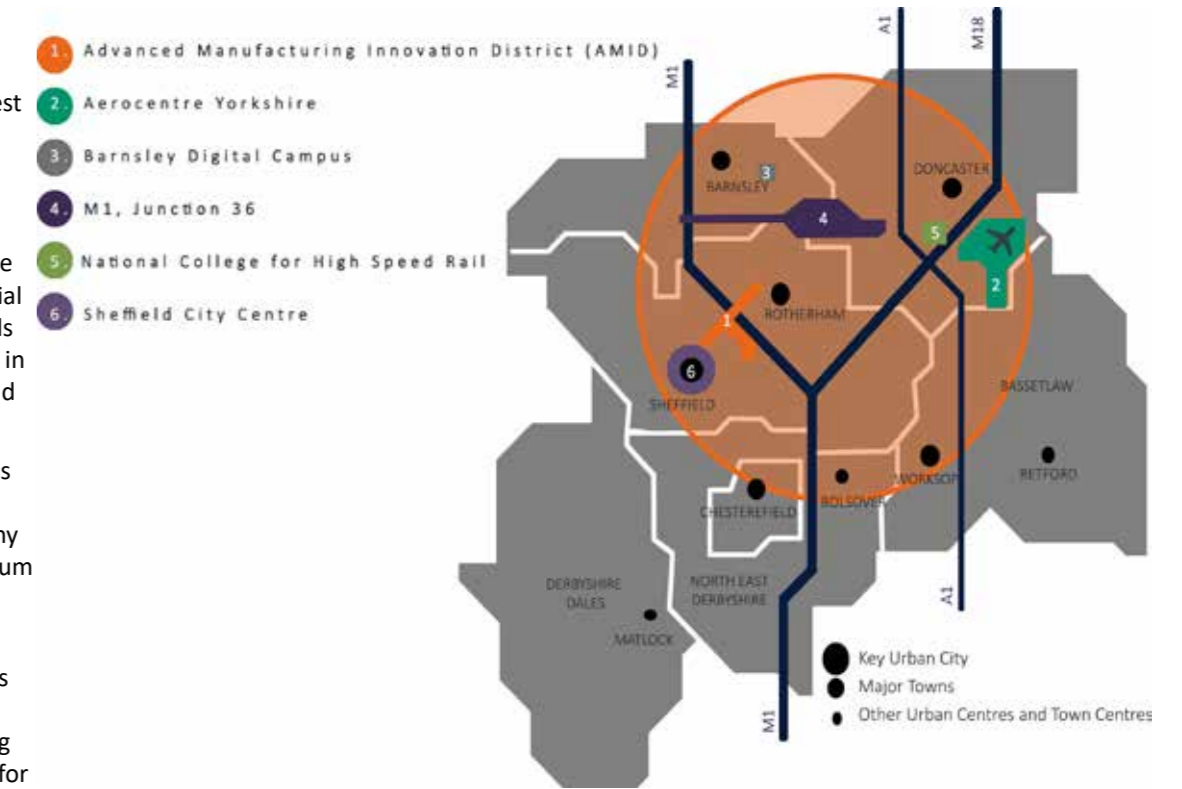
The Advanced Manufacturing Innovation District (AMID).

Our ambition is to create Europe's largest advanced manufacturing cluster.

AMID comprises a set of world-leading research and industrial collaboration assets. A 2,000-acre centre of excellence for innovation-led research and industrial collaboration, it boasts exemplar models of university and industry collaboration in metals, materials, health technology and wellness.

The AMID produces innovative solutions and training for globally-leading companies and UK firms, as well as many of the city region's own small and medium sized enterprises.

Supported by Transforming Cities Fund investment we will connect these assets physically to create a strategic corridor of inter-linked digital and manufacturing assets, which will provide the platform for transformational economic growth.



“Good transport links are a key part of unlocking new housing developments. In addition, I have also recently met with PRS investors that were looking for housing sites in the SCR that have excellent public transport links. I am therefore fully supportive of the SCR's Transforming Cities bid to Government.”

