

BARNSELEY 2016 BUS NETWORK PROPOSAL

Final Summary of Changes by Ward

Ward/Key places	Summary of the final changes proposed following the consultation	Reasons for change to current network	Any impacts identified with these changes
Central ward	<ul style="list-style-type: none"> All Barnsley terminating services run through this ward. 	<ul style="list-style-type: none"> No change to stopping arrangements in this ward or in the town centre. 	<ul style="list-style-type: none"> No anticipated negative impact to this ward
Cudworth ward	<ul style="list-style-type: none"> Service 193 (Arriva) replaced by Watersons in October 2016. Changes to service 35/36/37/38 to replace service 31/34 and amendments to introduce services along Rotherham Road. 	<ul style="list-style-type: none"> Cancellation by Arriva of the 193 following a review of West Yorkshire services. Waterson's replacement service arranged by the bus partnership at no cost to the tax payer. Requests for services to run the length of Rotherham Road 	<ul style="list-style-type: none"> No service will be provided along a section of road that runs through part of Carlton Industrial Estate (Shaw Lane). Services will continue to operate at either side of the Shaw Lane. Service 57/59 provides a bus every 10 minutes along Fish Dam Lane with houses remaining within 500m. 14 properties on Shaw Lane will be extended to a maximum of 500m from an hourly service on Weetshaw Lane.
Darfield ward	<ul style="list-style-type: none"> Service 203 will operate between Doncaster and Wombwell and replace service X26 in Little Houghton Service X26 will no longer serve Little Houghton, replaced by the 203. Service X27 will operate to Wombwell not Goldthorpe 	<ul style="list-style-type: none"> Extending the 203 beyond Wombwell duplicates a high frequency bus corridor and is a unnecessary cost when interchange is available. Service 203 will serve Little Houghton due to limited usage and will speed up the X26 for the majority of users Service X27 will serve Wombwell to increase the interchange opportunities for passengers to employment sites at Grimethorpe e.g. ASOS 	<ul style="list-style-type: none"> Passengers on service 203 will require interchange at Wombwell on to services that provide a coordinated service every 7/8 minutes on services 22x, 220, 222 and 226. Wait time based on the timetables should be no longer than 8 minutes. A number of stops can be used but the stops at Park Street include a shelter, seating and an adjacent pelican crossing. Little Houghton (48 properties) will have a service frequency reduced from hourly to two hourly on the 203.
Darton East	<ul style="list-style-type: none"> No proposed changes to routes or frequency in this ward 	<ul style="list-style-type: none"> No reoccurring and specific feedback from this ward requiring changes 	<ul style="list-style-type: none"> No anticipated negative impact to this ward
Darton West	<ul style="list-style-type: none"> Service 92 is amended to operate via Dodworth and Higham 	<ul style="list-style-type: none"> No reoccurring and specific feedback from this ward requiring changes – changes relate to the Dodworth ward 	<ul style="list-style-type: none"> No anticipated negative impact to this ward

