

Stagecoach East Scotland Proposed Service changes from 29th July 2019

We are currently consulting with customers, local authorities and staff regarding service changes across East Scotland from Monday 29 July 2019. These changes focus on improvements to our express network but also contain some changes within the local network.

You can view the full list of proposals below and also on our website. Please leave feedback to be considered in our consultation via the online form at stagecoachbus.com.

If you'd like to leave more detailed feedback, you can contact us by email at eastscotland.enquiries@stagecoachbus.com or by post to CUSTOMER CONSULTATION, FREEPOST STAGECOACH.

We'll also be holding some information events at our Park & Ride sites and travel shops throughout Fife. The times and dates for these events are as follows:

IN DATE ORDER:

Dundee bus station on Monday 27 May from 0700-1100
St Andrews bus station on Monday 27 May from 1200-1600
Ferrytoll park and ride on Tuesday 28 May from 0700-1100
Dunfermline bus station on Tuesday 28 May from 1200-1600
Halbeath park and ride on Thursday 30 May from 0700-1100
Glenrothes bus station on Thursday 30 May from 1200-1600
Kirkcaldy bus station on Friday 31 May from 0700-1100
Leven bus station on Friday 31 May from 1200-1600

Fife Area

Service 4: Dunfermline – Oakley - Blairhall

Proposal: A number of journeys will be retimed to improve reliability.

Service type: Commercial.

Reason for proposal: To improve reliability.

Service 6/6A: Crombie – Charlestown – Limekilns - Dunfermline – Wellwood – Steelend – Saline - Oakley

Proposal: Service split at Dunfermline bus station. Service 6 will operate between Crombie, Charlestown, Limekilns and Dunfermline and service 6A will operate between Dunfermline, Wellwood, Steelend, Saline and Oakley.

Service type: Commercial.

Reason for proposal: To improve reliability.

Service 8/8A: Dunfermline – Falkirk / Alloa

Proposal: Working in partnership with Fife Council, the 8 will extend to serve Falkirk via Kincardine and Skinflats, providing an hourly service. Low Valleyfield will be served in both directions. The 8A will be revised to omit Westfield but will cover more of Clackmannan and also stop at Morrisons in Alloa.

Service type: Partly contracted.

Reason for proposal: Improve links between Dunfermline and Falkirk.

Service 32: Kirkcaldy – Cardenden – Kinglassie – Glenrothes - Bankhead

Proposal: Minor timetable adjustments to evening and Sunday timetable.

Service type: Contracted journeys.

Reason for proposal: To improve reliability.

Service 33: Kirkcaldy – Cardenden – Lochgelly – Cowdenbeath – Halbeath P&R – QMH - Dunfermline

Proposal: Minor timetable adjustments to evening peak time journeys from Kirkcaldy to improve reliability

Service type: Commercial.

Reason for proposal: To improve reliability.

Service 36: Glenrothes – Newburgh – Bridge of Earn - Perth

Proposal: Journeys from Perth will be retimed between Perth and Abernethy to improve reliability

Service type: Commercial.

Reason for proposal: To improve reliability.

Service 39B: Whitehill Industrial Estate – Glenrothes

Proposal: The 1708 journey from Whitehill industrial estate will be retimed to improve reliability

Service type: Commercial journey.

Reason for proposal: To improve reliability.

Service 41: Kirkcaldy/Leven – Kennoway - Cupar

Proposal: Daytime journeys on Monday – Saturday will be withdrawn. Alternative travel between Kirkcaldy and Cupar is available on the new hourly X58. Service 44/44A will continue to serve Cameron Hospital. Ceres will continue to be served by the Moffat and Williamson services 41B and 64/64A. (New multi-operator ticketing will be available in this area from early June) No changes are planned to Fife Council evening and Sunday journeys.

Service Type: Commercial.

Reason for proposal: See X58

Service 42: Dundee – Tayport – St Andrews

Proposal: A revised timetable will be introduced to improve reliability. Buses will run between Tayport and Dundee every 30 minutes during the day, and every 20 minutes at peak times. All buses to and from St Andrews will now serve Strathkinness.