Simon Carr, Managing Director, Henry Boot Construction Ltd. SCR LEP Board Member

[3] Our Transforming Cities Fund Submission Area

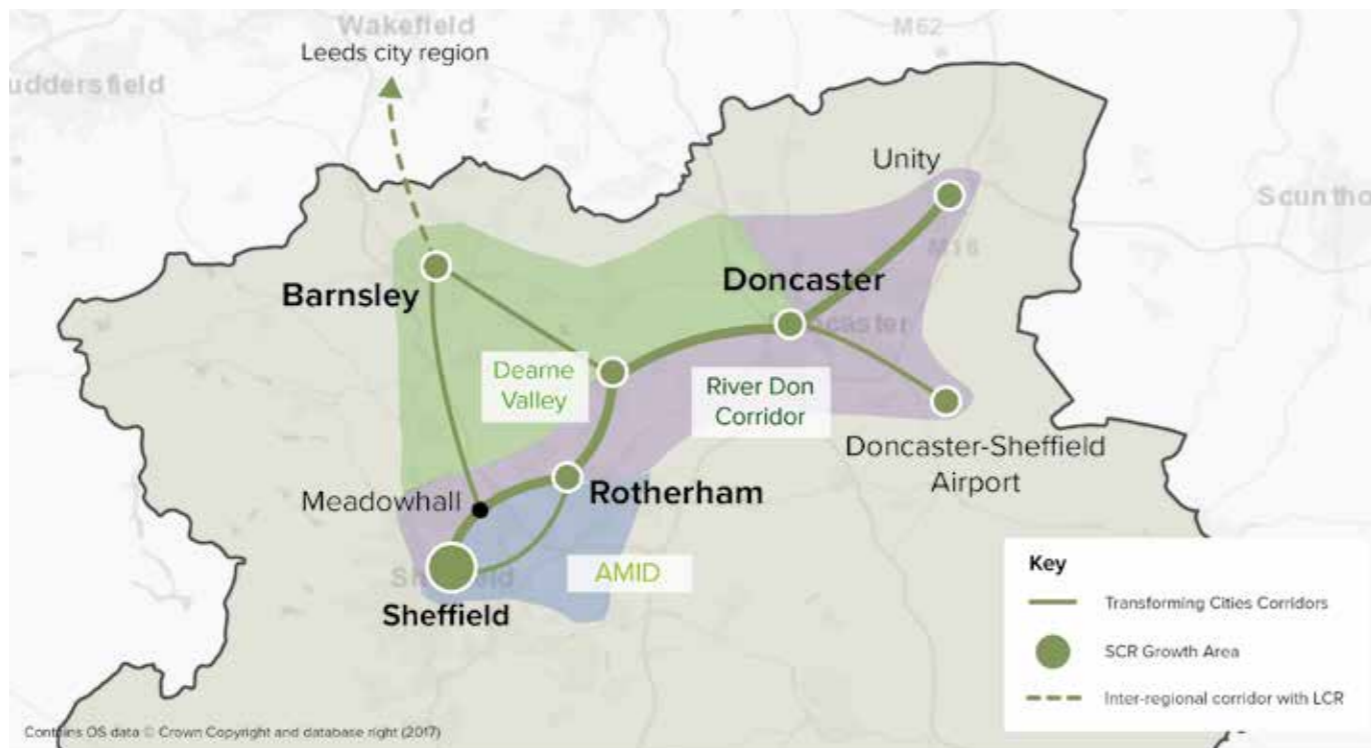
There are three priority corridors that can unlock our GIC vision.

With a mix of local, regional and national funding backed by strong evidence led analysis of each corridor we can unlock new employment sites, better connect residents to those employment sites and increase the flow of people, businesses and ideas across the City Region.

Our submission focuses on three corridors. These are:

1. The River Don Corridor
2. The Advanced Manufacturing Innovation District (AMID)
3. The Dearne Valley Corridor

By investing Transforming Cities funding in these three corridors the Government and the Sheffield City Region can create a whole that is greater than the sum of its parts. This is the vision behind the wider Global Innovation Corridor.



The River Don Corridor

The River Don Corridor connects two of the City Region’s key growth areas running from Sheffield City Centre to the Unity site to the north east of Doncaster.

The River Don Corridor also connects Rotherham, Doncaster and the airport enabling enhanced connectivity to the trade and investment opportunities arising from international airport connectivity.

It also improves employment and distribution access to key sites such as the 1,600acre employment site at Aero Centre Yorkshire and iPort.

It also improves access to learning opportunities at the National College for High Speed Rail the University of Sheffield Advanced Manufacturing Research Centre with Boeing, the new Higher Level Skills Centre in Rotherham and the University of Sheffield and Sheffield Hallam Universities.



CONSTRAINTS:

1. Much of this corridor is located within various Air Quality Management Areas (AQMA), including the Sheffield city wide AQMA. It is also under direction from Government to undertake a Clean Air Feasibility Study in Sheffield and Rotherham.
2. The corridor is affected by congestion issues around Sheffield City Centre, Meadowhall, Parkgate, Warmsworth and Armthorpe and connects with deprived areas on the outskirts of Rotherham, Sheffield and Doncaster.

“We fully agree with the need for investment in Sheffield and the corridor to Doncaster. These are at the heart of the South Yorkshire bus network, linking together key employment, education, retail and leisure locations.

Delay and journey variability on these is huge. Variability around the River Don Corridor can fluctuate heavily especially when there are any incidents on the motorway network. Getting these routes to function effectively is crucial to underpinning growth going forward.”

Alan Riggall – Head Of Commercial, First Bus South Yorkshire

The Advanced Manufacturing and Innovation District (AMID)

This key corridor connects Sheffield and Rotherham and incorporates the Advanced Manufacturing Innovation District (AMID); an employment growth area which is now home to high-profile employers such as Boeing, McLaren and British Steel. Growth in AMID is estimated to provide 6,330 jobs and be worth £351m GVA; it is also estimated to deliver 3,900 new houses at Waverley which is Yorkshire's largest-ever mixed-use brownfield redevelopment, and home to the world-class Advanced Manufacturing Park.

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CONSTRAINTS::

1. Much of AMID is within an area of Rotherham and Sheffield which has been mandated to declare a Clean Air Zone.
2. AMID also regularly experiences congestion on the network around the M1 and along Sheffield Parkway.
3. AMID is located adjacent to several areas of deprivation on the outskirts of Rotherham and Sheffield. But, those communities are poorly connected to the employment, training and apprenticeship opportunities.



“Located within the Advanced Manufacturing Park (AMP), between Sheffield and Rotherham next to the A630, the McLaren Composites Technology Centre C will create 200 jobs in world-leading advanced research and development and manufacturing, and targets £100m GVA. A reliable and efficient public transport network ensuring seamless and safe access to the MCTC and AMP from neighbouring conurbations is crucial.....with a focus on supporting employment opportunities and potential, business growth and productivity, as well as flexible working schemes and multi-shift operations” -

McClaren spokesperson

The Dearne Valley Corridor

The Dearne Valley area is a strategic growth area spanning three SCR local authorities (Rotherham, Barnsley and Doncaster) and includes key employment sites such as the Barnsley Digital Campus and M1 Junction 36, which is estimated to provide 3,400 jobs and an uplift in £165m GVA. It has experienced a recent uplift in jobs provision – particularly in logistics and distribution through key employers such as ASOS and Aldi. Employment growth of 5% is expected up to 2024, together with an 11% increase in housing in the same period.

