South Yorkshire People's Network

Day-one network proposals in **Doncaster**

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 Doncaster

Current No.	New No.	Description of changes
21	**321**	**Doncaster – Worksop** permitted from 2027 The 21 will be re-numbered 321 to match the '300s' numbering group in Doncaster. The 321 will not be franchised because it mostly runs outside South Yorkshire, but will be allowed to continue running into Doncaster under a special permit scheme.
22	**322**	**Doncaster – Worksop** permitted from 2027 The 22 will be re-numbered 322 to match the '300s' numbering group in Doncaster. The 322 will not be franchised because it mostly runs outside South Yorkshire, but will be allowed to continue running into Doncaster under a special permit scheme.
25	**325**	**Doncaster – Worksop** permitted from 2027 The 25 will be re-numbered 325 to match the '300s' numbering group in Doncaster. The 325 will not be franchised because it mostly runs outside South Yorkshire, but will be allowed to continue running into Doncaster under a special permit scheme.
27	**327**	**Misson – Retford** permitted from 2027 The 27 will be re-numbered 327 to match the '300s' numbering group in Doncaster. The 327 will not be franchised because it mostly runs outside South Yorkshire, but will be allowed to continue running into Doncaster under a special permit scheme.
29	**329**	**Doncaster – Retford** permitted from 2027 The 29 will be re-numbered 329 to match the '300s' numbering group in Doncaster. The 329 will not be franchised because it mostly runs outside South Yorkshire, but will be allowed to continue running into Doncaster under a special permit scheme.
51	N/A	**Doncaster – Norton** replaced from 2027 Evening and Sunday journeys currently numbered 51 will be merged into the normal routes of services 361 and 362 so that buses run the same way – all day, every day.
86/86A	**389**	**Thorne – Moorends (town circular)** franchised from 2028 The 86/86A will be re-numbered 389 to match the '300s' numbering group in Doncaster and keep following its current route. Its frequency will remain hourly during the day on weekdays and Saturdays.
98	**398**	**Doncaster – Gainsborough** permitted from 2027 The 98 will be re-numbered 398 to match the '300s' numbering group in Doncaster. The 398 will not be franchised because it mostly runs outside South Yorkshire, but will be allowed to continue running into Doncaster under a special permit scheme.
99	**328**	**Doncaster – Retford** permitted from 2027 The 99 will be re-numbered 328, both to match the '300s' numbering group in Doncaster and so it pairs better with the 329 between Doncaster and Retford. The 328 will not be franchised because it mostly runs outside South Yorkshire, but will be allowed to continue running into Doncaster under a special permit scheme.
203	**303**	**Doncaster – Wombwell** franchised from 2028 The 203 will be re-numbered 303 to match the '300s' numbering group in Doncaster. Its route will be standardised with all journeys serving Highfields and running the full route to Wombwell so that buses go the same way – all day, every day.
219/219A	**219**	**Doncaster – Barnsley** franchised from 2028 All journeys will be numbered 219. Alongside new service 358, overall frequency between Doncaster and Sprotbrough will double from hourly to half-hourly. Occasional journeys will continue to divert via Cadeby Village.

		And occasional journeys will also continue to extend via Park Spring Road to serve GXO Logistics.
221	**X21**	**Doncaster – Rotherham** 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.
314	**314**	**Doncaster – Edlington** franchised from 2027 The 314 will keep following its current route, and its timetable will be standardised to run to a more regular hourly frequency during the day on weekdays and Saturdays.
315	N/A	**Doncaster – Edlington** replaced from 2027 The 315 will be merged into the 381/382 to create new cross-city connections to Doncaster Royal Infirmary and major employment sites in Edlington and Armthorpe. The frequency of buses between the city centre and Edlington will also increase to every 10 minutes during the day on weekdays and Saturdays.
316	**316**	**Doncaster – Balby** franchised from 2027 The 316 will be re-routed to stop on Broomhouse Lane, The Broadway and Millwood Road in both directions. Its frequency will remain half-hourly during the day on weekdays and Saturdays, with a new hourly timetable on Sundays.
341/341A	**341/342**	**Doncaster – Scawsby** franchised from 2027 The 341A will be re-numbered 342, and both the 341/342 will keep following their current routes. Their combined frequency will remain hourly during the day on weekdays and Saturdays, with a new hourly timetable on Sundays.
351	N/A	**Doncaster – Skellow** replaced from 2027 The 351 will be merged into the 384 to create new cross-city connections to Doncaster Royal Infirmary and major employment sites between Adwick and Carcroft.
353/354	**353/354**	**Doncaster – Woodlands** franchised from 2027 The 353 will be re-routed along Amersall Road, Petersgate and Jossey Lane to double the overall frequency of buses in Scawthorpe from half-hourly to every 15 minutes during the day on weekdays and Saturdays. The 354 will keep following its current route. Their combined frequency will remain up to every 15 mins on weekdays and Saturdays, and hourly in the evenings and on Sundays. Occasional journeys will extend to the employment area at Rockingham Way as normal.
355/356	**355/356**	**Doncaster – Rossington (circular)** franchised from 2027 The 355/356 will keep following their current routes. Morning journeys numbered 355H will be merged into the 355 so buses go the same way – all day, every day. Their combined frequency will remain up to every 20 minutes in each direction during the day on weekdays, half-hourly on Saturdays, and hourly in the evenings and on Sundays.
357/357A	**357**	**Doncaster – Cantley / Auckley / Finningley** franchised from 2027 The 357 will be re-routed to that all journeys stop on Cantley Lane. Journeys that start and finish at Cantley will be extended to the turning circle on Warning Tongue Lane (near Birchwood Dell). Journeys that start and finish at Auckley will be shortened to turn around in the village at Main Street. During the summer holidays, journeys will extend to Yorkshire Wildlife Park. Journeys that start and finish at Finningley will keep following their current route. Occasional journeys numbered 357A, 359 and 360 will be merged into the 357 to simplify the service.

