South Yorkshire People's Network

Day-one network proposals in **Sheffield** and **Stocksbridge**

SYPN

1. Overview

South Yorkshire Mayoral Combined Authority (SYMCA) is introducing bus franchising as part of the South Yorkshire **People's Network** (SYPN) in phases from September 2027. This means SYMCA will decide where, when and how often local bus services operate – as well as setting fares and standards on fleet, publicity, and how buses integrate with the wider travel network.

Our aim is a **joined-up network** which **puts passengers first** by offering services you can **rely on** for making day-to-day journeys around the region.

South Yorkshire's bus network involves more than **500 buses** and some **1,500 drivers**. To ensure a smooth, manageable transition as services come back under public control, they will be franchised in three phases:

Phase One

September 2027

Services covering Doncaster and most of Sheffield

Phase Two

September 2028

Services covering Barnsley and Rotherham, plus services to be delivered by smaller operators

Phase Three

September 2029

Services covering the rest of Sheffield, plus stand-alone school buses



We will publish our ticketing strategy in late 2026, with products and pricing announced in summer 2027. This will ensure buses are **affordable**, properly **integrated** with trains and trams, and **accessible** to all. The ticket range will be simpler, with contactless capping used to offer best **value for money**.

Some services (such as those which come into South Yorkshire from neighbouring counties or those which are contracted by third-party organisations) will not be franchised. Instead, they will be eligible for permits, allowing those important links to continue. However, to protect the People's Network and raise standards across the board, we may set conditions for commercial operators to follow – including joint ticketing, co-ordinated timetables, complementary routing, and reducing emissions.

2. Day-one network enhancements

As franchising is rolled out, passengers will start to see **practical improvements** such as:

- Making sure buses turn up when they are supposed to
- A simpler network where buses run the same way – all day, every day
- Higher frequencies on many services, and bigger buses to ease crowding on the busiest corridors
- More buses running in the evenings and on Sundays
- New connections to hospitals and major employment sites such as AMRC
- Better co-ordination between timetables and with other modes
- A ticketing strategy which makes it easier to use the full bus and tram network
- A new numbering convention which logically orders services and eliminates duplication

3. Service-level summary for Sheffield

Current No.	New No.	Description of changes
1	**1**	**Batemoor – Northern General Hospital** franchised from 2029 In Batemoor, the 1 will be re-routed to run both ways along Dyche Lane. In the Gleadless Valley, it will be re-routed along Gleadless Road, Spencer Road and Bramall Lane, with the 47/48 taking its place on East Bank Road, Heeley Bank Road and Charlotte Road. Together with the 54, this will offer a joint 15-minute frequency for the community in Heeley. It will also be re-routed along Firshill Crescent, Shirecliffe Road, Longley Avenue and Herries Road before terminating in the grounds of Northern General Hospital – offering a new, direct link from the city centre. To simplify the network in northern Sheffield, the 1 will no longer serve Barnsley Road, Ecclesfield, Chapeltown or High Green – with the 75 taking its place. The frequency will be half-hourly, with the 47/48 and 75 offering high-frequency substitutes on busier sections.
2	**X16**	**Sheffield – Barnsley** franchised from 2029 The 2 will be re-numbered X16 so that it matches other longer-distance services beginning with an 'X', and to better correspond with the X17 which also links Barnsley to Sheffield. Its route will also be shortened slightly to start and finish at Sheffield Interchange to allow a simpler hourly timetable. And, in Hoyland it will be re-routed along Kirk Balk and Hawshaw Lane to serve new housing developments.
5	**5**	**Sheffield – Firth Park** franchised from 2028 In the city centre, the 5 will start and finish at the Interchange (instead of South Lane). Its frequency will remain hourly on weekdays, with new journeys added on Saturdays.
6	N/A	**Sheffield – Millhouses** replaced from 2027 The 6 will be replaced by a re-routed service 18. Buses will still run hourly, but the timetable will extend later into the evening and introduce Sunday service. The changed route will offer quicker journeys to/from the city centre and Royal Hallamshire Hospital, as well as new connections beyond Millhouses to destinations such as St James Retail Park, employment sites in the Lower Don Valley, and Meadowhall.
7/7A/8/8A	**7/8**	**Ecclesfield – Crystal Peaks (7) / Birley (8)** franchised from 2027 The 7/8 will be re-routed to stop on Arundel Gate and Eyre Street in both directions. This is to give passengers better access to shops and places of work, as well as making it easier to change between buses. The morning journey currently numbered 7A will be merged into the 7 so that buses go the same way – all day, every day. To reach Royal Hallamshire, passengers will be able to use the 30 from Beighton and Woodhouse or the 120 from City Road and Mansfield Road; passengers from Normanton Springs would need to take the 7 into town and then change onto either the 10A/10C, 18, 30, 51, 52 or 120. Similarly, journeys currently numbered 8A (which go to Frecheville) will be merged into the 8 so that all journeys go to Birley. The 56 will take the place of the 8A on Silkstone Road and Dyke Vale Road. Overall, this will mean twice as many buses to both Birley and Frecheville (each from hourly to half-hourly). Their combined frequency will remain up to every 15 mins on weekdays and Saturdays.
9/9A	**9**	**Sheffield – Littledale** franchised from 2028 In the city centre, the 9 will still start and finish at the Interchange, but will be re-routed to stop on Arundel Gate (instead of Flat Street) in both directions. The frequency will be boosted from every 45 minutes to half-hourly (which is better and