CONSTRAINTS:

1. The Dearne Valley also connects key transport corridors such as the M1 and A61, which provide linkages between growth areas in SCR and the neighbouring Leeds City Region. These are routes with capacity constraints.
2. The Dearne Valley forms an important link between Rotherham, Barnsley and Doncaster, with bus services providing the main form of public transport in the absence of a heavy rail link between Barnsley and Doncaster.
3. Poor public transport connectivity limits the ability for residents to access employment sites.



“It is acknowledged that there is a shortage of appropriate employment development sites across Barnsley which is significantly impacting on the ability to generate the number of jobs required to enable Barnsley to contribute effectively to the SCR Strategic Plan and SCR Inclusive Industrial Strategy.

New housing developments may create further transport activity in the area and only increase the need and demand for the quality and effective transport connectivity/links in the area”. Barnsley Metropolitan Borough Council

[4] A Strong Evidence Base Driving Investment

Evidence drives everything that we do.

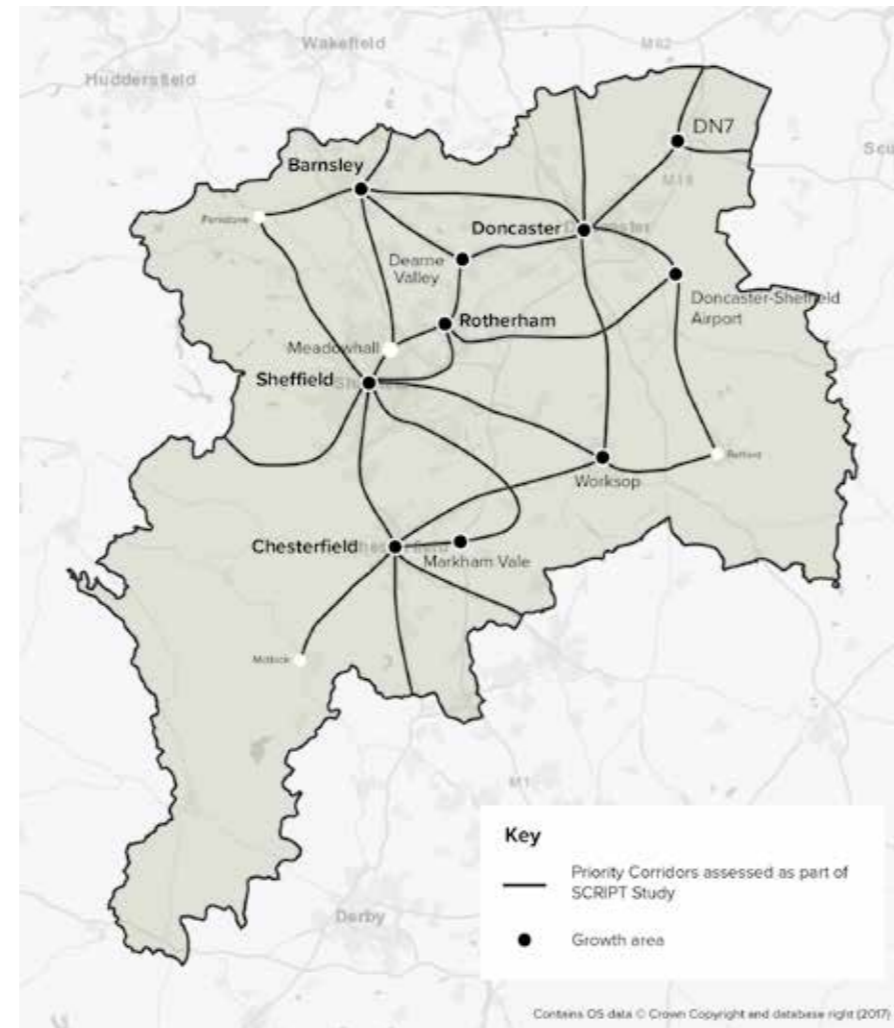
We have just completed a detailed appraisal of transport needs linked to our spatial priorities. This study (Sheffield City Region Integrated Public Transport (SCRIPT)) enables a clear view of transport infrastructure and system priorities and has directly informed this submission.

The study identified a region-wide network of 20 priority corridors. The corridors centre on the regional growth hubs of Sheffield and intersect with the key urban centres of Barnsley, Rotherham and Doncaster, employment areas and transport hubs. The study showed that there is already a high level of demand on many of these corridors resulting in congestion and reliability issues.

SCRIPT provides a robust evidence base on which to prioritise infrastructure investment in key priority areas.

SCRIPT used an evidence led, multi-criteria analysis to score network performance against indicators that included policy fit, social deprivation, access to strategic growth sites and air quality issues.

It examined which corridors have the best case for investment and identified what interventions can be delivered to secure the greatest benefit.



[5] Who Will Benefit?

Residents, businesses and UK PLC will benefit from Transforming Cities Fund investment.

Economic Opportunities

Through tackling viability constraints we expect that private sector land owners and house builders will be able to bring forward commercial, housing and regeneration schemes. We estimate that the Transforming Cities Fund investment could support the development of 42,900 proposed dwellings and support delivery on 1,600 hectares of employment land.

Businesses will also be better connected to globally significant industry led research facilities such as the University of Sheffield AMRC facilities. Through improved connectivity to Doncaster Sheffield Airport there will be improved access to international markets. The wider Global Innovation Corridor will also create significant agglomeration benefits.