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Dearne South	<ul style="list-style-type: none"> • Service 203 will operate between Doncaster and Wombwell and replace service X26 in Little Houghton • Service X26 will no longer serve Little Houghton, replaced by the 203. • Service X27 will operate to Wombwell not Goldthorpe 	<ul style="list-style-type: none"> • Extending the 203 beyond Wombwell duplicates a high frequency bus corridor and is a unnecessary cost when interchange is available. • Service 203 will serve Little Houghton due to limited usage and will speed up the X26 for the majority of users • Service X27 will serve Wombwell to increase the interchange opportunities for passengers to employment sites at Grimethorpe e.g. ASOS 	<ul style="list-style-type: none"> • Passengers on service 203 will require interchange at Wombwell on to services that provide a coordinated service every 7/8 minutes. • Passengers on service 203 will require interchange at Wombwell on to services that provide a coordinated service every 7/8 minutes on services 22x, 220, 222 and 226. Wait time based on the timetables should be no longer than 8 minutes. • A number of stops can be used but the stops at Park Street include a shelter, seating and an adjacent pelican crossing.
Dodworth	<ul style="list-style-type: none"> • Changes to service 23/23/24 (see Penistone Wards below) • Service 92 is amended to operate via Dodworth and Higham to Cawthorne only • Service 92 to be amended from the proposal to use Longley Street and Barugh Green Road. Final route through the estate at Higham to be agreed with councillors. 	<ul style="list-style-type: none"> • To ensure sustainability of services going forward and following feedback regarding service 23/23a/24 (see Penistone East/West) • Service 92 in Higham not serving those that need the service the most • Link between Higham and Dodworth for access to the medical centre • Improved access to Capitol Park employment area • Coordinated timetable with the 20/21/22 to provide a new Barnsley-Dodworth 10 minute bus service corridor • Dodworth can connect with service 93/95/96 to the Hospital 	<ul style="list-style-type: none"> • Higham residents on service 92 to change buses at Barugh Green cross roads to the Hospital. • Passengers on service 92 wanting the hospital will require interchange at Barugh Green Road onto services 93/93a, 95/95a and 96 which provide 7 buses per hour to the hospital. Wait time should, based on timetables, be no longer than 10 minutes. • Bus stops at Barugh Green Road provide a shelter, raised boarding point and a pelican crossing is available within 85m of the bus stops.

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Hoyland Milton	<ul style="list-style-type: none"> Service 7/7a will operate Barnsley – Blacker Hill – Hoyland only (as service 7) Service 7 to operate via Kirk Balk in Hoyland to provide local links and access to the cemetery Service 67/67a will operate every 30 minutes combined 	<ul style="list-style-type: none"> Service 7 (subject to contact award approval) will continue to provide a two hourly bus for Blackhill between Barnsley and Hoyland. If service 7/7a is as cheap as the amended network costs, the contract for the current 7/7a will be retained. Connections to be reviewed at major interchange points i.e. Wombwell. 	<ul style="list-style-type: none"> Loss of some direct links from one housing area to another. Interchange available in Hoyland between services. Passengers on service 7 (Blackerhill) travelling to Worsbrough will be able to interchange onto service 67/67a every 30 minutes. Wait time based on timetables should no longer than 30 minutes if a journey is just missed. Service 66 provides an additional 6 buses per hour but may increase walking distances at the final destination to a 600m. Bus stop in Hoyland (Southgate) includes a Shelter, seating and raised kerb. The same stop can be used to board and alight.
Kingstone	<ul style="list-style-type: none"> Changes to proposals for service 23/23a/24. See Penistone East West No other amendments to the proposed network for this ward 	<ul style="list-style-type: none"> To ensure sustainability of services going forward and following feedback regarding service 23/23a/24 (see Penistone East/West) 	<ul style="list-style-type: none"> No anticipated negative impact to this ward
Monk Bretton	<ul style="list-style-type: none"> Service 193 (Arriva) replaced by Watersons in October 2016. Changes to service 35/36/37/38 to replace service 31/34 and amendments to introduce services along Rotherham Road. 	<ul style="list-style-type: none"> Cancellation by Arriva of the 193 following a review of West Yorkshire services. Waterson's replacement service arranged by the bus partnership at no cost to the tax payer. Requests for services to run the length of Rotherham Road 	<ul style="list-style-type: none"> No anticipated negative impact to this ward other than changes to service number and departure times.
North East	<ul style="list-style-type: none"> Changes to service 35/36/37/38 to replace service 31/34 and amendments to introduce services along Rotherham Road. Service X27 will operate to Wombwell not Goldthorpe 	<ul style="list-style-type: none"> Requests for services to run the length of Rotherham Road Service X27 will serve Wombwell to increase the interchange opportunities for passengers to employment sites at Grimethorpe e.g. ASOS 	<ul style="list-style-type: none"> No anticipated negative impact to this ward other than changes to service number and departure times.
Old Town	<ul style="list-style-type: none"> Service 92 will operate via Dodworth between Barnsley and Higham 	<ul style="list-style-type: none"> Service 92 link between Higham and Dodworth for access to the medical centre Service 92 improves access to Capitol Park employment area Coordinated timetable with the 20/21/22 to provide a new Barnsley-Dodworth 10 minute service 	<ul style="list-style-type: none"> No anticipated negative impact to this ward Services 93/93a, 95/95a and 96 continue to provide 7 buses per hour with the removal of service 92 from this ward.

