South Yorkshire People's Network

Day-one network proposals in **Rotherham**

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 Rotherham

Current No.	New No.	Description of changes
3	**103**	**Rotherham – Ravenfield** franchised from 2028 The 3 will be re-numbered 103 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.
7	**X27**	**Barnsley – Rotherham** franchised from 2028 The 7 will be re-numbered X27 so that it matches other longer-distance services beginning with an 'X' and will keep following its current route. Its frequency will remain hourly during the day on weekdays and Saturdays, with new hourly timetables in the evenings and on Sundays.
8/9/108/109	**108A/C**	**Rotherham – Upper Haugh** franchised from 2028 The 8/8A/108 and 9/109 will be merged into a new 108A/108C to standardise and simplify the service. Both services going the same way along Rotherham Road and Rawmarsh Hill. The 108A will run anti-clockwise around Rawmarsh and then Upper Haugh, and the 108C will run clockwise around Upper Haugh and then Rawmarsh. The combined frequency will be boosted to every 15 minutes during the day on weekdays and Saturdays, with new half-hourly timetables in the evenings and on Sundays.
19/19A	**118/119**	**Rotherham – Worksop** permitted from 2027 The 19/19A will be re-numbered 118/119 to match the '100s' numbering group in Rotherham. The 118/119 will not be franchised because they mostly run outside South Yorkshire, but will be allowed to continue running into Rotherham under a special permit scheme.
20	**125**	**Rotherham – Dinnington** franchised from 2028 The 20 will be re-numbered 125 to match the '100s' numbering group in Rotherham and will keep following its current route (and to avoid using the same number as the 120 in Sheffield). It will continue to run as often as it does now.
21	**121**	**Rotherham – Harthill** franchised from 2028 The 21 will be re-numbered 121 and will be re-routed to run directly along Moorgate Road and Pleasley Road (with the new 127 taking its place on Spinneyfield, Broom Lane and around Whiston). Its frequency will remain hourly during the day on weekdays and Saturdays, with a new hourly timetable in the evenings and on Sundays.
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.
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.
70/70A	**70**	**Rotherham – Sheffield** 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**	**Harthill – Sheffield** 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	**Rotherham – Sheffield** 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 the town centre.
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.
107	N/A	**Rotherham – Swinton** replaced from 2028 The 107 will be replaced by several more frequent alternatives: the 140A/140C and 141A/141C to Greasbrough, the X27 to Nether Haugh, the 108A/108C to Upper Haugh, and the 106/107 to Swinton.
N/A	**111**	**Rotherham – Dalton** introduced from 2028 The 111 is a new service which will connect the town centre, East Dene and Dalton (with journeys terminating at ASDA). It will run hourly during the day on weekdays and Saturdays.
114/114A	N/A	**Rotherham – Herringthorpe** replaced from 2028 The 114 will be replaced by the new 111 in East Dene and the new 143 in Herringthorpe. The 114A will also be replaced by cross-town journeys on the new 143.
115	**115**	**Rotherham – East Herringthorpe** franchised from 2028 The 115 will be re-routed to run more directly along Doncaster Street and Mowbray Street (instead of Far Lane and lower Herringthorpe Valley Road) to offer faster journeys between the town centre and East Herringthorpe. Its frequency will remain half-hourly during the day on weekdays and Saturdays and hourly in the evenings and on Sundays.