		easier to understand) during the day on weekdays and Saturdays. Evening journeys currently numbered 9A will be merged into the 9, so that buses go the same way – all day every day. The 56 will be extended to take its place along Prince of Wales Road.
10/10A	**10A/10C**	**Sheffield – Nether Edge (circular)** **franchised from 2028** The 10/10A will be re-numbered 10A (anti-clockwise) and 10C (clockwise) and will be re-routed along Glossop Road, Fulwood Road and Endcliffe Vale Road – with the 18 taking its place on Clarkehouse Road and Newbould Lane. Its frequency will remain hourly during the day on weekdays and Saturdays.
M17	**17**	**Jordanthorpe – Dore** **franchised from 2028** The M17 will be re-numbered 17 and will be re-routed along Furniss Avenue in place of the 98. Its frequency will remain hourly during the day on weekdays and Saturdays.
18/18A	**18**	**Sheffield – Hillsborough** **franchised from 2027** The 18 will be re-routed so that it replaces the 6 (between the city centre and Millhouses). It will provide new, hourly links from communities around Sheffield to Royal Hallamshire Hospital and Northern General Hospital, as well as retail destinations such as Meadowhall and St James Retail Park. Evening and Sunday journeys currently numbered 18A will be merged into the 18 so that buses go the same way – all day, every day.
18/18A	**19**	**Sheffield – Norton Lees** **introduced from 2027** The 19 is a new service which will replace the 18 between the city centre and Norton Lees. Buses to Norton Lees will continue to run as often as they do now. In the city centre, it will stop on Arundel Gate (instead of Flat Street) in both directions. This is to give passengers better access to shops and places of work, as well as making it easier to change between buses.
20	**20/21**	**Ecclesfield – Hemsworth** **franchised from 2027** The 20 will keep following its current route, and a new 21 will mostly go the same way – except in Norton Lees, where it will stop on Chesterfield Road and Derbyshire Lane. The overall frequency will be boosted to every 15 minutes during the day on weekdays (with journeys switching evenly between each route).
24/25	**24/25**	**Woodhouse – Bradway** **franchised from 2029** The overall frequency of the 24/25 will be up to every 10 minutes during the day on weekdays and Saturdays. We'll be taking steps to overhaul the timetable so that buses run more reliably, especially at peak times. At the moment, with the services split between two different companies, it can be difficult to properly co-ordinate. This often results in buses bunching together, meaning frequencies aren't delivered as advertised. Whereas the new timetable will technically reduce from eight buses an hour to six, we believe it's better to have buses which run on-time every 10 minutes than buses coming in pairs with gaps of up to 15 minutes. The 24/25 will remain a core, high-frequency service providing essential links across Sheffield. The 24 will carry on beyond Lowedges to Bradway, following the same route as the 25. And in Woodhouse, the 24/25 will be extended along Badger Road to Woodhouse Station in place of the 52.
26/26A	**126A/C**	**Crystal Peaks – Thorpe Salvin** **franchised from 2028** The 26/26A will be re-numbered 126A (anti-clockwise) and 126C (clockwise) to match the '100s' numbering group in Rotherham, and will keep following its current route. Its frequency will remain hourly during the day on weekdays and Saturdays.
29	**229**	**Sheffield – Dunford Bridge** **franchised from 2028** The 29 will be re-numbered 229 to match the '200s' numbering group in Barnsley. Its route will be standardised so that all journeys run to/from the city centre. Pending confirmation of a financial contribution from WYCA, it will either terminate at Dunford Bridge or carry on towards Holmfirth.

