

ENVIRONMENT & TRANSPORT CABINET COMMITTEE

Friday, 18th February, 2022

2.00 pm

Online





AGENDA

ENVIRONMENT & TRANSPORT CABINET COMMITTEE

Friday, 18 February 2022 at 2.00 pm
Online

Ask for: **Matt Dentten**
Telephone: **03000 414534**

Membership (16)

- Conservative (12): Mr S Holden (Chairman), Mr R C Love, OBE (Vice-Chairman), Mr Baker, Mr C Beart, Mr T Bond, Mr N J Collor, Mr D Crow-Brown, Mr M Dendor, Mr A R Hills, Mrs S Hudson, Mrs L Parfitt-Reid and Mr D Watkins
- Labour (2): Ms M Dawkins and Mr B H Lewis
- Liberal Democrat (1): Mr I S Chittenden
- Green and Independent (1): Mr M Baldock

UNRESTRICTED ITEMS

(During these items the meeting is likely to be open to the public)

- 1 Introduction/Webcast announcement
- 2 Apologies and Substitutes
To receive apologies for absence and notification of any substitutes present
- 3 Declarations of Interest by Members in items on the Agenda
To receive any declarations of interest made by Members in relation to any matter on the agenda. Members are reminded to specify the agenda item number to which it refers and the nature of the interest being declared.
- 4 21/00124 - Kent Travel Saver Price Increase (Pages 1 - 14)
- 5 Supported Bus Services Public Consultation (Pages 15 - 22)

EXEMPT ITEMS

(At the time of preparing the agenda there were no exempt items. During any such items which may arise the meeting is likely NOT to be open to the public)

Benjamin Watts
General Counsel
03000 416814

Thursday, 10 February 2022

From: David Brazier, Cabinet Member for Highways and Transport
 Phil Lightowler, Interim Director Transportation

To: **Environment and Transport Cabinet Committee – 18 January 2022**

Subject: **Kent Travel Saver Price Increase**

Key decision 21/00124

Classification: Unrestricted

Past Pathway of report: None

Future Pathway of report: For Cabinet Member Decision

Electoral Division: Countywide

Summary: Since 2015 a Cabinet decision has been in place, governing the level of cost increase that can be made to the Kent Travel Saver card.

Due to the budget challenge facing the authority, this paper proposes an above inflation price rise of £80 to £450 for the standard pass.

This rise is designed to lower the subsidy that KCC provide to the scheme by reducing its net cost.

All other elements of the scheme would remain.

This price increase is proposed to be effective from the opening of the 2022/23 academic year Kent Travel Saver application window, in early June 2022.

Recommendation(s):

The Cabinet Committee is asked to consider and endorse or make recommendations to the Cabinet Member for Highways and Transport on the proposed decision to increase the cost of the standard Kent Travel Saver from £370 per academic year to £450 as shown at Appendix A.

1. Introduction

- 1.1 The Kent Travel Saver is a concessionary travel product, available to those students in years 7-11 and residing in Kent. It has been provided by the authority since 2007, under different names such as the Kent Freedom Pass and the Young Persons Travel Pass.
- 1.2 The pass provides the holder, free bus travel across Kent, from 06.00 to 19.00, with no limits on services used and at no cost on boarding. In addition to the core offering some operators, at no cost to KCC, provide additional free travel at weekends; (Stagecoach and Arriva).

- 1.3 The participating operators are re-imbursed using a published mechanism based on the principle of being “no better/no worse off” if the scheme was not in place. The re-imburement of the operators forms the gross costs of the scheme.
- 1.4 The gross costs of the scheme are netted off by the income generated.
- 1.5 To access the pass, there is an annual scheme cost, with a reduced rate for those on low income and it is free to those in selected care groups. In addition, there is a sibling offer, where those households with more than 2 children eligible for the pass can access additional passes at no charge.
- 1.6 Currently the pass cost is £370 (standard) and £120 for (low income). The annual charge can be paid upfront or through monthly instalments.
- 1.7 The benefit that a pass holder will receive depends on how much use they make of the pass, where they travel to/from and the operator fares in that area. Typically, operator tickets, of this nature and covering the same period, range in price from £600 to £1,000. On this basis, the pass, including this price increase, continues to provide a significant saving over an operator ticket.
- 1.8 As of October 2021, there are 13,968 full cost pass payers, 1,804 low-income cost pass payers, 390 sibling offer passes and 3,626 in receipt of free passes.