116	**116**	**Rotherham – Ravenfield** franchised from 2028 The 116 will keep following its current route. Its frequency will remain half-hourly during the day on weekdays and Saturdays, with new hourly timetables in the evenings and on Sundays.
117	**117**	**Rotherham – Bramley** franchised from 2028 The 117 will keep following its current route. Its frequency will remain hourly during the day on weekdays and Saturdays.
N/A	**127**	**Rotherham – Crystal Peaks** introduced from 2028 The 127 is a new service which will link the town centre, Rotherham General Hospital, Whiston, Aughton, Swallownest and retail destinations at Crystal Peaks. It will run half-hourly during the day on weekdays and Saturdays, and hourly in the evenings and on Sundays.
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.
136	N/A	**Rotherham – Hoyland** replaced from 2028 Evening and Sunday journeys numbered 136 will be replaced by the 143 in Kimberworth Park, the 145 on Wortley Road, the 144 in Thorpe Hesley and Wentworth, and the X27 in Wentworth, Elsecar and Hoyland.
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.
138	N/A	**Rotherham – Kimberworth Park** replaced from 2028 The 138 will be replaced by the new 143.
134/140	**140A/C**	**Rotherham – Greasbrough (circular)** franchised from 2028 The 139/140 will be re-numbered 140A (anti-clockwise) and 140C (clockwise) and keep following its current route. Its frequency will remain half-hourly in each direction during the day on weekdays and Saturdays and hourly on Sundays, with a new hourly timetable in the evenings.
141/142	**141A/C**	**Rotherham – Greasbrough (circular)** franchised from 2028 The 141/142 will be re-numbered 141A (anti-clockwise) and 141C (clockwise) and keep following its current route. Its frequency will remain half-hourly in each direction during the day on weekdays and Saturdays and hourly on Sundays, with a new hourly timetable in the evenings.
N/A	**143**	**Whiston – Greasbrough** introduced from 2028 The 143 is a new hourly service which replaces the 114/114A (between the town centre and Herringthorpe) and the 138 (between the town centre and Kimberworth Park). A simplified route in Herringthorpe will offer quicker journeys into town and allow an extension to Whiston, providing new service on Cow Rakes Lane. It will also extend from Kimberworth to Greasbrough, providing new service on Town Lane and Wagon Road.

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.
208	**208**	**Rotherham – Grimethorpe** permitted from 2027 The 208 will not be franchised because it is a staff shuttle, but may continue running under a special permit scheme.
216	**106**	**Rotherham – Cortonwood** franchised from 2028 The 216 will be re-numbered 106 to match the '100s' numbering group in Rotherham and to better correspond with the 107 and 108 which also link Rotherham to Rawmarsh. The 106 will also be re-routed along Warren Vale and Wentworth Road because the bridge on Kilnhurst Road is too low for electric buses to safely pass under. To maintain access for Victoria Street, SYMCA is in discussions with Rotherham Council about reinstating the bus turning circle on Wharf Road. If this turning circle cannot be reinstated, passengers would instead need to board on Highthorn Road. Its frequency will remain hourly during the day on weekdays and Saturdays.
217/218	**107**	**Rotherham – Barnsley** franchised from 2028 The 217 will be re-numbered 107 to match the '100s' numbering group in Rotherham and to better correspond with the 106 and 108 which also link Rotherham to Rawmarsh. Morning, evening and Sunday journeys currently numbered 218 will be merged into the main route so that buses go the same way – all day, every day. Its frequency will remain hourly during the day on weekdays, Saturdays and Sundays, with a new hourly timetable in the evenings.
221	**X21**	**Rotherham – Doncaster** franchised from 2028 The 221 will be re-numbered X21 and keep following its current route. Its main frequency will remain up to every 20 minutes during the day on weekdays, with improved co-ordination alongside the X3 between Doncaster and Conisbrough.
22X	**X22**	**Barnsley – Rotherham** franchised from 2028 The 22X will be re-numbered X22 so that it matches other longer-distance services beginning with an 'X' and will keep following its current route. Its frequency will remain up to every 15 minutes during the day on weekdays, every 20 minutes on Saturdays, and half-hourly in the evenings and on Sundays.
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 also 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.
X20	**X20**	**Doncaster – Barnsley** franchised from 2027 The X20 will keep following its current route, and its frequency will remain hourly during the day on weekdays and Saturdays.
X30	N/A	**Sheffield – Harthill** replaced from 2027 The X30 will be merged into the 30 to simplify that service, with all journeys running as far as Crystal Peaks. Alternative links to Harthill will be offered by the 71.