Social Opportunities

By better connecting residents to urban centre employment opportunities and key employment growth sites investment in the priority corridors through the Transforming Cities Fund will benefit 107,977 people living in areas of “transport poverty”. * This accounts for 74% of all areas of transport poverty in the City Region. Residents will be able to access a wider range of learning and research facilities such as the National College for High Speed Rail in Doncaster or AMRC on the AMID.

Economic Opportunity: Enhancing access to key housing and employment sites.

Social Opportunity: Providing opportunities for deprived communities to gain access to employment and services.

Transport Opportunity: Addressing current or future issues that may affect the performance of the local transport network.

Environmental Opportunity: Addressing current and future issues that may affect air quality.

Transport Opportunities

Transforming Cities Fund investment will enable the Sheffield City Region to tackle numerous congestion hotspots that have a negative impact on journey time reliability across all modes. Without investment, these issues will constrain the growth potential of the city region’s economic assets.

Securing much needed investment through Transforming Cities will ensure that current and future transport issues across all modes, including congestion and reliability issues do not dilute the transformative potential of the Mayoral Combined Authority and LEP ambitions for investment in the City Region.

Environmental Opportunities

Transforming Cities Fund investment will enable us to address the challenges of the 19 AQMAs defined by the Department for Environment Food and Rural Affairs (DEFRA) within the GIC area, amounting to 63% of all AQMAs within the City Region and the proposed Clean Air zones for Rotherham and Sheffield. To address air quality issues, the GIC needs investment to improve sustainable transport connectivity, reduce congestion and encourage mode shift, in response to rising car use. This will be achieved through a package of interventions across all modes including a step change in the quality and availability of public transport provision, as well as traffic demand management, and influencing travel behaviour.

“South Yorkshire has a long and successful track record of working in partnership with transport operators across the region. This has been particularly apparent since 2010 through the development of the Sheffield Bus Partnership, which was then adopted across the region and is the model for the DfT’s Enhanced Partnership Scheme.

This successful partnership has resulted in many improvements for customers; including bus priority measures, the most successful multi operator ticketing scheme outside London and over £30m investment in a new, greener bus fleet.

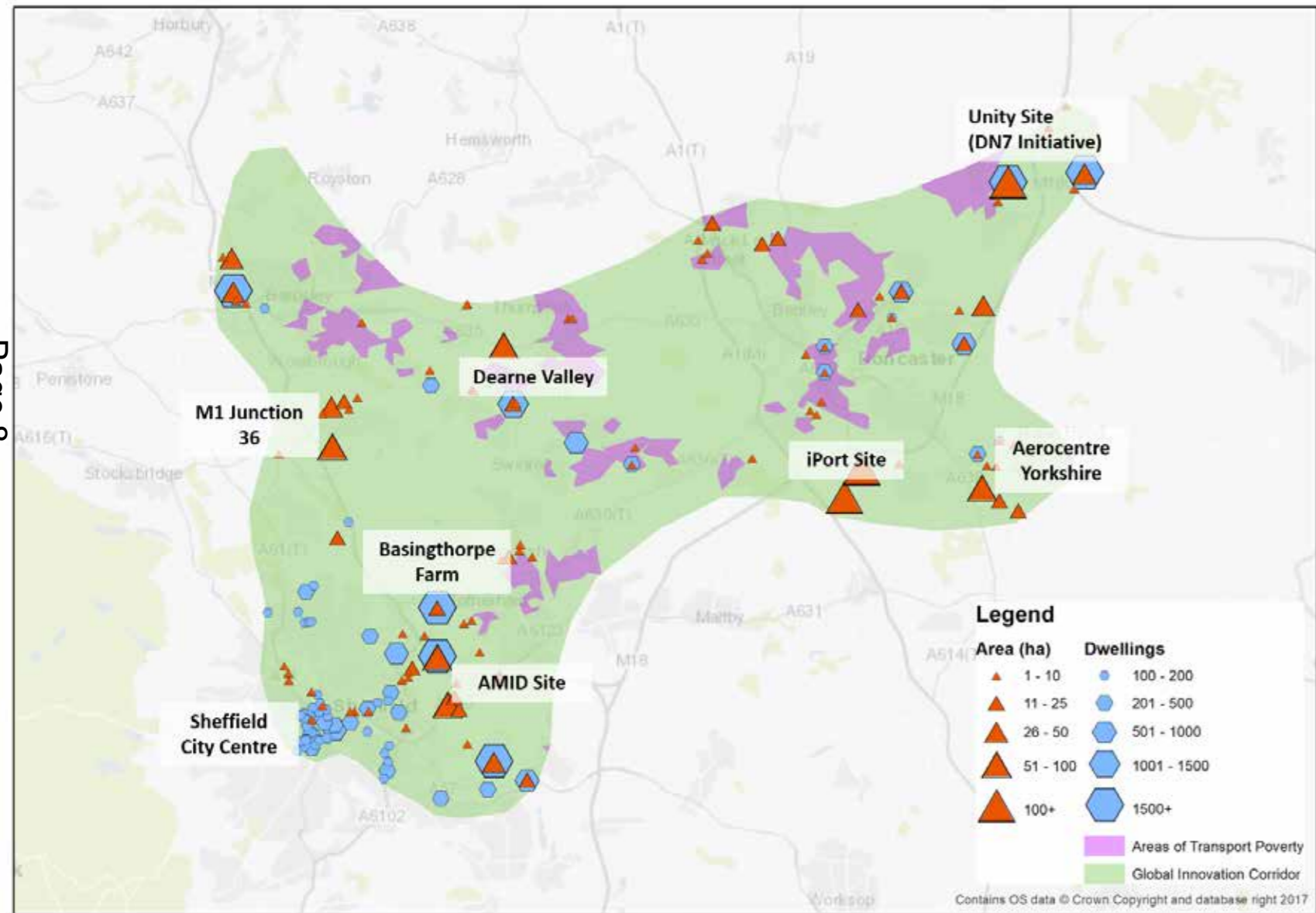
Whilst there is still more to do, this has been delivered in a relatively short space of time and demonstrates the willingness of our operator partners to match the investment made by the region.”