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Penistone East and Penistone West	<p>Following meetings with Parish councils, Ward Councillors and the MP's office a revised proposal has been consulted upon with residents including two drop in sessions at Penistone Library.</p> <ul style="list-style-type: none"> • Service 92 will operate via Dodworth between Barnsley and Higham to Cawthorne only. • Daytime Sheffield service (29) to terminate at Chapeltown and run Chapeltown-Penistone-Holmfirth. Peak hour trip to Sheffield via the Northern General Hospital to be maintained. Chapeltown-Sheffield via the Northern General is available every 6 minutes on service 1/1a. • Langsett and Midhopedstones will only receive a bus on a Wednesday (service 257) 	<ul style="list-style-type: none"> • Significant feedback • Isolation of some communities • Request for reinstatement of links <ul style="list-style-type: none"> ○ Barnsley centre ○ Holmfirth ○ Sheffield centre ○ Barnsley Hospital • Less frequent but more links required • Commuters affected including ticketing costs to Sheffield if changing buses 	<ul style="list-style-type: none"> • Unable to maintain the Hospital link, priority given for more frequently used links to Penistone and Barnsley. • The option to use service 92 directly from Penistone to the Hospital will be lost. Passengers may alternatively use service 20/21/23a/24 and local rail services to Barnsley centre and then use services 93/93a, 95/95a and 96 which will provide 7 buses per hour between Barnsley Interchange and the hospital. • Elderly passengers with hospital appointments needing to travel before 09:30 can use Stagecoach buses for free on production of the hospital letter. • Journey time between Penistone and the Hospital on service 92 is currently 40 minutes. Journeys by bus via Barnsley centre is also 40 minutes but interchange will increase this to between 40 and 50 minutes depending on connections. Use of local rail links reduces the total journey time to between 30 and 35 minutes. • NHS non-emergency patient transport is available for those unable to use non-direct public transport services. • Daytime Sheffield service (29) will terminate at Chapeltown and run Chapeltown-Penistone-Holmfirth. Chapeltown-Sheffield via the Northern General is available every 6 minutes on service 1/1a. Wait time should be no longer than 6 minutes. Bus stops at Chapeltown market place towards Sheffield have a shelter. Towards Penistone there is just a bus stop pole. • Midhopedstones will only receive a bus on a Wednesday (service 257). Demand from this area is extremely low. Current usage is on average two passengers per day (0.22 passengers per trip)