2. Key Decision – KTS Pass Uplift 2022-23

- 2.1 Since 2015, as set out in Cabinet Decision 15/00051, any increase to the cost of what was the Young Persons Travel Pass (YPTP) and is now the Kent Travel Saver (KTS), has been capped at 5% of the gross cost of the scheme.
- 2.2 The scale of the financial challenge facing the authority in 2022/23 is such, that the Kent Travel Saver, being a discretionary scheme, needs to reduce its net cost.
- 2.3 This paper seeks a new key decision to the existing decision. The decision required is set out below:
 - Increase the cost of the standard pass from £370 to £450
 - Retain the cost of the low-income pass at £120
 - Retain the sibling offer
 - Retain the care pass offer
 - Retain instalments

3. Financial Implications

- 3.1 The proposed increase in the cost of the pass is estimated to deliver circa £910K in additional income beyond anticipated operator inflation.
- 3.2 For the standard pass £15 is for operator inflation and £65 contributes to the reduction in scheme cost.

3.3 The price increase enables a budget of £11.5M gross cost offset by £6.8M of income to give a net cost of £4.7M to Kent County Council for 2022/23.

4. Legal implications

4.1 No implications have been identified.

5. Equalities implications

5.1 An initial EqIA has been completed. No significant impacts on a group with a protected characteristic have been identified.

5.2 Although not a protected characteristic, it should be noted that the increase in the cost of the low-income pass is significant and will impact those families.

6. Other corporate implications

6.1 No other corporate implications have been identified.

7. Governance

7.1 Not applicable

8. Conclusions

8.1 Since 2015 a Cabinet decision has been in place, governing the level of cost increase that can be made to the Kent Travel Saver card.

8.2 Due to the budget challenge facing the authority, this paper proposes an above inflation price rise of £80 to £450 for the standard pass..

8.3 This rise is designed to lower the subsidy that KCC provide to the scheme by reducing its net cost.

8.4 All other elements of the scheme would remain.

8.5 These price increases are proposed to be effective from the opening of the 2022/23 academic year Kent Travel Saver application window, in early June 2022.

9. Recommendation(s):

The Cabinet Committee is asked to consider and endorse or make recommendations to the Cabinet Member for Highways and Transport on the proposed decision to increase the cost of the standard Kent Travel Saver from £370 per academic year to £450 as shown at Appendix A.

10. Background Documents

10.1 Proposed Record of Decision

10.2 Equality Impact Assessment

11. Contact details

Report Author: Phil Lightowler Interim Director of Highways and Transportation Telephone number: 03000 414073 Email : philip.ligtowler@kent.gov.uk	Relevant Director: Simon Jones, Corporate Director for Growth, Environment and Transport Telephone number: 03000 413479 Email : simon.jones@kent.gov.uk
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KENT COUNTY COUNCIL – PROPOSED RECORD OF DECISION

DECISION TO BE TAKEN BY:

David Brazier , Cabinet Member for Highways and Transport

DECISION NO:

21/00124

For publication

Key decision: YES

Subject Matter / Title of Decision: Kent Travel Saver Price Increase

Decision:

As Cabinet Member for Highways and Transportation, I agree to increase the cost of the standard Kent Travel Saver from £370 per academic year to £450

Reason(s) for decision:

Since 2015, as set out in Cabinet Decision 15/00051, any increase to the cost of what was the Young Persons Travel Pass (YPTP) and is now the Kent Travel Saver (KTS), has been capped at 5% of the gross cost of the scheme.

The scale of the financial challenge facing the authority in 2022/23 is such, that the Kent Travel Saver, being a discretionary scheme, needs to reduce its net cost.

Cabinet Committee recommendations and other consultation:

The proposal will be discussed by members of the Environment and Transport Cabinet Committee on 18 February 2022.

Any alternatives considered and rejected:

To increase keep the increase within 5% of the gross cost of the scheme – this was rejected as it would not reduce the net cost of the scheme to mitigate budget saving pressures.

Any interest declared when the decision was taken and any dispensation granted by the Proper Officer:

.....
signed

.....
date

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KCC - Growth, Environment and Transport Directorate (GET).
Equality Analysis / Impact Assessment (EqIA) template

Name of decision, policy, procedure, project or service: KCC Travel Saver Cost Increase.

Brief description of policy, procedure, project or service

The KCC Travel Saver (KTS) is a subsidised bus pass scheme provided by KCC which can save up to 50% of the costs on travel to school.

The KTS is for students in academic years 7-11 and once issued the pass provided free at the point of use travel on all public buses from 6am to 7pm, Mondays to Fridays throughout the academic year from September to July. In addition, some operators also accept the pass as valid for travel at other times i.e. at evenings, on weekends and in the Summer Holidays.