Ben Gilligan, Director of Public Transport, SYPTA

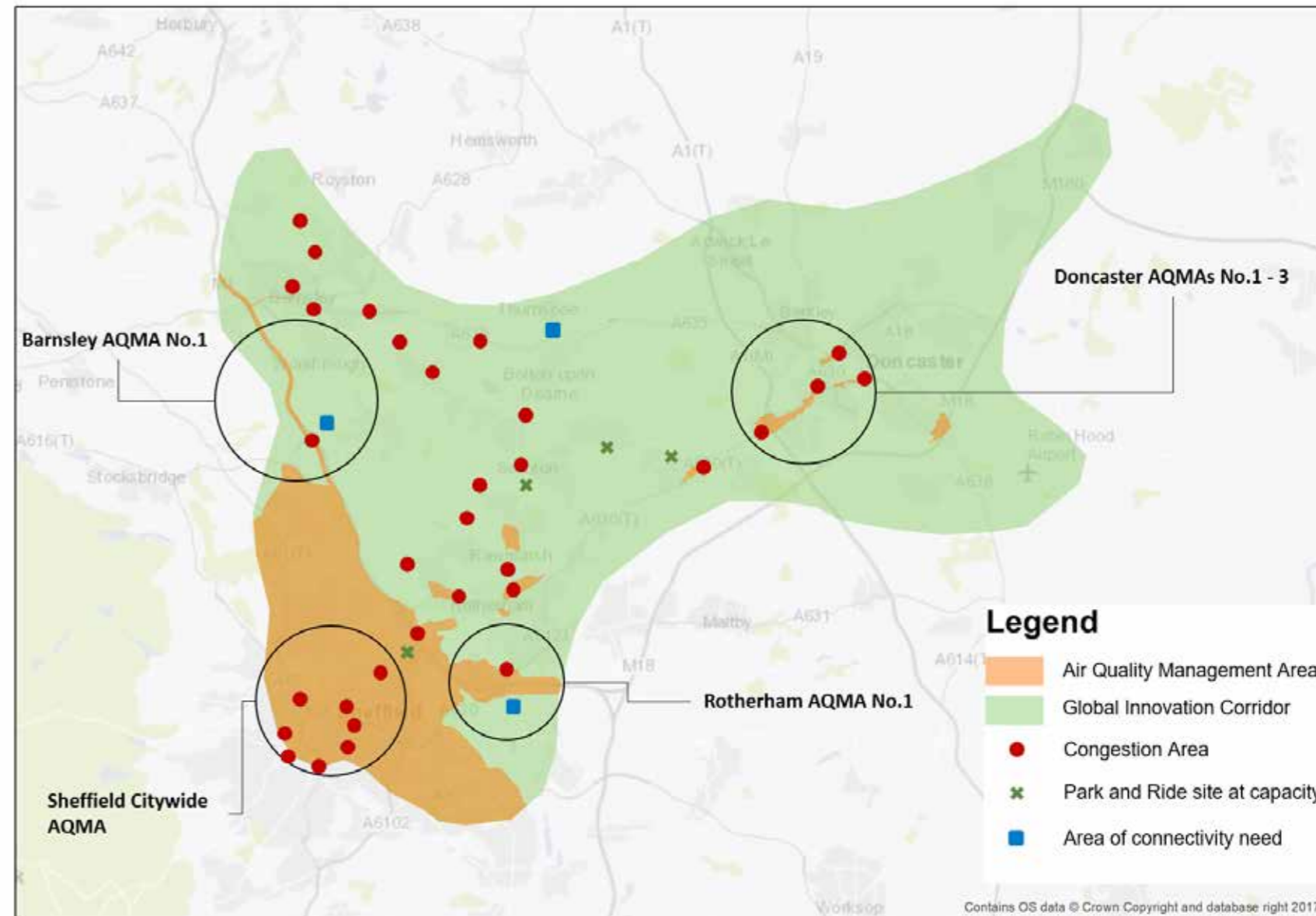
*“Transport Poverty” is defined as an area of high deprivation where both public transport uptake and car ownership are low.

Areas of Transport Poverty in relation to key employment areas.

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Areas of congestion and poor air quality



[6] How We Will Deliver National Benefit

Transforming Cities Fund investment will boost national productivity and earning power.

More specifically, SCR's priorities for future transport investment fully align with the DfT's four main objectives for investment decisions, outlined in its Transport Investment Strategy.

Transforming Cities Fund investment will:

Create a transport network that works for users, wherever they live

Investment by Transforming Cities is necessary to support a significantly increased demand for travel between key urban centres, new housing and employment sites in this area (as well as existing sites that are poorly connected). Improvements will deliver easier, faster, safer, more reliable, better informed and comfortable transport choices, providing better connections when and where people need to travel to.

Improve productivity and rebalance growth across the UK

Targeted investment in our priority corridors will ensure that the transport network enables the movement of people, goods and services both within the SCR and to adjacent City Regions such as Leeds, Greater Manchester and the Midlands. This will contribute towards a better connected Northern Powerhouse, which would contribute towards a more balanced economy. The priority corridors are entirely consistent and complementary to other major national

infrastructure investment schemes such as HS2 and Northern Powerhouse Rail.