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Rockingham	<ul style="list-style-type: none"> • Service 7/7a will operate Barnsley – Blacker Hill – Hoyland only (as service 7) • Service 8/8a will no longer operate • Service 67/67a are improved will operate every 30 minutes combined • Connections to be reviewed to ensure easy interchange 	<ul style="list-style-type: none"> • Subject to award of contracts, Pilley will receive an improved hourly bus service on the 67a, rather than the current two hourly 7/7a. 	<ul style="list-style-type: none"> • No anticipated negative impact to this ward
Royston	<ul style="list-style-type: none"> • Arriva terminated service 193/194 as of the 30 October 2016. As part of the Bus Partnership, Waterson’s have agreed to partially replace the service at no cost to SYPTE or the local authority. All South Yorkshire users of the terminated service have alternative services to Barnsley in addition to the new hourly 193. Service 59 also provides a service to Wakefield. 	<ul style="list-style-type: none"> • No specific feedback from this ward requiring changes 	<ul style="list-style-type: none"> • There will be less journeys per day from this ward to villages in West Yorkshire (Havecroft/Ryhill) • Buses will still be available during the day. Early morning and late afternoon links will be lost to these villages. Service 59 (hourly) will continue to provide the link to Wakefield at these times.
St Helens	<ul style="list-style-type: none"> • Arriva terminated service 193/194 as of the 30 October 2016. As part of the Bus Partnership, Waterson’s have agreed to partially replace the service at no cost to SYPTE or the local authority. 	<ul style="list-style-type: none"> • No reoccurring and specific feedback from this ward requiring changes 	<ul style="list-style-type: none"> • There will be less journeys per day from this ward to villages in West Yorkshire (Havecroft/Ryhill) • Buses will still be available during the day. Early morning and late afternoon links will be lost to these villages. Service 59 (hourly) will continue to provide the link to Wakefield at these times.
StairFoot	<ul style="list-style-type: none"> • Service 7/7a is amended to operate via Doncaster Road to Kendray • Route of service 7 to be amended based on feedback and better serve Hunningley Lane. Route can be amended as demand changes. Councillor feedback welcomed prior to service implementation in January 2017. • Changes to service 35/36/37/38 to replace service 31/34. 	<ul style="list-style-type: none"> • Request for service 7 to use Hunningley Lane rather than Farm Road to serve houses currently isolated. 	<ul style="list-style-type: none"> • No anticipated negative impact to this ward other than changes to service number and departure times.
Wombwell	<ul style="list-style-type: none"> • Service 67/67a are improved to operate every 30 minutes combined and replace service 220 at Cortonwood. • Service 203 will operate between Doncaster and Wombwell only replacing service X26 in Little Houghton. • Service 220 will not run to Cortonwood (see improved service 67/67a) • Service X27 will operate to Wombwell instead of Goldthorpe. • Connections to be reviewed at major interchange points i.e. Wombwell and Wath to improve access to services 	<ul style="list-style-type: none"> • Improved access to employment sites on the new 67a. • Extending the 203 beyond Wombwell duplicates a high frequency bus corridor and is an unnecessary cost when interchange is available. • Service 203 will serve Little Houghton due to limited usage and will speed up the X26 for the majority of users • Service X27 will serve Wombwell to increase the interchange opportunities for passengers to employment sites at Grimethorpe e.g. ASOS 	<ul style="list-style-type: none"> • No anticipated negative impact to this ward

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Worsborough	<ul style="list-style-type: none"> • Service 7/7a is amended to operate via Doncaster Road to Kendray • Route of service 7 to be amended based on feedback and better serve Hunningley Lane. Route can be amended as demand changes. Councillor feedback welcomed prior to service implementation in January 2017. • Service 8/8a will no longer operate • Service 67/67a are improved will operate every 30 minutes combined • Service 67 to be amended to operate via Mount Vernon Road and Kingwell Road to provide an hourly link between Ward Green and the medical centre • Connections to be reviewed at major interchange points i.e. Wombwell and Hoyland to improve access to services 	<ul style="list-style-type: none"> • Reduce isolation for houses not on the core network • Loss of link between Ward Green and Worsborough Medical centre 	<ul style="list-style-type: none"> • No anticipated negative impact to this ward