Service Type: Commercial.

Reason for proposal: To improve reliability.

Service 53 Glenrothes – Ladybank – Cupar – Tayport - Dundee

Proposal: This service is renumbered 54 with minor adjustments to the timetable.

Service Type: Commercial.

Reason for proposal: To improve reliability.

Service 56: Perth – Bridge of Earn – Milnathort - Kinross

Proposal: The journeys introduced last year between Dunfermline and Kinross will be withdrawn due to poor usage. Connections between Dunfermline and Kinross will be available on the X56 changing at Halbeath Park and Ride. The existing journey to Perth College will be replaced by an X56 journey (including Glenfarg). The 1835 journey from Perth will now operate as an X56A at 1840, running via Bridge of Earn, Kintillo and Glenfarg (serving all stops). The 1435 journey from Perth will terminate in Glenfarg.

Service type: Partly contracted.

Reason for proposal: Low patronage.

Service 77B Dundee – Newport - Wormit

Proposal: A revised timetable will be introduced to improve reliability. Service 77B journeys in the late afternoon will be withdrawn due to low patronage. Journeys running via Balmerino will be renumbered 77A. Journeys on 77B will continue to be provided by Moffat & Williamson at similar times.

Service type: Commercial.

Reason for proposal: Low patronage.

Service 95: Leven – St Monans - Anstruther – Crail - St Andrews

Proposal: A revised timetable will be introduced to improve reliability.

Service type: Commercial.

Reason for proposal: To improve reliability.

Service 97: Leven – Upper Largo - St Andrews

Proposal: A revised timetable will be introduced to improve reliability.

Service type: Commercial.

Reason for proposal: To improve reliability.

Service 99/99A/99B/99C/99D: St Andrews - Leuchars - Dundee

Proposal: To avoid congestion at school times, the 1452 99D from St Andrews bus station to Bogward will run as a 99B and the 1507 99B will run as a 99D. An additional late evening journey will be introduced on Monday to Saturday at 2315 from St Andrews to Dundee, and returning 2340 from Dundee rail station to St Andrews.

Service type: Commercial

Reason for proposal: To meet demand

Service 747: Halbeath P&R – Inverkeithing – Ferrytoll P&R – Edinburgh Airport

Proposal: Due to increasing demand, a revised timetable will be introduced with an improved frequency of 15 minutes for most of the day.

Service type: Commercial.

Reason for proposal: To meet demand.

Service X4: Leven – Markinch - Glenrothes

Proposal: This service will be replaced by the X61 (see below).

Service Type: Commercial.

Reason for proposal: See X61.

Service X5: Dunfermline – Ferrytoll P&R - Edinburgh

Proposal: Service withdrawn but is replaced by the new X52 service to enhance the Halbeath to Edinburgh frequency.

Service Type: Commercial.

Reason for proposal: See X52

Service X9: Glenrothes – Halbeath P&R – Ferrytoll P&R - Edinburgh

Proposal: Service withdrawn but is replaced by new X61 service.

Service Type: Commercial.

Reason for proposal: See X61

Service X24/X26: St Andrews/Dundee – Glenrothes - Halbeath P&R - Dunfermline – Kincardine – Glasgow

Proposal: Revised timetable to improve reliability. Early morning journeys to Dundee will operate direct to the bus station no longer serving the rail station or Crichton Street in order to speed up commuting journeys. Braehead will now be served after Glasgow Airport with journeys operating a loop of both - this is to avoid heavy traffic on the way to the airport, which is a more popular journey than Braehead at present.

Service Type: Commercial.

Reason for proposal: To improve reliability.

Service X27: Leven – Kirkcaldy – Halbeath P&R - Dunfermline – Kincardine – Glasgow

Proposal: All journeys now serve Forth Valley Hospital at Larbert providing four journeys an hour along with the X24/X26 to and from Glasgow, Cumbernauld and Dunfermline. Additional journeys will be provided to/from Leven. Additional journeys will also be provided in the evening between Kirkcaldy and Dunfermline.