Enhance our global competitiveness by making Britain a more attractive place to invest

Investors need effective reliable international connections to access new markets, integrate operations into their global supply chains and to conduct business efficiently. The Global Innovation Corridor will directly contribute to our attractiveness as an investment location; the arrival of Boeing on the Advanced Manufacturing Innovation District being an example of the opportunity available.

Support the creation of new housing

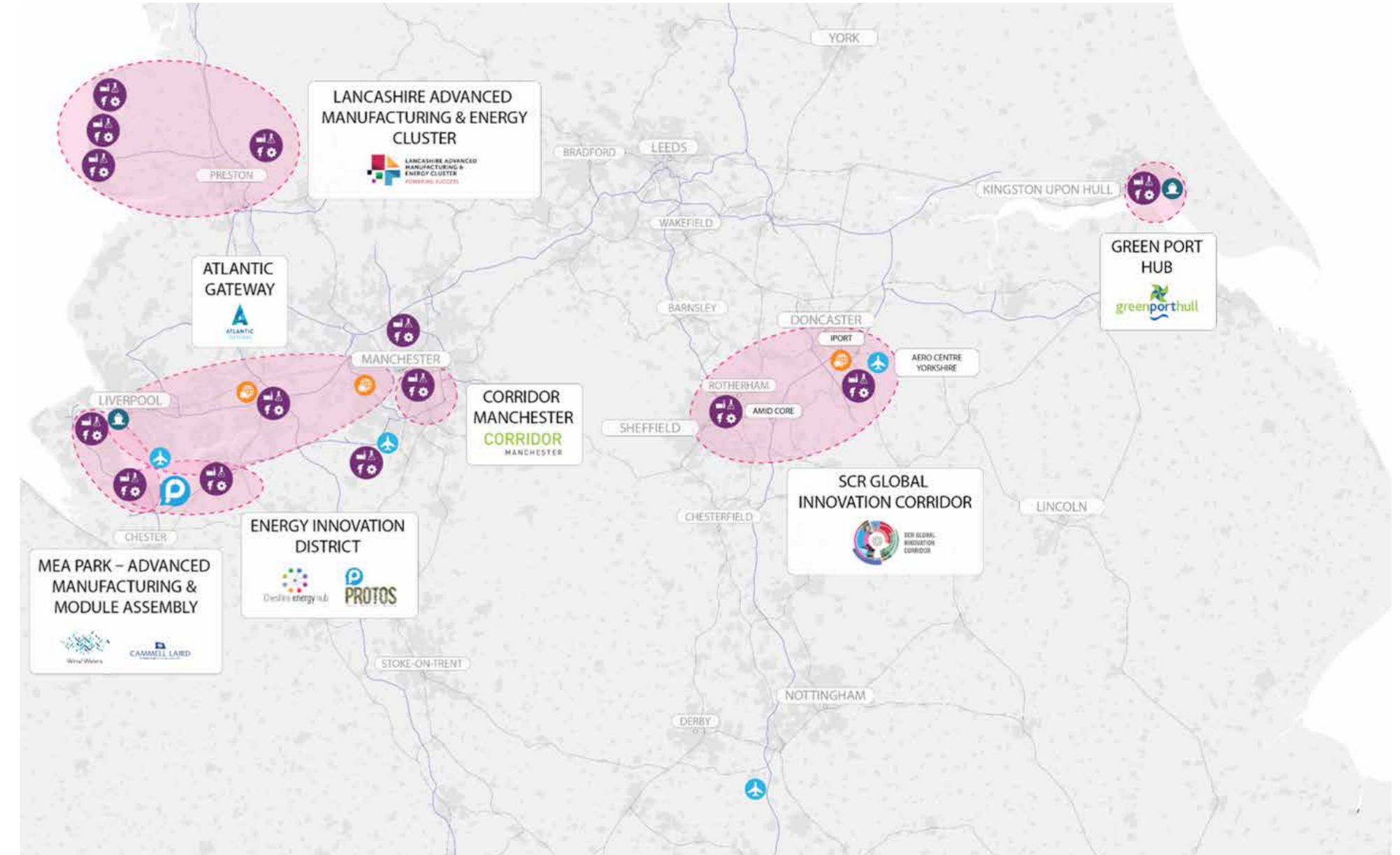
Transforming Cities Fund investment will improve transport provision and connectivity, enabling us to grow and contribute to the UK's housing supply. By making targeted investment in improving transport provision and connectivity in the GIC on these priority corridors, access to currently proposed and potential housing sites will be enhanced. Enabling SCR to achieve the SEP aspiration to unlock 70,000 houses by 2025.



“The Industrial Strategy emphasises the importance the Government places on creating a business environment which encourages investment and improves productivity. To ensure the full advantage of this investment is gained, more needs to be done to improve accessibility to key locations of growth for communities throughout the region. The Transforming Cities Fund will ensure “access to opportunity” for local people is achieved through a package of sustainable transport improvements, including essential enhancements to the public transport network.”

Peter Nears, Strategic Planning Director, Peel Group

The SCR's Global Innovation Corridor in context of the Northern Powerhouse



[7] How We Will Deliver Transformational Change

In the last four years the Sheffield City Region has undergone an economic transformation.

Led by a strong public-private partnership embodied in the Mayoral Combined Authority and Local Enterprise Partnership we have been at the forefront of devolution and local control over the decisions that matter to residents and businesses.

Our efforts are being rewarded.

1) The economy is growing – Sheffield City Region has shown a gain of 37,000 jobs between 2014 and 2017. Activity led by the LEP and Combined Authority has directly contributed 16,000 new jobs and leveraged approximately £318 million of private sector investment.

