South Yorkshire People's Network

Day-one network proposals in **Barnsley** and **Penistone**

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 Barnsley

Current No.	New No.	Description of changes
1	**201**	**Barnsley – Staincross** franchised from 2028 The 1 will be re-numbered 201 to match the '200s' numbering group in Barnsley and will keep following its current route. Its frequency will remain up to every 20 minutes during the day on weekdays and Saturdays, and hourly in the evenings and on Sundays.
2	**X16**	**Barnsley – Sheffield** 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.
6	**206**	**Barnsley – Worsbrough Dale** franchised from 2028 The 6 will be re-numbered 206 to match the '200s' numbering group in Barnsley and will keep following its current route. Its frequency will remain up to every 20 minutes during the day on weekdays and Saturdays, and hourly in the evenings and on Sundays.
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.
11	**211**	**Barnsley – Athersley North** franchised from 2028 The 11 will be re-numbered 211 to match the '200s' numbering group in Barnsley. Its frequency will remain up to every 20 minutes during the day on weekdays and Saturdays, and hourly in the evenings and on Sundays – but will boosted to every 15 minutes at peak times on weekdays.
12	**212**	**Barnsley – Athersley South** franchised from 2028 The 12 will be re-numbered 212 to match the '200s' numbering group in Barnsley and will keep following its current route. Its frequency will remain up to every 20 minutes during the day on weekdays, and hourly in the evenings and on Sundays – and will be boosted to every 20 minutes on Saturdays.
20	**220**	**Barnsley – Millhouse Green** franchised from 2028 The 20 will be re-numbered 220 to match the '200s' numbering group in Barnsley. It will be re-routed along Summer Lane and Pogmoor Road (with the 221 and 233 taking its place on Dodworth Road) to reinstate a direct link to Barnsley Hospital from Penistone, Hoylandswaine and Silkstone. Its frequency will remain hourly during the day on weekdays and Saturdays, with new hourly timetables in the evenings and on Sundays. Alongside the 221, this will quadruple the number of evening and Sunday journeys between Barnsley, Silkstone and Penistone.
21/21A	**221**	**Barnsley – Cubley** franchised from 2028 The 21/21A will be re-numbered 221 to match the '200s' numbering group in Barnsley. In Penistone, it will be re-routed along Sheffield Road because the bridge on Green Road is too low for electric buses to safely pass under. Services 225, 229 and 260 will provide alternative local links to/from Green Road. It will stop as normal on Park Avenue, Bluebell Avenue and Chapelfield Lane before

		continuing along Mortimer Road to terminate in Cubley. The 220, 223, 225 and 229 will variously take its place between Penistone town centre and Millhouse Green – with the 229 also taking its place between Millhouse Green and Crow Edge. Evening and Sunday journeys currently numbered 21A will be merged into the 221 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. Alongside the 220, this will quadruple the number of evening and Sunday journeys between Barnsley, Silkstone and Penistone.
22A/22C	**202A/C**	**Barnsley – Dodworth (circular)** franchised from 2028 The 22A/22C will be re-numbered 202A (anti-clockwise) and 202C (clockwise) to match the '200s' numbering group in Barnsley and will keep following its current route. Its frequency will remain half-hourly in either direction during the day on weekdays and Saturdays, with new hourly timetables in the evenings and on Sundays.
24/24A	**224**	**Barnsley – Ingbirchworth** franchised from 2028 The 24 will be re-numbered 224 to match the '200s' numbering group in Barnsley. It will be re-routed to run along White Hart Road to serve new housing developments. Occasional journeys currently numbered 24A will be merged into the 224 so that buses go the same way – all day, every day. Its frequency will remain two-hourly during the day on weekdays and Saturdays.
27/27A/27B	**227/228**	**Barnsley – Wombwell** franchised from 2028 The 27 will be re-numbered 227, and the 27A/27B will be re-numbered 228, to match the '200s' numbering group in Barnsley. The 227 will serve Nancy Road hourly during the day on weekdays on Saturdays (combining with the 239 to offer two buses per hour). And the 228 will serve Stacey Crescent hourly (doubling the current frequency there). The 227/228 will no longer stop on Common Road, but the 239 will take their place. Its timetable will be standardised to offer a regular half-hourly frequency during the day on weekdays and Saturdays.
28	N/A	**Barnsley – Pontefract** replaced from 2028 The 28 will be replaced by the 227/228 and 232 on Pontefract Road and by the 238 between Cudworth and Pontefract.
32	**232**	**Barnsley – Cudworth** franchised from 2028 The 32 will be re-numbered 232 to match the '200s' numbering group in Barnsley and will keep following its current route. Its frequency will remain up to every 20 minutes during the day on weekdays and Saturdays, and hourly in the evenings and on Sundays.
33	N/A	**Barnsley – Kingstone (circular)** replaced from 2028 The 33 will be replaced by the 202A/202C in Kingstone, the 233 on Broadway, and by the 202A/202C, 220 and 233 in Pogmoor.
N/A	**233**	**Barnsley – Dodworth** introduced from 2028 The 233 is a new hourly service which will connect the town centre, Barnsley Hospital, Broadway, Keresforth Hill, Gilroyd and Dodworth before terminating near the Fall Bank industrial estate.
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.
37	N/A	**Barnsley – Monk Bretton** replaced from 2028 The 37 will be replaced by the 239.