Service Type: Commercial.

Reason for proposal: To meet demand and improve journey opportunities at Forth Valley, Kirkcaldy and Leven.

Service X37: Chapel – Kirkcaldy – Glenrothes – Pitcairn

Proposal: Minor adjustments to the timetable.

Service Type: Commercial (Partly contracted: evening and Sundays).

Reason for proposal: To improve reliability.

Service X52: Dunfermline – Duloch Park - Edinburgh

Proposal: This is a new service running between Dunfermline and Edinburgh, Bristo Square, Duloch Park and Rosyth at peak times, Monday to Friday. There will be three AM and three PM journeys Monday – Thursday with four PM journeys on a Friday. Journeys will run non-stop between Ferrytoll P&R and Orchard Brae in both directions to speed up commuter journeys.

Service Type: Commercial.

Reason for proposal: To improve journey opportunities from Dunfermline to Edinburgh.

Service X54: Ninewells – Dundee – Cupar - Glenrothes

Proposal: Revised to operate between Ninewells and Glenrothes only. Low floor single deck vehicles will operate on the route following feedback from customers. Journeys between Glenrothes and Edinburgh will be available using the new service X61 (see below).

Service Type: Commercial.

Reason for proposal: To improve reliability and to respond to customer requests for a low floor service to Ninewells Hospital.

Service X55/N55: Dunfermline – Rosyth – Ferrytoll P&R – Edinburgh

Proposal: A revised timetable will be introduced to improve reliability and co-ordinate with revisions to other Edinburgh services to maintain a consistent frequency. Additional journeys will run in the evening. Travel to and from Bristo Square will now be provided by new service X52.

Service Type: Commercial.

Reason for proposal: To improve reliability and maintain regular journey frequencies

Service X56: Perth – Kinross – Halbeath P&R – Ferrytoll P&R - Edinburgh

Proposal: A revised timetable will be introduced to create more evening journeys, improve reliability and co-ordinate with revisions to other Edinburgh services to maintain a consistent frequency. Some journeys operate via Glenfarg to maintain existing travel links.

Service type: Commercial.

Reason for proposal: To provide additional journey opportunities in the evenings to/from Edinburgh.

Service X57: Dalgety Bay – Ferrytoll P&R - Edinburgh

Proposal: A new service X57 will be introduced, replacing parts of the X60 between Dalgety Bay and Edinburgh along with a revised X58 (See below). The existing morning and evening journey frequency will be maintained at every 20 minutes between Dalgety Bay and Edinburgh and will provide two journeys per hour during the daytime. Some morning and evening journeys will operate via Burntisland to/from Kirkcaldy.

Service type: Commercial.

Reason for proposal: To provide additional journey opportunities.

Service X58: Dundee – Cupar – Leven – Kirkcaldy – Dalgety Bay – Ferrytoll - Edinburgh

Proposal: Service X58 is extended from Leven via Cupar to Dundee to provide an hourly service linking Kirkcaldy and Dundee in around 90 minutes. This service combines with X26 and X54 to offer a 20 minute frequency between Cupar and Dundee.

Service type: Commercial.

Reason for proposal: To provide new journey opportunities from Leven/Kirkcaldy to Dundee.

Service X59/X59A: St Andrews – Cupar – Glenrothes – Cowdenbeath (X59A) – Halbeath P&R – Ferrytoll P&R -Edinburgh

Proposal: A revised timetable will be introduced with additional evening journeys to St Andrews.

Service Type: Commercial.

Reason for proposal: To maintain the Edinburgh frequency from Halbeath/Ferrytoll due to changes to other Edinburgh Express services and provide additional evening journeys.

Service X60: St Andrews – Anstruther – Leven – Kirkcaldy – Halbeath P&R – Ferrytoll P&R – Edinburgh

Proposal: This service will be rerouted in Kirkcaldy to operate via Chapel Level and Halbeath P&R rather than Dalgety Bay, providing a 20 minute journey frequency from Kirkcaldy to Edinburgh via Halbeath offering the fastest possible journey into Edinburgh. An hourly evening, and half hourly Sunday timetable will also be introduced.