30/30A/X30	**30**	**Royal Hallamshire Hospital – Crystal Peaks** franchised from 2029 The 30 will keep following its current route. Evening and Sunday journeys currently numbered 30A, and the peak-flow X30, will be merged into the 30 so that buses go the same way – all day, every day. In the city centre, the 30 will be re-routed to stop near Sheffield Interchange in both directions so that people can use them to connect from the railway station to Royal Hallamshire Hospital. And in Woodhouse, it will be re-routed along Retford Road, Furnace Lane and Badger Road in place of the 52. Its frequency will remain half-hourly during the day on weekdays and Saturdays, with new hourly timetables in the evenings and on Sundays.
31	**31**	**Sheffield – Parson Cross** franchised from 2027 In the city centre, the 31 will still start and finish at the Interchange, but will be re-routed to stop on Arundel Gate (instead of Flat Street) in both directions. This is to give passengers better access to shops and places of work, as well as making it easier to change between buses. In Parson Cross, it will be re-routed to run both ways along Deerlands Avenue, Holgate Avenue and Colley Road before looping clockwise around Wordsworth Avenue, Remington Road, Knutton Road and Margetson Crescent. Its frequency will remain hourly during the day and in the evenings on weekdays and Saturdays.
32	**32**	**Sheffield – Meadowhall** franchised from 2027 In Parson Cross, the 32 will be re-routed to run directly along Wordsworth Avenue, with the 31 taking its place around Remington Road. Its frequency will remain hourly during the day and in the evenings on weekdays and Saturdays.
35	**35**	**Stocksbridge – Deepcar (circular)** permitted from 2027 The 35 will not form part of the franchised network. Pending confirmation of third-party funding to sustain this service, it may continue operating under a special permit scheme.
M35	N/A	**Parson Cross – Warren** replaced from 2029 The M35 will be replaced by an extension to service 83.
43/44	**43/44**	**Sheffield – Chesterfield** permitted from 2027 The 43/44 will not be franchised because they mostly run outside South Yorkshire, but will be allowed to continue running into Sheffield under a special permit scheme.
44	**144**	**Chapeltown – Rotherham** franchised from 2028 The 44 will be re-numbered 144 to match the '100s' numbering group in Rotherham. In Rotherham, it will be re-routed along College Road, Midland Road and Kimberworth Road, with the X1/X2, 145 and 140A/140C taking its place on Wortley Road. Its frequency will be boosted from three journeys each way to hourly during the day on weekdays and Saturdays, with the timetable extended to run earlier in the morning and later in the afternoon.
M44/M45	**45A/45C**	**Crystal Peaks – Frecheville (circular)** franchised from 2028 The M44/M45 will be re-numbered 45A (anti-clockwise) and 45C (clockwise) and keep following its current route. Its frequency will remain hourly during the day on weekdays and Saturdays.
47/48	**47/48**	**Herdings – Shiregreen** franchised from 2027 In Herdings, the 47 will run both ways along Leighton Road, and the 48 will run both ways along Blackstock Road. Both services will officially start and finish at the terminus on Raeburn Road. In Burngreave, both services will be re-routed along Nursery Street, Rock Street and Nottingham Street, with the 75 taking their place on Spittal Hill and Burngreave Road.

		In Firth Park, they will be re-routed along Barnsley Road (to serve Northern General Hospital) and Hucklow Road, with the 75 taking their place on Firth Park Road. And in Shiregreen, they will loop as normal around Sicey Avenue, Gregg House Road and Hartley Brook Road – but will then be re-routed along Beck Road and Bellhouse Road, with the 88 taking their place on the northern half of Sicey Avenue. Their combined frequency will remain up to every 10 mins on weekdays and Saturdays.
50/50A	**50/50A**	**Sheffield – Chesterfield** permitted from 2027 The 50/50A will not be franchised because they mostly run outside South Yorkshire, but will be allowed to continue running into Sheffield under a special permit scheme.
51	**51**	**Lodge Moor – Charnock** franchised from 2027 In the city centre, the 51 will be re-routed so journeys are faster and the route is easier to understand. Journeys towards Lodge Moor won't change, but buses towards Charnock will turn around at Furnival Gate instead of looping all the way around Paternoster Row, Pond Street, Flat Street and Arundel Gate. At peak times, this will make journeys around 10 minutes quicker and significantly reduce both the likelihood and extent of delays. We've added in a stop at Moorhead so that passengers can still get on and off close to Arundel Gate. Its frequency will remain up to every 15 minutes on weekdays and Saturdays.
52/52A	**52**	**Woodhouse – Loxley / Wisewood** franchised from 2027 All journeys will be numbered 52 (instead of some being 52A), and the overall frequency will be up to every 10 minutes during the day on weekdays and Saturdays. We'll be taking steps to overhaul the timetable so that buses run more reliably, especially at peak times. At the moment, with the service split between two different companies, it can be difficult to properly co-ordinate. This often results in buses bunching together, meaning frequencies aren't delivered as advertised. Whereas the new timetable will technically reduce from eight buses an hour to six, we believe it's better to have buses which run on-time every 10 minutes than buses coming in pairs with gaps of up to 15 minutes. The 52 will remain a core, high-frequency service offering essential links across Sheffield. In Woodhouse, the route will be simplified so that all journeys run a one-way clockwise loop around Spa Lane, Skelton Lane and Cross Street – and then both ways along Tannery Street and Beaver Hill Road. It will no longer stop on Badger Road, at Woodhouse Station or on Furnace Lane due to the bridge on Furnace Lane being too weak for electric double-deck buses to safely pass across. The 24/25 will take its place on Badger Road, and the 30 will take its place on Retford Road, Furnace Lane and Badger Road. And, instead of every other journey stopping short at Hillsborough, all journeys will extend to Wadsley – before switching evenly between branches to Loxley (with buses running both ways along Ben Lane) and Wisewood (both ways along Hallowmoor Road). This does away with a long one-way loop, and avoids people needing to wait up to 14 minutes at Rodney Hill. The 61A/61C will take its place on Loxley Road.
53/53A	**53/53A**	**Sheffield – Mansfield** permitted from 2027 The 53/53A will not be franchised because they mostly run outside South Yorkshire, but will be allowed to continue running into Sheffield under a special permit scheme.
M55	**55**	**Crystal Peaks – Plumbley** franchised from 2028 The M55 will be re-numbered 55 and keep following its current route. Its frequency will remain hourly during the day on weekdays and Saturdays.
56	**56**	**Nether Edge – Frecheville** franchised from 2027 The 56 will be extended beyond Manor Park to Frecheville – with buses running both ways along Beaumont Road North, Prince of Wales Road, Mansfield Road and Silkstone Road (and then a one-way clockwise loop around Wickfield Road, Dyke Vale Road and Silkstone Road). In the city centre, it will also be re-routed to stop on Arundel Gate (instead of Flat Street)