38	**238**	**Barnsley – Pontefract** franchised from 2028 The 38 will be re-numbered 238 to match the '200s' numbering group in Barnsley. It will be merged with the 28, meaning all buses between Barnsley and Pontefract will run the same way every half-hour. The detour via Park Spring Road to serve GXO Logistics will continue, but only at certain times (limited to shift times) to make journeys quicker throughout the rest of the day.
39	**239**	**Barnsley – Upton** franchised from 2028 The 39 will be re-numbered 239 to match the '200s' numbering group in Barnsley. It will be re-routed via Burton Road and Monk Bretton, with the 227/228 and 232 taking its place on Pontefract Road. It will also be re-routed in Grimethorpe to serve Nancy Road. Its frequency will remain hourly during the day on weekdays and Saturdays.
57	**257**	**Barnsley – Royston** franchised from 2028 The 57 will be re-numbered 257 to match the '200s' numbering group in Barnsley and will keep following its current route. Its frequency will remain half-hourly during the day on weekdays and Saturdays, forming an overall 15-minute frequency to Royston alongside the 258/259.
59/59A	**258/259**	**Barnsley – Wakefield** franchised from 2028 The 59 will be re-numbered 259, and the 59A will be re-numbered 258, to match the '200s' numbering group in Barnsley. Both will keep following their current routes. Their combined frequency will remain half-hourly during the day on weekdays and Saturdays, forming an overall 15-minute frequency to Royston alongside the 257. Their frequency will also remain hourly in the evenings and half-hourly on Sundays.
66	**266**	**Kexborough – Elsecar** franchised from 2028 The 66 will be re-numbered 266 to match the '200s' numbering group in Barnsley and its frequency will be boosted to every 15 minutes during the day on weekdays (and the buses will be upgraded to double-decks) to alleviate overcrowding – especially at peak times. It will be also merged with the 95 to create new cross-town connections to Barnsley Hospital and employment sites in Kexborough, Darton, Claycliffe, Birdwell and the Elsecar Heritage Centre. The 266 will be streamlined to run the full length of Gawber Road and Redbrook Road, with the 293 taking its place on Queens Drive and the 293, 294 and 296 taking its place on Wilthorpe Road.
67/A/B/C	**267/268**	**Barnsley – Wombwell** franchised from 2028 The 67/67A/67B/67C will be merged into a new 267 and 268 to simplify them. Both services will run the same way between the town centre and Mount Vernon Road. Journeys will then alternate evenly between the 267 going along Kingwell Road, High Street and West Street, and the 268 going directly along Vernon Road. They will run the same way again as far as Birdwell, where the 267 will carry on directly Hoyland whilst the 268 goes through Pilley, Tankersley and Wentworth Industrial Park. All journeys will then go the same way between Hoyland, Cortonwood retail park and Wombwell. The overall frequency will be hourly during the day on weekdays and Saturdays, with the timetable switching evenly between the 267 and 268.
90	**290**	**Barnsley – Holmfirth** permitted from 2027 The 90 will be re-numbered 290 to match the '200s' numbering group in Barnsley. The 290 will not be franchised because it mostly runs outside South Yorkshire, but will be allowed to continue running into Barnsley under a special permit scheme.
91	**291**	**Penistone – Holmfirth** permitted from 2027 The 91 will be re-numbered 291 to match the '200s' numbering group in Barnsley. The 291 will not be franchised because it mostly runs outside South Yorkshire, but will be allowed to continue running into Barnsley under a special permit scheme.