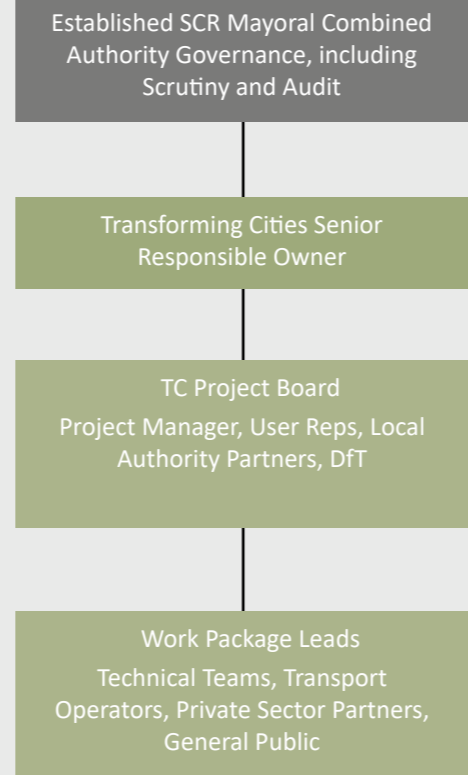
2) Our headline target was to increase GVA by 10% (or £3.1bn). Since we set this target we have been growing at around double the target rate, averaging over 2% in 2013-15. If we continue this rate of growth, we will hit our £35bn target in 2018, 6 years ahead of schedule.

3) We set an ambitious jobs growth target of 70,000 net new jobs in ten years. This was ambitious. But we are now approximately 4 years ahead of schedule.

4) We set an ambitious business start-up target of 6,000 new start-ups by 2024. The enterprise birth rate has not just reached the required level to hit this target, but exceeded it massively. In just three years, SCR has already achieved 5,670 of the 6,000 additional enterprise births, and this has continued to rise annually since 2010.

5) For the first time in a generation it is private not public sector jobs growth that is driving our economy.

SCR Delivery Structure for Transforming Cities co-production phase



We focus relentlessly on project assurance, programme management and strategy led commissioning

Internal to the SCR Executive, and responsible for scheme appraisal and assurance is the Assurance Panel. This panel underpins the programme board. Chaired by the Deputy MD and includes the Deputy S73 Officer, CA Legal and the Assistant Directors (ADs) for the Programme Management Office (PMO), Assurance and Operational Contracts. The SCR has also established a Central Independent Assurance Team (CIAT) Panel to provide external/independent support.

We work in partnership

With our Local Growth Fund programme and devolved skills funding we have in place a range of programmes of investment in place with Homes England, the Department for Work and Pensions, the Ministry of Housing, Communities and Local Government and the Department for Business, Energy and Industrial Strategy. We also collaborate with local partners and through governance structures such as the Sheffield City Region Trade and Investment Board and the Sheffield City Region Science and Innovation Board. We are well placed to align whole packages of investment alongside Transforming Cities Fund.

Strong governance mechanisms

The Mayoral Combined Authority provides strong leadership. The MCA brings together the four councils of Barnsley, Rotherham, Doncaster and Sheffield in a formal partnership. The MCA works alongside the private sector through the Local Enterprise Partnership. This structure is underpinned by a series of Executive/Delivery Boards, a Programme Board, an Audit Committee and Overview and Scrutiny Committee.

Programme of investment underway

The SCR is half way through the delivery of its Local Growth Fund programme. This includes £283m being spent on transport and infrastructure to bring forward key developments across the City Region. This in turn is leveraging £553m in wider investment, unlocking 71,846 jobs and 6,835 homes.