		in both directions. This is to give passengers better access to shops and places of work, as well as making it easier to change between buses. Its frequency will remain half-hourly during the day on weekdays and Saturdays, with a new hourly timetable on Sundays.
57/57A	**57/58**	**Hillsborough – Stocksbridge** **franchised from 2029** The 57/57A will be re-numbered 57/58 so it's easier to tell the difference between them. The routes will be shortened to start and finish at Hillsborough Interchange. From there, passengers can make free, seamless transfers between buses and trams using joint tickets for connections to/from the city centre. With the Supertram network now publicly owned as part of the People's Network, it makes strategic sense for us to keep overlaps between buses and trams to a minimum. But don't worry: shortening the routes doesn't mean cutting out resources as a cost saving. Instead, we will reinvest those resources to compensate with more journeys in the timetable. This means the overall frequency of buses between Hillsborough and Stocksbridge will double from half-hourly to every 15 minutes during the day on weekdays and Saturdays (with journeys switching evenly between each route). In Stocksbridge, the 57 will run through Deepcar, Stubbin, Stocksbridge town centre, Garden Village and then to Unsliven Bridge. And the 58 will run both ways along Manchester Road, Holehouse Lane, Shayhouse Lane, Cedar Road, Coal Pit Lane, and then to Stubbin. Between Hillsborough and Oughtibridge, the 57 will continue to serve Middlewood every half-hour whilst the 58 serves Worrall every other half-hour.
58	**59**	**Hillsborough – Wharncliffe Side** **franchised from 2028** The 58 will be re-numbered 59 and keep following its current route. Its timetable will be standardised to follow a more regular two-hourly frequency during the day on weekdays and Saturdays.
61/62	**61A/61C**	**Hillsborough – Bradfield** **franchised from 2028** The 61/62 will be re-numbered 61A (anti-clockwise) and 61C (clockwise) and keep following its current route. Its frequency will remain hourly during the day on weekdays, Saturdays and Sundays, with a new hourly timetable in the evenings.
65	**65**	**Sheffield – Buxton** **permitted from 2027** The 65 will not be franchised because it mostly runs outside South Yorkshire, but will be allowed to continue running into Sheffield under a special permit scheme.
70/70A	**70**	**Sheffield – Rotherham** **franchised from 2027** The 70 will be re-routed to offer new connections to AMP (the Advanced Manufacturing Park) and Sheffield Business Park from Rotherham. In the city centre, it will still start and finish at the Interchange, but will be re-routed to stop on Eyre Street (instead of Leadmill Street and Sheaf Street) in both directions. This is to give passengers better access to shops and places of work, as well as making it easier to change between buses. Evening and Sunday journeys currently numbered 70A will be merged into the 70 so that buses go the same way – all day, every day. Passengers travelling to Frecheville will be able to use the extended 56 or the 120; those travelling to Normanton Springs can use the 7; and those travelling to Woodhouse can use the 24/25, 30 or 52. Its frequency will remain hourly during the day on weekdays and Saturdays, with new hourly timetables in the evenings and on Sundays.
71/71A/71S	**71**	**Sheffield – Harthill** **franchised from 2027** Sunday journeys currently numbered 71A will be merged into the 71 so that buses go the same way – all day, every day. The 95/96 will take its place on Cricket Inn Road and Parkway Avenue. School-day journeys currently numbered 71S will also be merged into the 71. Its frequency will remain hourly during the day on weekdays and Saturdays, with new hourly timetables in the evenings and on Sundays.