93	**293**	**Barnsley – Woolley Grange** franchised from 2028 The 93 will be re-numbered 293 to match the '200s' numbering group in Barnsley. It will be re-routed to run along Queens Drive, Huddersfield Road and Wilthorpe Road, with the 266 taking its place on Redbrook Road. Its frequency will remain hourly during the day on weekdays and Saturdays.
94/94A	**294**	**Barnsley – Denby Dale** franchised from 2028 The 94 will be re-numbered 294 to match the '200s' numbering group in Barnsley. It will be re-routed to run along Victoria Road, Gawber Road, Rowland Road and Wilthorpe Road. The 296 will take its place on Huddersfield Road and the 266 will take its place on Redbrook Road. Evening and Sunday journeys numbered 94A will be merged into the 294 so that buses go the same way – all day, every day. Its frequency will remain hourly during the day on weekdays and Saturdays.
95/95A	N/A	**Barnsley – Kexborough** replaced from 2028 The 95 will be replaced by service 266. Evening and Sunday journeys numbered 95A will be replaced by the 266 between the town centre and Kexborough and by the 293 between the town centre and Darton.
96/96A/96B	**296**	**Barnsley – Kexborough (or Wakefield)** franchised from 2028 The 96/A/B will be re-numbered 296 to match the '200s' numbering group in Barnsley. It will be re-routed along Huddersfield Road and Wilthorpe, with the 266, 293/294 taking its place on Gawber Road and the 266 taking its place on Redbrook Road. It will also be re-routed along Claycliffe Road, with the 266 and 293 providing alternatives on Barugh Green Road and Barugh Lane. Pending confirmation of a financial contribution from WYCA, the 296 will either terminate at Kexborough or carry on towards Wakefield. Its frequency will remain half-hourly during the day on weekdays, and hourly on Saturdays and Sundays.
97/97A	**297**	**Darton – Wakefield** permitted from 2027 The 97/97A will be re-numbered 297 to match the '200s' numbering group in Barnsley. The 297 will not be franchised because it mostly runs outside South Yorkshire, but will be allowed to continue running into Barnsley under a special permit scheme.
99	N/A	**Barnsley – Denby Dale** replaced from 2028 Saturday journeys numbered 99 will be replaced by the 294.
136	N/A	**Hoyland – Rotherham** 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.
198	**298**	**Barnsley – Hemsworth** permitted from 2027 The 198 will be re-numbered 298 to match the '200s' numbering group in Barnsley. The 298 will not be franchised because it mostly runs outside South Yorkshire, but will be allowed to continue running into Barnsley under a special permit scheme.
203	**303**	**Wombwell – Doncaster** 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.
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.
217/218	**107**	**Barnsley – Rotherham** franchised from 2028 The 217 will be re-numbered 107 to match the '100s' numbering group 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.
219/219A	**219**	**Barnsley – Doncaster** franchised from 2028 All journeys will be numbered 219. 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.
226	**226**	**Barnsley – Thurnscoe** franchised from 2028 The 226 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.
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.
X19	**X19**	**Barnsley – Doncaster** 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**	**Barnsley – Doncaster** franchised from 2027 The X20 will keep following its current route, and its frequency will remain hourly during the day on weekdays and Saturdays.
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.

4. Service-level summary for Penistone

Current No.	New No.	Description of changes
20	**220**	**Barnsley – Millhouse Green** franchised from 2028 The 20 will be re-numbered 220 to match the '200s' numbering group in Barnsley. It will be re-routed along Summer Lane and Pogmoor Road (with the 221 and 233 taking its place on Dodworth Road) to reinstate a direct link to Barnsley Hospital from Penistone, Hoylandswaine and Silkstone. Its frequency will remain hourly during the day on weekdays and Saturdays, with new hourly timetables in the evenings and on Sundays. Alongside the 221, this will quadruple the number of evening and Sunday journeys between Barnsley, Silkstone and Penistone.
21/21A	**221**	**Barnsley – Cubley** franchised from 2028 The 21/21A will be re-numbered 221 to match the '200s' numbering group in Barnsley. In Penistone, it will be re-routed along Sheffield Road because the bridge on Green Road is too low for electric buses to safely pass under. Services 225, 229 and 260 will provide alternative local links to/from Green Road. It will stop as normal on Park Avenue, Bluebell Avenue and Chapelfield Lane before continuing along Mortimer Road to terminate in Cubley. The 220, 223, 225 and 229 will variously take its place between Penistone town centre and Millhouse Green – with the 229 also taking its place between Millhouse Green and Crow Edge. Evening and Sunday journeys currently numbered 21A will be merged into the 221 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. Alongside the 220, this will quadruple the number of evening and Sunday journeys between Barnsley, Silkstone and Penistone.
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.
24/24A	**224**	**Barnsley – Ingbirchworth** franchised from 2028 The 24 will be re-numbered 224 to match the '200s' numbering group in Barnsley. It will be re-routed to run along White Hart Road to serve new housing developments. Occasional journeys currently numbered 24A will be merged into the 224 so that buses go the same way – all day, every day. Its frequency will remain two-hourly during the day on weekdays and Saturdays.
25/25A	**225**	**Oxspring – Millhouse Green** franchised from 2028 The 25 will be re-numbered 225 to match the '200s' numbering group in Barnsley. It will be re-routed to serve Green Road (in Penistone) both ways, with the 223, 224 and 229 taking its place on Sheffield Road, and the 260 taking its place on Church View Road. Its frequency will remain hourly during the day on weekdays, with a new hourly timetable on Saturdays.

26	**222**	**Deepcar – Penistone** franchised from 2028 The 26 will be re-numbered 222 to match the '200s' numbering group in Barnsley (and the '220s' numbering group in Penistone without using the same number as service 226 between Barnsley and Thurnscoe). 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.