The scheme is administered as a concessionary travel scheme whereby KCC have to reimburse operators for every journey made using a pass reflecting the fare that they would otherwise have received from the parent. At the current rates, the costs of reimbursing operators exceeds the income received through the application fee by about £6m per annum which reflects the subsidy allocated to parents and the overall costs of the scheme to KCC.

Financial pressures placed on KCC's budget mean that the Council face an intensely challenging period ahead, when tough decisions will need to be taken to guarantee services for our most vulnerable residents. The impact of this does unfortunately necessitate that the Council is having to consider savings measures across a whole range of services. The budget set by the Council for the 2022/23 financial year, includes a reduction in funding available to subsidise parents of (circa. £1m) and it is therefore necessary to increase the application fees to off-set this and ensure that the scheme can continue to be sustained.

Date Document Updated 10/02/2022

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It is therefore proposed to adjust the cost of the standard Kent Travel Saver from £370 per academic year to £450 and to increase the cost of the low-income Kent Travel Saver from £120 per academic year to £150. All other concessions such as the provision for free passes and the sibling (buy 2 and get the 3rd and 4th passes for free) would continue unchanged. The ability to spread the cost by paying through a series of instalments would also be maintained.

It should be noted that separate consideration will be given to the costs of the KCC 16+ Travel Saver scheme which is not therefore covered by this EQIA.

Aims and Objectives

The proposed increase in the cost of the pass is estimated to deliver circa £964K in additional income beyond anticipated operator inflation. The price increase enables a budget of £11.5M gross cost offset by £6.8M of income to give a net cost of £4.7M to Kent County Council for 2022/23 enabling the scheme to be sustained within the available budget.

JUDGEMENT

Continue : any increase to the costs of a support service will undoubtedly cause a greater degree of hardship to all who access the service and this will include some greater impact to some protected groups. This is the case in this instance, although it is also noted that the proposed increase in pass costs is designed to protect the scheme to ensure that financial support can be maintained for all passholders. In this context, the continuation of the scheme, even at increased costs, continues to have a positive impact for all service users by comparison with it becoming unsustainable and ceasing to exist.

I have found the Adverse Equality Impact Rating to be LOW as whilst there are some greater impacts to protected groups, these are identified as limited to those only in a disabled category. It is also considered that the changes are designed to ensure that the scheme can be sustained and continue to have a positive impact for all users by comparison with it ceasing altogether.

GET Document Control


Revision History

Version	Date	Authors	Comment
V0.1	14.01.22	Steve Pay	First Draft

Document Sign-Off (this must be both the relevant Head of Service and the relevant Director)

Attestation

I have read and paid due regard to the Equality Analysis/Impact Assessment. I agree with the actions to mitigate any adverse impact(s) that has /have been identified.

Name	Signature	Title	Date of Issue
Phil Lightowler		Interim Director of Highways and Transportation	19.01.22

Date Document Updated 10/02/2022

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Part 1 - Screening

Regarding the decision, policy, procedure, project or service under consideration,

Could this policy, procedure, project or service, or any proposed changes to it, affect any Protected Group (listed below) less favourably (negatively) than others in Kent?

Could this policy, procedure, project or service promote equal opportunities for this group?

Please note that there is no justification for direct discrimination; and indirect discrimination will need to be justified according to the legal requirements

Protected Group	You MUST provide a brief commentary as to your findings, or this EqIA will be returned to you unsigned			
	High Negative Impact	Medium Negative Impact	Low Negative Impact	High/Medium/Low Favourable Impact
Age			The scheme is available only to those in a lower aged group, namely those of secondary school, age. With the parents of passholders also not expected to be of a more senior age, there is considered to be little impact on this protected group.	

Disability		The ability for children to travel to school, independently is arguably more important in the context of a disabled parent who could have less means of supporting travel to school themselves.		
Sex	None	None	None	None
Gender identity/ Transgender	None	None	None	None
Race	None	None	None	None
Religion and Belief	None	None	None	None
Sexual Orientation	None	None	None	None
Pregnancy and Maternity	None	None	None	None
Marriage and Civil Partnerships	None	None	None	None
Carer's Responsibilities	None	None	None	Passes will continue to be provided free of charge to Young

				Carers of eligible age thus providing significant support for this characteristic.
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Part 3 - Action Plan

Protected Characteristic	Issues identified	Action to be taken	Expected outcomes	Owner	Timescale	Resource implications
Disability	The ability for children to travel to school, independently is arguably more important in the context of a disabled parent who could have less means of supporting travel to school themselves.	Positive action is difficult given the stated financial needs to reduce costs. It should be noted that maintenance of the scheme and the offer for Young Carers continues to offer support for this group.	Maintenance of the Scheme	Steve Pay	Ongoing .	None

Have the actions been included in your business/ service plan?