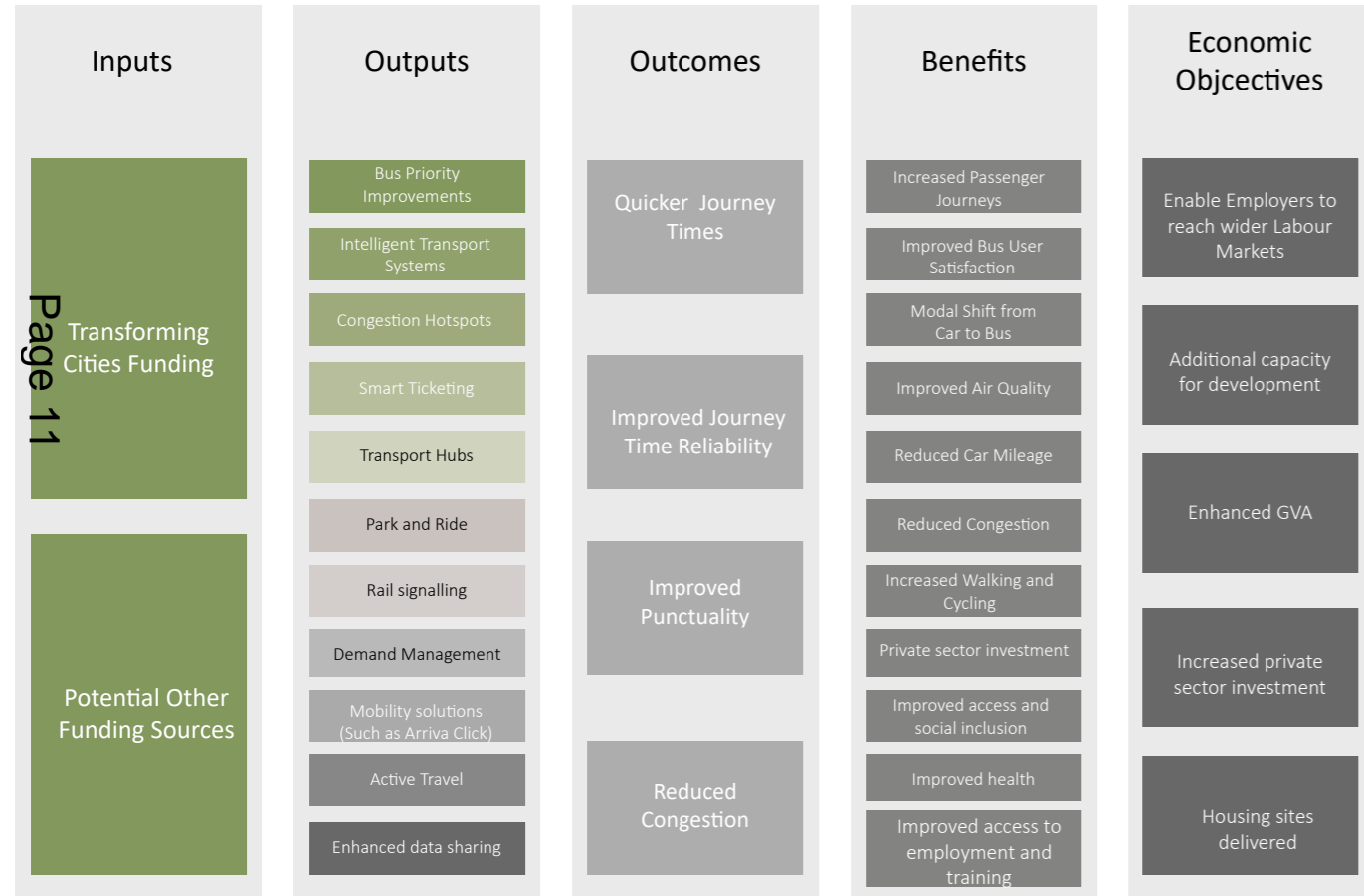
More broadly than LGF, the MCA is investing a further £178m[1] in transport between 2015/16 and 2020/21 through a range of initiatives. With the budgets for this investment set by the MCA, the Authority has the ability to align this with any funding secured from the Transforming Cities Fund.

Experience of investing in transport

Since 2011, the city region has benefited from £133 million investment in sustainable transport, including a large programme of public transport and behaviour change initiatives. SCR was also the only Local Sustainable Transport Fund application to receive full funding from the Department for Transport (DfT) to enable access to employment and training. Successful delivery of the Better Bus Area Fund was followed by Sheffield being designated as an exemplar Better Bus Area by DfT in recognition of the success of the ground breaking Sheffield Bus Partnership.

Moving Forward into Transforming Cities Phase 2

This diagram illustrates a clear logic map which links Transforming Cities to key transport deliverables and economic outcomes. This demonstrates we have a clear strategy for implementing schemes identified through Phase 2 of the Transforming Cities process.



Through the established propositions of the city region's Infrastructure Plan (SCRIP), the SCRIPT study, and the emerging Local Cycling and Walking Infrastructure Plan (LCWIP), SCR is in a position to develop and implement a programme of schemes which will influence future travel choice and enable inclusive, sustainable access across the SCR. This process has already been front-loaded through significant partner authority and transport operator engagement, and is fully supported by both public and private sector partners

[8] Why Invest?



[9] Supporting Partners

“Our experience in Doncaster is that transport infrastructure investment is the key to unlocking economic growth and we have a number of impressive recent examples to illustrate this, such as Great Yorkshire Way. Doncaster has much to contribute to the economic success of the North and is forecast to be the 6th largest growing economy in Yorkshire; overtaking Hull, York and Barnsley over the next 20 years.” - Doncaster Metropolitan Borough Council

Sheffield is a city which is undergoing significant change and growth. We face a number of challenges including a shift to a more dynamic and productive economy and adapting to a growing and diversifying population. We have the opportunity to make Sheffield a place where everyone can access opportunities without mobility constraints. Transport has a key role to play in addressing these challenges and opportunities, and delivering benefits which can be shared by all.” - Sheffield City Council

“Rotherham has a growing economy, evidenced by continued investment from globally recognised companies such as Rolls Royce, Boeing and McLaren. It is an important contributor to the SCR economy at £4.3 billion GVA, accounting for roughly 13% of the SCR’s economic output. A recent report from the Centre for Business and Economic Growth revealed that Rotherham’s GVA growth in Q3 2017 was the 8th fastest growing economy in the UK. This figure is predicted to increase over the next 10 years as Rotherham will play a greater role in retaining and attractive high GVA industries in the Advanced Manufacturing sector.” - Rotherham Metropolitan Borough Council



“It is essential that the Sheffield City Region grows economically and that quality of life is improved for our people and without the development of high quality public transport corridors across the region these outcomes will be difficult if not impossible to achieve. The South Yorkshire region has a much higher use of car as the mode for travelling to work than many regions with a consequent detrimental effect on our air quality. We must therefore ensure that greater use of public transport occurs and the Transforming Cities bid submission should it be successful, will facilitate this.” Matt Davies, Managing Director Stagecoach Yorkshire.

For more information contact:

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 david.budd@sheffieldcityregion.org.uk
 0114 220 3429

Sheffield
 City Region



Time	Destination	Plat	Expected
16:35	Huddersfield	4A	On time
16:37	Norwich	7	16:38
16:38	Lincoln Central	3A	On time
16:40	via Manchester Picc	2A	On time
16:45	Leeds	1B	On time
16:52	Express to Leeds via Barnsley	2	On time
	Newcastle		

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 Departures 16:18:14