358	**358**	**Sprotbrough – Warren Park** franchised from 2027 The 358 will be extended beyond the city centre to Sprotbrough (combining with the 219 to double the overall frequency to half-hourly). In Sprotbrough, buses will loop around Thorpe Lane, Main Street, New Lane and Melton Road. The cross-city route will offer new, direct connections from Sprotbrough and Newton to retail destinations at The Dome. It will also extend beyond Bessacarr to Warren Park (stopping at Cammidge Way) to offer new service. Its frequency will remain hourly during the day on weekdays and Saturdays, with a new hourly timetable on Sundays.
359	N/A	**Doncaster – Epworth** replaced from 2027 Evening and Sunday journeys currently numbered 359 will be replaced by the 355/356 on the Bawtry Road, the 357 in Auckley and Finningley, the 358 in West Bessacarr, and the 398 in Westwoodside, Haxey and Epworth.
360	N/A	**Doncaster – Epworth** replaced from 2027 Evening journeys currently numbered 360 will be replaced by the 357 in Cantley, Auckley and Finningley, and by the 398 in Westwoodside, Haxey and Epworth.
361	**361**	**Doncaster – Skellow / Norton** franchised from 2027 The 361 will be re-routed to run both ways along Crossfield Lane. Every other journey will extend beyond Skellow to Norton as normal. Evening and Sunday journeys numbered 51 will be merged into the 361 so that buses go the same way, all day every day. Its frequency between the city centre and Skellow will remain half-hourly during the day on weekdays and Saturdays, with hourly extensions to Norton carrying on as normal. There will also be new hourly timetables to Norton in the evenings and on Sundays.
362	**362**	**Doncaster – Askern / Norton** franchised from 2027 The 362 will keep following its current route, with every other journey extending beyond Askern to Norton as normal. Its frequency between the city centre and Askern will remain half-hourly during the day on weekdays and Saturdays, with hourly extensions to Norton carrying on as normal. There will also be new hourly timetables to Norton in the evenings and on Sundays.
363	**363**	**Doncaster – Bentley** franchised from 2027 The 363 will keep following its current route. Its frequency will remain half-hourly during the day on weekdays, which means buses will keep running every 10 minutes overall between the city centre and Bentley.
364/364A	**364**	**Doncaster – Arksey** franchised from 2028 This service will be simplified so that all journeys follow the route of the current 364A (meaning buses will go the same way all day, every day) – but all journeys will be numbered 364. Its frequency will remain hourly during the day on weekdays and Saturdays, with new hourly timetables in the evenings and on Sundays.
365	**365**	**Doncaster – Wheatley Hills** franchised from 2027 The 365 will keep following its current route, and its frequency will remain hourly during the day on weekdays and Saturdays.
366	**366**	**Doncaster – Intake** franchised from 2027 The 366 will keep following its current route, and its main frequency will remain up to every 15 minutes during the day on weekdays.
371	**371**	**Doncaster – Balby** franchised from 2027 The 371 will be re-routed to that journeys towards Balby stop on St Sepulchre Gate West. Its frequency will remain every 20-40 minutes during the day on weekdays and Saturdays, forming an overall 20-minute frequency to Balby alongside services 372A/372C.