72	**172**	**Chapeltown – Swinton** franchised from 2028 The 72 will be re-numbered 172 to match the '100s' numbering group in Rotherham and will keep following its current route. Its frequency will remain hourly during the day on weekdays and Saturdays.
73	N/A	**Sheffield – Rotherham** replaced from 2027 Evening and Sunday journeys numbered 73 will be replaced by the 70 between the city centre and Waverley, the 95 in Treeton, and both the 70 and 95 between Brinsworth and Rotherham town centre.
73/74	**73/74**	**Crystal Peaks – Clowne** permitted from 2027 The 73/74 will not be franchised because they mostly run outside South Yorkshire, but will be allowed to continue running into Crystal Peaks under a special permit scheme.
75/75A	**75**	**Batemoor – High Green** franchised from 2027 In Jordanthorpe, the 75 will run both ways along Hazlebarrow Road. In Burngreave, it will be re-routed along Spittal Hill and Burngreave Road, with the 47/48 taking its place on Nursery Street, Rock Street and Nottingham Street. In Firth Park, it will be re-routed along Firth Park Road, Stubbin Lane and Barnsley Road, with the 47/48 taking its place on Hucklow Road and around Shiregreen. All journeys will be extended beyond Chapeltown centre to High Green. Its main frequency will be boosted to every 12 minutes during the day on weekdays (with all journeys running the full route to High Green, instead of every other journey stopping short at Shiregreen). Frequencies will also increase to every 15 minutes on Saturdays, and half-hourly in the evenings and on Sundays.
76/76A/76E	**76**	**Lowedges – Meadowhall** franchised from 2027 Alternate journeys numbered 76A and evening journeys numbered 76E will be merged into the 76, and the part-time extension through Tinsley from St Lawrence Road will be taken out, so that buses go the same way – all day, every day. In Wincobank, the 76 will be re-routed so that it stops on Sandstone Road in place of the 76A. The 32 will take its place on Jenkin Road between Sandstone Road and Tyler Street. Its main frequency will remain up to every 15 minutes during the day on weekdays.
M76	N/A	**Sheffield – Chancet Wood** replaced from 2029 The M76 will be replaced by an extension to service 86.
81	**81**	**Stannington – Dore** franchised from 2027 In Stannington, the 81 will be re-routed to run both ways around Acorn Drive. Its frequency will remain half-hourly during the day on weekdays and Saturdays, hourly on Sundays, with a new hourly timetable in the evenings.
82	**82**	**Hall Park Head – Millhouses** franchised from 2027 In Ecclesall, the 82 will be re-routed along Ecclesall Road, with the 88 taking its place on Greystones Road and High Storrs Road. It will also be re-routed to run both ways along Woodholm Road (with the X18 taking its place on Dobcroft Road) and then along Archer Road to start and finish at Millhouses Tesco. Doing away with a long one-way loop in this area makes the service simpler and means passengers no longer need to sit on the bus whilst it waits for up to 18 minutes at a mid-loop terminus on Abbeydale Road. Its frequency will remain half-hourly during the day on weekdays and Saturdays, hourly on Sundays, with a new hourly timetable in the evenings.
83	**83**	**Lodge Moor – Warren** franchised from 2029 The 83 will be extended beyond Fulwood to start and finish at Lodge Moor, running along Redmires Road and Crimicar Lane both ways. In Pitsmoor and Shirecliffe, it will be re-routed all the way along Shirecliffe Road – with the 1 taking its place on Firshill Crescent and Longley Avenue, and the 20/21 taking its