Service Type: Commercial.

Reason for proposal: To offer a new, faster express service from Kirkcaldy into Edinburgh.

Service X61: Leven - Glenrothes – Halbeath P&R – Ferrytoll P&R - Edinburgh

Proposal: This new service partly replaces service X54 between Glenrothes and Edinburgh via Cowdenbeath and Halbeath P&R. Combined with service X59, the overall frequency will increase from two journeys an hour to journeys every 20 minutes for much of the day (every 30 minutes on Sundays). This will also replace service X4 between Leven and Glenrothes offering new links from areas of Levenmouth and Markinch into Edinburgh. Journeys will run non-stop between Ferrytoll P&R and Orchard Brae in both directions. Co-ordinated with the X59 & X60, there will be a journey between Halbeath P&R and Edinburgh up to every 10 minutes during the day.

Service type: Commercial.

Reason for proposal: To provide more journey opportunities from Leven to Edinburgh.

Perth Area

Service 1/2: City Centre – PRI – Letham - Tulloch - City Centre

Proposal: A revised timetable will be introduced with a 12 minute frequency throughout the main part of the day Monday – Saturday (no change to Sunday timetable).

Service Type: Commercial.

Reason for proposal: To improve reliability.

Service 5/6: City Centre – Moncrieffe – Craigie – City Centre

Proposal: Mill Street stop G will be used instead of stop F.

Service Type: Commercial.

Reason for proposal: To help reduce congestion.

Service 7/A/7B: Scone P&R – City Centre – Broxden - Hillend

Proposal: Minor changes to timetable.

Service Type: Commercial.

Reason for proposal: To improve reliability

Service 8: North Muirton – City Centre - Aviva

Proposal: Service 8 heading to Aviva will use stop H on Kinoull Street instead of Mill Street stop C.

Service Type: Commercial.

Reason for proposal: To help reduce congestion.

Service 12: Gannochy – City Centre - Viewlands

Proposal: Minor timetable revision.

Service Type: Contracted.

Reason for proposal: To improve reliability.

Service 14: Perth – Almondbank - Pitcairngreen

Proposal: Stop T&H on Kinoull Street will be used instead of Scott Street stop U.

Service Type: Partly contracted.

Reason for proposal: To help reduce congestion.

Service 15: St Fillans – Comrie – Crieff - Perth

Service 15A: Stirling – Dunblane – Braco – Crieff - Perth

Proposal: Stop T&H on Kinoull Street will be used instead of Scott Street stop U. Stirling University will now be served in both directions Monday – Sunday with a revised timetable. The 15A journey departing Perth at 1520 has a minor route change due to the new road layout around McDiarmid Park. Journeys on service 15A will also now divert via Stirling University.

Service Type: Partly contracted.

Reason for proposal: To improve reliability and to provide new journeys to Stirling University.

Service 23: Aberfeldy – Ballinuilg – Dunkeld – Bankfoot - Perth

Proposal: Minor route revisions around McDiarmid Park due to the new road layout, this change only affects the 0715 journey from Aberfeldy and the 1620 journey from Mill Street Monday - Friday.

Service Type: Partly contracted.

Reason for proposal: New road layout.

Service 34C: Spittalfield – Stanley - Perth

Proposal: Minor route revision around McDiarmid Park due to the new road layout.

Service Type: Contracted.

Reason for proposal: New road layout.

Service 39: Arbroath – Ethiebeaton Park – Dundee – Inchtute - Perth

Proposal: Minor timetable revision; the 0714 departure from Perth has been retimed between Perth and Dundee to improve reliability.

Service Type: Contracted.

Reason for proposal: To improve reliability.

Service 56: Perth – Bridge of Earn – Milnathort - Kinross

Proposal: The journeys introduced last year between Dunfermline and Kinross will be withdrawn due to poor usage. Connections between Dunfermline and Kinross will be available on the X56 changing at Halbeath Park and Ride. The existing journey to Perth College will be replaced by an X56 journey (including Glenfarg). The 1835 journey from Perth will now operate as an X56A at 1840, running via Bridge of Earn, Kintillo and Glenfarg (serving all stops). The 1435 journey from Perth will terminate in Glenfarg.