372/373	**372A/C**	**Doncaster – Balby (circular)** franchised from 2027 The 372/373 will be re-numbered 372A (anti-clockwise) and 372C (clockwise). They will be re-routed along Carr House Road. Combined with the 358, this will double the frequency on Carr House Road from hourly to half-hourly. The 355/356 will still serve South Parade and Bennetthorpe as normal. All journeys will run full loops (instead of some journeys turning around at Lakeside) 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.
376	**376**	**Doncaster – Clay Lane** franchised from 2027 The 376 will keep following its current route. Its frequency will become half-hourly during the day on weekdays and Saturdays.
381/382	**381/382**	**Edlington – Armthorpe** franchised from 2027 The 381/382 will be merged with the 315 to create new cross-city connections to Doncaster Royal Infirmary and major employment sites in Edlington and Armthorpe. The route between the city centre and Edlington will continue the same as now, with the frequency on that section boosted to every 10 minutes during the day on weekdays and Saturdays. In Armthorpe, the 381 and 382 will no longer run as alternating loops. The 381 will run both ways along Mere Lane, Elm Road, Beech Road, Church Street, Mill Street, Hatfield Lane, Mercel Avenue, Cow House Lane, Durham Lane and Yorkshire Way. And the 382 will run both ways along Church Street, Tranmoor Lane, Parkway, Nutwell Lane, Wickett Hern Road, Holme Wood Lane, Gunhills Lane, Rannds Lane and Mercel Avenue. Their combined frequency will remain up to every 10 minutes during the day on weekdays, half-hourly in the evenings, and every 20 minutes during the day on Sundays. Timetables will also be boosted to run every 10 minutes during the day on Saturdays.
383	**383**	**Doncaster – Armthorpe** franchised from 2027 The 383 will be re-routed to enter Armthorpe along Hatfield Lane (to serve new housing developments) and then along Mercel Avenue to run the rest of its normal clockwise loop around the estate from Yorkshire Way. Its frequency would remain hourly during the day on weekdays and Saturdays, with a new hourly timetable also in the evenings.
384/384A	**384**	**Skellow – Hatfield** franchised from 2027 The 384 will be merged with the 351, creating a new cross-city link from Skellow, Carcroft, Adwick le Street and Woodlands to Doncaster Royal Infirmary. The route between the city centre and Skellow will continue as now, with the only change in that section being to run along Poplar Road both ways. In Hatfield, the 384 will be re-routed along Crookes Broome Lane, Ash Hill Road and Ash Hill Crescent, with the 387 taking its place on Broadway. Occasional journeys currently numbered 384A will also be merged into the 384 so that buses go the same way – all day, every day. In its place, the 388 will provide alternative links to Thorne. Its frequency will remain half-hourly during the day on weekdays and hourly on Sundays, with a new half-hourly timetable on Saturdays and a new hourly timetable in the evening.
385	**385**	**Doncaster – Lindholme Prison** franchised from 2028 The 385 will keep following its current route, and its frequency will remain two-hourly during the day on weekdays and Saturdays.
386	**386**	**Doncaster – Sykehouse** franchised from 2028 The 386 will keep following its current route, and its frequency will remain two-hourly during the day on weekdays and Saturdays.

387/387A	**387**	**Doncaster – Moorends** franchised from 2027 Morning, evening and Sunday journeys currently numbered 387A will be merged into the 387 (with the 388 having its timetable extended to cover those times instead) so that buses go the same way – all day, every day. Its main frequency will remain half-hourly during the day on weekdays and Saturdays.
388	**388**	**Doncaster – Thorne** franchised from 2027 The 388 will keep running its current route. Its frequency will remain half-hourly during the day on weekdays, with a new half-hourly timetable during the day on Saturdays and new hourly timetables in the evenings and on Sundays.
399	**399**	**Doncaster – Scunthorpe** permitted from 2027 The 399 will not be franchised because it mostly runs outside South Yorkshire, but will be allowed to continue running into Doncaster under a special permit scheme.
496	**496**	**Doncaster – Wakefield** permitted from 2027 The 496 will not be franchised because it mostly runs outside South Yorkshire, but will be allowed to continue running into Doncaster under a special permit scheme.
X2	N/A	**Sheffield – Doncaster** replaced from 2027 The X2 will no longer extend beyond Maltby to Doncaster. Hourly links via Braithwell, Edlington, Alverley and Balby into Doncaster will be maintained by the X5.
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.
i4/X4	**X4**	**Doncaster – Doncaster-Sheffield Airport** franchised from 2027 Occasional journeys currently numbered i4 will be merged into the X4 so that buses go the same way – all day, every day. Otherwise, no changes are planned for day one of franchising, but the frequency will be boosted (and the route may be adjusted) alongside the phased reopening of Doncaster-Sheffield Airport.
X5	**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.
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.
X19	**X19**	**Doncaster – Barnsley** franchised from 2028 The X19 will keep following its current route. Its frequency will remain half-hourly during the day on weekdays and Saturdays, and hourly on Sundays, with a new hourly timetable in the evenings.
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.