		place on Herries Road. This is to make journeys into Sheffield much quicker and more direct – especially benefitting those travelling from further away in Ecclesfield and Chapeltown. It will also be extended beyond Chapeltown to Thorncliffe Industrial Estate, offering new service on Cart Road. Its frequency will remain half-hourly during the day on weekdays hourly in the evenings, with a new half-hourly timetable on Saturdays and a new hourly timetable on Sundays.
86	**86**	**Chapeltown – Chancet Wood** **franchised from 2029** The 86 will be re-routed to start and finish at Chancet Wood, with the 76 taking its place in Lowedges. Its frequency will remain half-hourly during the day on weekdays hourly in the evenings, with a new half-hourly timetable on Saturdays and a new hourly timetable on Sundays.
88	**88**	**Ecclesfield – Bents Green** **franchised from 2029** The 88 will be re-routed along Greystones Road and High Storrs Road, with the 82 taking its place on Ecclesall Road, and will terminate in Bents Green with a loop around Bents Road, Ecclesall Road South and Knowle Lane. It will also be extended beyond Shiregreen to Ecclesfield along The Common, with buses starting and finishing at Mill Road. Its main frequency will remain up to every 12 minutes during the day on weekdays.
M92	**60**	**Hillsborough – Harley** **franchised from 2028** The M92 will be re-numbered 60 will keep following its current route. Its timetable will be standardised to follow a more regular two-hourly frequency during the day on weekdays and Saturdays.
95	**95/96**	**Walkley – Rotherham (95) / Meadowhall (96)** **franchised from 2027** The 95 will continue to run its full route between Walkley and Rotherham every half-hour. Every other journey will become a new 96, with journeys extended beyond the city centre to Meadowhall via Waverley and Sheffield Business Park. The overall frequency will be every 15 minutes during the day on weekdays, doubling the number of direct buses to Waverley and AMP (the Advanced Manufacturing Park) from the city centre, with journeys switching evenly between each route. School-day journeys currently numbered 95S will also be merged into the 95 so that buses go the same way – all day, every day.
97/98	**97/98**	**Hillsborough – Totley (97) / Totley Brook (98)** **franchised from 2027** In Totley Brook, the 98 will be re-routed to run both ways on Totley Brook Road, with journeys still starting and finishing at the terminus near Kings Coppice. The 17 will take its place on Furniss Avenue. The part-time extension through Crookesmoor and Walkley from Bolsover Street will be taken out, meaning all journeys will start and finish at Hillsborough Interchange. Their combined frequency will remain up to every 15 mins on weekdays and Saturdays.
120/120K	**120**	**Fulwood – Halfway** **franchised from 2029** All journeys will be numbered 120 (instead of some being 120K), and the overall frequency will be up to every 10 minutes during the day on weekdays and Saturdays. We'll be taking steps to overhaul the timetable so that buses run more reliably, especially at peak times. At the moment, with the service split between two different companies, it can be difficult to properly co-ordinate. This often results in buses bunching together, meaning frequencies aren't delivered as advertised. Whereas the new timetable will technically reduce from eight buses an hour to six, we believe it's better to have buses which run on-time every 10 minutes than buses coming in pairs with gaps of up to 15 minutes. The 120 will remain a core, high-frequency service offering essential links across Sheffield. Instead of every other journey terminating at Ranmoor, all journeys will start and finish at Fulwood.

		Similarly, instead of every other journey terminating at Crystal Peaks, all journeys will start and finish at Halfway. The hourly extension to Killamarsh (journeys currently numbered 120K) will be partially replaced by new service 126, which will offer hourly links into the interchange at Crystal Peaks. In the city centre, the 120 will be re-routed so journeys are faster and the route is easier to understand. Buses towards Fulwood will be re-routed to run directly along Commercial Street (instead of looping around Sheaf Street, Harmer Lane, Pond Street and Flat Street). And buses towards Halfway will turn directly onto Commercial Street from Arundel Gate (instead of looping around Angel Street, Castle Street and Haymarket). At peak times, this will make journeys five minutes quicker in each direction and reduce both the likelihood and extent of delays. We've added in a stop on Commercial Street so that passengers can still get on and off close to Sheffield Interchange. And those who currently use the 120 to connect between the railway station and Royal Hallamshire Hospital will be able to use the 30 instead.
135	**145**	**Rotherham – Chapeltown** franchised from 2028 The 135 will be re-numbered 145 and will keep following its current route. Its frequency will be boosted to half-hourly during the day on weekdays and Saturdays, with new hourly timetables in the evenings and on Sundays.
137/137A	**4**	**Sheffield – Rotherham** franchised from 2027 The 137 will be re-numbered 4 so it pairs better with the 5 between the city centre and Grimesthorpe. In the city centre, the 4 will still start and finish at the Interchange, but will be re-routed to stop on Arundel Gate (instead of Flat Street) in both directions. This is to give passengers better access to shops and places of work, as well as making it easier to change between buses. Evening and Sunday journeys currently numbered 137A (which only run as far as Meadowhall from Rotherham) will be merged into the 4 (and run the full route to/from Sheffield) so that buses go the same way – all day, every day. Its frequency will remain hourly during the day on weekdays and Saturdays, with new hourly timetables in the evenings and on Sundays.
181	**81A**	**Sheffield – Dore** franchised from 2028 The 181 will be re-numbered 81A and keep following its current route. Its timetable will be standardised to follow a more regular 90-minute frequency during the day on weekdays.
201	**210**	**Stocksbridge – Meadowhall** franchised from 2028 The 201 will be re-numbered 210 to avoid duplication of the 201 in Barnsley. Its route will be extended beyond Chapeltown to Meadowhall. This will offer new links to retail destinations from communities in Stocksbridge, Deepcar, Chapeltown, Ecclesfield and Shiregreen. Its frequency will remain hourly during the day on weekdays and Saturdays.
207	**72**	**Sheffield – Rotherham** franchised from 2027 The 207 will be re-numbered 72 so that it corresponds the 70 between Sheffield and Rotherham. All journeys will run both ways along Attercliffe Road (instead of some going into Sheffield along Corby Street), and the part-time extension through Whiston from Pleasley Road will be taken out, so that buses go the same way – all day, every day. Its frequency will remain hourly during the day on weekdays and Saturdays, with new hourly timetables in the evenings and on Sundays.
218	**X18**	**Sheffield – Bakewell** permitted from 2027 The 218 will be re-numbered X18 so that it matches other longer-distance services beginning with an 'X'.