Service type: Partly contracted.

Reason for proposal: Low patronage.

Service 57: Perth – Blairgowrie - Dundee

Proposal: Minor timetable revision.

Service Type: Partly contracted.

Reason for proposal: To improve reliability.

Service 59: Blairgowrie – Coupar Angus - Dundee

Proposal: Minor timetable revision.

Service Type: Partly contracted.

Reason for proposal: To improve reliability.

Service X56: Perth – Kinross – Halbeath P&R – Ferrytoll P&R - Edinburgh

Proposal: A revised timetable will be introduced to create more evening journeys, improve reliability and co-ordinate with revisions to other Edinburgh services to maintain a consistent frequency. Some journeys operate via Glenfarg to maintain existing travel links.

Service type: Commercial.

Reason for proposal: To provide additional journey opportunities in the evenings to/from Edinburgh.

Summary by area

Ferrytoll P&R

The peak time journey frequency will be increased to 4 minutes to/from Edinburgh, with off peak journey frequency increased to every 5 minutes to Edinburgh. More non-stop journeys will provide faster journeys into the city centre, including off peak journeys for the first time. All services will now stop at Orchard Brae.

Halbeath P&R

There will be daytime frequency increases to offer a journey to Edinburgh every 10 minutes. Evening frequencies will increase from hourly to a half hourly. The Sunday frequency is improved during the day to offer a service to Edinburgh every 20 minutes. Most journeys are now non-stop between Ferrytoll P&R and Orchard Brae to provide faster journeys and service X59 continues to offer an hourly limited stop service from Halbeath. (Other services from Ferrytoll will continue to serve intermediate stops, X55/X57/X58).

Dalgety Bay/Inverkeithing

Routes are revised within Dalgety Bay to offer more coverage of the town. All journeys now operate via Inverkeithing High School.

Dunfermline/Rosyth

A new X52 to Edinburgh Bristo Square via Halbeath Road, Duloch Park and Ferrytoll enhances the journey opportunities between Dunfermline and Edinburgh along with the existing X55.

Glenrothes

The off-peak service to Edinburgh is enhanced to offer 3 departures an hour through the introduction of the X61. The X54 service is revised to operate between Glenrothes and Ninewells only which will be operated using low floor single deck vehicles following customer requests.

Kirkcaldy

Service X58 will continue to serve the coastal areas of Kirkcaldy every hour as present, whereas service X60 is rerouted via Hendry Road and Chapel Level with a much enhanced frequency introduced, offering departures every 20 minutes and offering the fastest journey times from Kirkcaldy to Edinburgh. In the evenings, the X58 and X60 will now offer 2 journeys per hour whilst Sunday daytimes offer a half hourly X60 and an hourly X58.

Introduction of the X58 extension beyond Leven to serve Cupar and Dundee reintroduces direct links to Dundee which were removed last year, but now with much shorter journey times.

Levenmouth

The basic timing pattern of the X58 and X60 to Edinburgh remains as present serving the coastal villages and into the East Neuk. Extending the X58 to Dundee via Kennoway and Cupar offers Leven its first direct link to Dundee for many years and with a fast journey time. This replaces the commercial elements of service 41 as the 41 is withdrawn. Windygates and Cameron Hospital will lose their direct service to Kirkcaldy, although connections are available at Leven bus station, and Cameron Hospital will continue to be served by the 44.

New service X61 (which replaces the X4) creates new links from the inland area of Leven and Windygates direct to Edinburgh via Glenrothes at peak times, with connections available during off-peak periods. The journey times from Leven to Edinburgh are improved.

Cupar

Services to Dundee are enhanced with the addition of the X58 to the existing X26/X54 frequency offering a 20 minute frequency during the day. The X58 also improves the current off-peak 2 hourly service to Kirkcaldy, to provide hourly journeys. Service X54 will now be operated by low floor single deck vehicles operation following feedback from customers.