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Hospitals	<ul style="list-style-type: none"> • Service 92 will not operate via the Hospital and will not start in Penistone. • Service 29 will not operate beyond Chapeltown and past the Northern General Hospital 	<ul style="list-style-type: none"> • Service 92 as proposed, except for a route change in Higham, to provide the link to the medical centre in Dodworth. Cawthorne and Higham residents can change buses at Barugh Green cross roads onto the 93/95/96. • Daytime Sheffield service (29) to terminate at Chapeltown and run Chapeltown-Penistone-Holmfirth. Peak hour trip to Sheffield via the Northern General Hospital to be maintained. • Chapeltown-Sheffield via the Northern General is available every 6 minutes on service 1/1a. 	<ul style="list-style-type: none"> • Loss of direct links from Penistone wards to both the Northern General (off peak) and Barnsley Hospital (at all times) • The option to use service 92 directly from Penistone to the Hospital will be lost. Passengers will have to use service 20/21/23a/24 and local rail services to Barnsley centre and then use services 93/93a, 95/95a and 96 which will provide 7 buses per hour between Barnsley Interchange and the hospital. • Elderly passengers with hospital appointments needing to travel before 09:30 can use Stagecoach buses for free on production of the hospital letter. • Journey time between Penistone and the Hospital on service 92 is 40 minutes. Journeys by bus via Barnsley centre is also 40 minutes but interchange will increase this to between 40 and 50 minutes depending on connections. Use of local rail links reduces the total journey time to between 30 and 35 minutes. • Daytime Sheffield service (29) will terminate at Chapeltown and run Chapeltown-Penistone-Holmfirth. Chapeltown-Sheffield via the Northern General is available every 6 minutes on service 1/1a. Wait time should be no longer than 6 minutes. Bus stops at Chapeltown market place towards Sheffield have a shelter. Towards Penistone there is just a bus stop pole.
Doctors	<ul style="list-style-type: none"> • Service 92 to operate via Dodworth to provide the Barugh Green/Higham link to the Dodworth medical centre • Service 67 to be amended to operate via Mount Vernon Road and Kingwell Road to provide an hourly link between Ward Green and the medical centre 	<ul style="list-style-type: none"> • Various doctor issues relating to the proposed Penistone East/West changes. Following meetings with Parish councils, Ward Councillors and the MP's office a revised proposal has been consulted upon with residents including two drop in sessions at Penistone Library. Changes well received with no further changes requested. • Loss of link between Ward Green and Worsbrough Medical centre 	<ul style="list-style-type: none"> • No anticipated negative impact to links to Doctors

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Schools	<ul style="list-style-type: none"> • Service 67a will replace the 7/7a providing the link to Hoyland from the Pilley area. • Penistone Grammar school movements have been accommodated in the new network for statutory travellers. No further feedback from Penistone Grammar school received but will review the network with them prior to implementation. 	<ul style="list-style-type: none"> • General network changes have taken into account school issues where possible 	<ul style="list-style-type: none"> • Requests for improved services to Kettlethorpe High School cannot be addressed as it is outside of South Yorkshire and SYPTE are not able to fund transport from Barnsley to this school.
Ticketing	<ul style="list-style-type: none"> • Following approval of the network the bus operators, through the Travelmaster panel, have agreed to discuss and approve a reduced price Barnsley connect ticket allowing travel on all buses in Barnsley. The intention is for this to be set in-line with Doncaster and Rotherham. 	<ul style="list-style-type: none"> • Cheaper all operator based ticketing • Simpler ticketing • Reduced impact for multiple operators on one route/corridor • Reduced impact of tendered services not being with the incumbent operator 	<ul style="list-style-type: none"> • Zonal Travelmaster tickets (bus/train) have been discontinued in Doncaster, Rotherham and Sheffield due to the success of these new all operator bus tickets. There will be requirement for review of need for zonal Travelmaster in Barnsley once usage is known.
Frequencies	<ul style="list-style-type: none"> • Some changes to frequencies as highlighted on the consultation documents. • Some Saturday frequencies will be subject to review initially and during the first twelve months of the Bus Partnership. Subject to changes in demand, Saturday services may decrease slightly in frequency i.e. 10 minutes to 12 minutes, 12 minutes to 15 minutes. This applies to routes and to coordinated bus corridors. 	<ul style="list-style-type: none"> • The network has to be sustainable and usage at weekends continues to fall. This change would mirror the service provision in the rest of the county. 	<ul style="list-style-type: none"> • No other negative anticipated impact