		The X18 will not be franchised because it mostly runs outside South Yorkshire, but will be allowed to continue running into Sheffield under a special permit scheme. As a condition for getting a permit, we will require that it is re-routed along Dobcroft Road (in place of the 82). We will also require that the X72 replaces the X18 on Abbey Lane.
252	**54**	**Sheffield – Crystal Peaks** franchised from 2029 The 252 will be re-numbered 54 and will keep following its current route. Its frequency will remain half-hourly during the day on weekdays and Saturdays, combining with service 1 to offer a 15-minute frequency through Gleadless Valley.
257/A/B	**X57**	**Sheffield – Bakewell** permitted from 2027 The 257 will be re-numbered X57 so that it matches other longer-distance services beginning with an 'X'. The X57 will not be franchised because it mostly runs outside South Yorkshire, but will be allowed to continue running into Sheffield under a special permit scheme.
271/272	**X71/X72**	**Sheffield – Castleton** permitted from 2027 The 271/272 will be re-numbered X71/X72 to match other longer-distance services beginning with an 'X'. The X72 will not be franchised because it mostly runs outside South Yorkshire, but will be allowed to continue running into Sheffield under a special permit scheme. As part of the permitting process, it will be re-routed along Abbey Lane and Whirlowdale Road.
H1	**H1**	**Northern General Hospital – Royal Hallamshire Hospital** permitted from 2027 The H1 will not be franchised because it is a staff shuttle bus, but would be allowed to continue running under a special permit scheme.
SC1/SC2	**SC1/SC2**	**Sheffield Connect** permitted from 2027 The SC1/SC2 will not be franchised because they are services funded directly by Sheffield City Council, but will be allowed to continue running under a special permit scheme.
X1/X2	**X1/X2**	**Sheffield – Maltby** franchised from 2027 In Maltby, the X1 will be re-routed to run both ways along Muglet Lane, Morrell Street, and Earl Avenue – then split so that buses towards Maltby use Hayhurst Crescent and Firth Crescent, whilst buses towards Sheffield use Schofield Crescent and Scarborough Crescent – and then both ways along Duke Avenue, Muglet Lane, Outgang Lane, Lansbury Avenue, Muglet Lane, Hamilton Road and Tickhill Road (with all journeys starting and finishing at the terminus on Tickhill Road). The X2 will be split at Salisbury Road so that all journeys start and finish in Maltby, with the section between Maltby and Doncaster replaced by an extension to the X5. Overall, buses between Sheffield and Maltby will continue to run as often as they do now.
X3	**X3**	**Sheffield – Doncaster** franchised from 2027 In the city centre, the X3 will still start and finish at the Interchange, but will be re-routed to stop on Arundel Gate (instead of Flat Street) in both directions. This is to give passengers better access to shops and places of work, as well as making it easier to change between buses. Its main frequency will remain up to every 20 minutes during the day on weekdays, with improved co-ordination alongside the X21 between Doncaster and Conisbrough.
X5/216	**X5**	**Sheffield – Dinnington / Doncaster** franchised from 2027 Alternate journeys of the X5 will continue to start and finish at Dinnington Interchange, with every other journey carrying on (as now) to Maltby – and then extending further onto Doncaster. In Balby (Doncaster), all journeys will run along Springwell Lane, Warde Avenue and Warmsworth Road (instead of some going along Sandford Road) so that buses go the same way – all day, every day. Morning journeys currently numbered 216 will also be merged into the X5 so that buses go the same way – all day, every day.

X6	**X6**	**Sheffield – Rotherham** permitted from 2027 The X6 will not be franchised because it is a staff shuttle bus, but would be allowed to continue running under a special permit scheme.
X7	**X7**	**Sheffield – Maltby** franchised from 2027 The X7 will keep following its current route and will continue running as often as now.
X11	**X11**	**Sheffield – Doncaster** franchised from 2027 The X11 will be standardised so that all journeys run the full route between Sheffield and Doncaster. This will boost the overall, end-to-end frequency to hourly during the day on weekdays and Saturdays.
X17	**X17**	**Matlock – Barnsley** permitted from 2027 The X17 will not be franchised because it mostly runs outside South Yorkshire, but will be allowed to continue running into Sheffield and Barnsley under a special permit scheme.
A1/A1X	**A1/A1X**	**Sheffield – iPort (Amazon)** permitted from 2027 The A1/A1X will not be franchised because it is a staff shuttle, but may continue running under a special permit scheme.
A2	**A2**	**Mexborough – iPort (Amazon)** permitted from 2027 The A2 will not be franchised because it is a staff shuttle, but may continue running under a special permit scheme.
A3	**A3**	**Scunthorpe – iPort (Amazon)** permitted from 2027 The A3 will not be franchised because it is a staff shuttle, but may continue running under a special permit scheme.
MAN4	**MAN4**	**Sheffield– Chesterfield (Amazon)** permitted from 2027 The MAN4 will not be franchised because it is a staff shuttle, but may continue running under a special permit scheme.
PS Blue	**PS Blue**	**Peak Sightseer** permitted from 2027 The Peak Sightseer will not be franchised because it is an open-top tour which mostly runs outside South Yorkshire, but will be allowed to continue running into Sheffield under a special permit scheme.

4. Service-level summary for Stocksbridge

Current No.	New No.	Description of changes
23/23A	**223**	**Stocksbridge – Millhouse Green** franchised from 2028 The 23/23A will be re-numbered 223 to match the '200s' numbering group in Barnsley. Its route will be shortened so that all journeys start/finish at Fox Valley retail park in Stocksbridge town centre, with buses running directly along Manchester Road in both directions before carrying on as normal to Wortley, Thurgoland, Oxspring, Penistone, Thurlstone and Millhouse Green. This is so we can introduce a more regular two-hourly timetable. For local connections in/around Stocksbridge and Deepcar, the 57/58 and 234 will provide alternatives. It will also be re-routed to stop on Manchester Road instead of on Fox Valley Way. This is because the bridge at Fox Valley is too weak for electric buses to pass over safely. And occasional journeys currently numbered 23A will be merged into the 223 so that buses go the same way – all day, every day.
26	**260**	**Deepcar – Penistone** franchised from 2028 The 26 will be re-numbered 260 to match the '200s' numbering group in Barnsley. It will be re-routed to stop on Manchester Road instead of on Fox Valley Way. This is because the bridge at Fox Valley is too weak for electric buses to pass over safely. Its frequency will remain hourly during the day on weekdays and Saturdays.
29	**229**	**Sheffield – Dunford Bridge** franchised from 2028 The 29 will be re-numbered 229 to match the '200s' numbering group in Barnsley. Its route will be standardised so that all journeys run to/from the city centre. Pending confirmation of a financial contribution from WYCA, it will either terminate at Dunford Bridge or carry on towards Holmfirth.
34	**234**	**Stocksbridge – Barnsley** franchised from 2028 The 34 will be re-numbered 234 to match the '200s' numbering group in Barnsley. It will be re-routed to run directly from Wortley to Deepcar before running as normal to Bolsterstone – and then along Shay House Lane to terminate in Stocksbridge town centre. This is because the bridge at Fox Valley is too weak for electric buses to pass over safely.
35	**35**	**Stocksbridge – Deepcar (circular)** permitted from 2027 The 35 will not form part of the franchised network. Pending confirmation of third-party funding to sustain this service, it may continue operating under a special permit scheme.
57/57A	**57/58**	**Hillsborough – Stocksbridge** franchised from 2029 The 57/57A will be re-numbered 57/58 so it's easier to tell the difference between them. The routes will be shortened to start and finish at Hillsborough Interchange. From there, passengers can make free, seamless transfers between buses and trams using joint tickets for connections to/from the city centre. With the Supertram network now publicly owned as part of the People's Network, it makes strategic sense for us to keep overlaps between buses and trams to a minimum. But don't worry: shortening the routes doesn't mean cutting out resources as a cost saving. Instead, we will reinvest those resources to compensate with more journeys in the timetable. This means the overall frequency of buses between Hillsborough and Stocksbridge will double from half-hourly to every 15 minutes during the day on weekdays and Saturdays (with switching evenly between each route). In Stocksbridge, the 57 will run through Deepcar, Stubbin, Stocksbridge town centre, Garden Village and then to Unsliven Bridge. And the 58 will run both ways along Manchester Road, Holehouse Lane, Shayhouse Lane, Cedar Road, Coal Pit Lane, and then to Stubbin. Between Hillsborough and Oughtibridge, the 57 will continue to serve Middlewood every half-hour whilst the 58 serves Worrall every other half-hour.

201	**210**	**Stocksbridge – Meadowhall** franchised from 2028 The 201 will be re-numbered 210 to avoid duplication of the 201 in Barnsley. Its route will be extended beyond Chapeltown to Meadowhall. This will offer new links to retail destinations from communities in Stocksbridge, Deepcar, Chapeltown, Ecclesfield and Shiregreen. It will also be re-routed to stop on Manchester Road instead of on Fox Valley Way. This is because the bridge at Fox Valley is too weak for electric buses to pass over safely. Its frequency will remain hourly during the day on weekdays and Saturdays.