Yes

Date Document Updated 10/02/2022

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From: David Brazier, Cabinet Member for Highways and Transportation
Phil Lightowler, Interim Director Transportation

To: **Environment and Transport Cabinet Committee – 18 February 2022**

Subject: **Supported Bus Services Public Consultation**

Key decision : **N/A**

Classification: **Unrestricted**

Past Pathway of Paper:

Future Pathway of Paper: Environment & Transport Committee –12 May 2022

Electoral Division: Countywide

Summary: The budget for supported bus services in 2021/22 was £6M net. For the financial year 2022/23 and to support the council achieve a balanced budget, the net budget for supported bus services is proposed to decrease by £2.2M. Accounting for planned inflation, the net budget for 22/23 will be £4.3M

To achieve the net budget will require a significant number of supported bus contracts to be reviewed for withdrawal, in excess of the £2.2M proposed saving, should this be approved as part of the Full County Council meeting in February 2022 when the budget is to be considered. Bus contracts have been reviewed using the KCC criteria.

It is proposed to run public consultation on the measures proposed from early February through March 2022, with implementation of contract termination from the end of July 2022 after appropriate notice has been given and due governance observed.

Recommendation:

The Cabinet Committee is asked to consider and support consultation on a range of measures (supported bus contract withdrawals) required to reduce KCC expenditure on supported bus services.

1. Introduction

- 1.1 From April 2022, the net budget for supported bus services is proposed to reduce to £4.3M, to support the council achieving a balanced budget in 2022/23. To deliver this requires a budget reduction of £2.2M and could lead to the withdrawal of 48 contracts.
- 1.2 This report provides the Environment and Transport Cabinet Committee with a proposal for a public consultation on a range of proposed changes to the supported bus service.

2. Body of the report

- 2.1 Since 2014/15 Public Transport have been working to reduce the cost of supported bus services in such a manner to minimise the impact on service users. They have reduced costs through a range of measures including; the continued migration of Kent Karrier contracts from commercial bus operators to Community Sector operation, commercialisation of previously tendered services, the retender and rationalisation of tendered services and a flexible approach to the use of Bus Service Operator Grant Funding received from Central Government.
- 2.2 In 2022/23 there is a proposed saving in the supported bus budget of £2.2M net. This reduction in budget will require the current number of contracts to be reduced including those providing Kent Karrier services.
- 2.3 There are currently 127 contracts supported by the council, including Kent Karrier. These contracts are a mix of support, involving funding for a whole service or just specific journeys, for example on specific days i.e Sundays.
- 2.4 The approach to identifying the contracts that are proposed to be withdrawn has been to firstly to identify the anticipated costs for those current contracts expiring in 22/23, to identify any service commitments taken on in 21/22 (to protect school routes) and to identify any services/contracts where external funding ie S106 has come to an end. This process forecast that for 22/23, we would require £7.6m to cover existing commitments. Using identified commitments, the reduction required to achieve the 22/23 net budget of £4.3m was determined as £3.3m. Using the KCC supported bus service criteria, officers have identified contracts to a value of £3.3M, which could be withdrawn.
- 2.5 The funding criteria prioritises services based on the day of the week they operate, journey purpose and the value for money, derived from a pound per passenger journey figure.

The criteria is shown below;

Priority	DAYS OF OPERATION	£ Per Passenger Journey
1	Any day of the week	Less than £3
2	Monday to Friday	Over £3
3	Monday to Friday	Over £5
4	Saturday	Over £3
5	Sunday and evening	Over £3
6	Saturday, Sunday & evening	Over £5
7	Any day	Over £7
8	Poorly performing contracts with very limited implications	Regardless of cost

- 2.6 Each contract has been assessed against the above criteria, using pre pandemic passenger data, to determine its priority and its value for money ie £ per passenger subsidy. Given the level of reduction, it has not been possible to protect all services, which may have school use.

- 2.7 The list of the contracts is shown in the appendix 1.
- 2.8 It is proposed to consult on the measures proposed from late February through April 2022, with any changes being implemented August 2022. The consultation material and process has been developed in conjunction with KCC's Consultations Team.
- 2.9 Posters and other consultation material will be posted on buses across the county and promotional postcards will be distributed to libraries, Gateways and other public facing buildings. The consultation will be hosted on KCC's engagement website.
- 2.10 We will also be undertaking a pro-active communication campaign, including press releases, social media and emails to stakeholders to ensure that people are aware of the consultation, the scope of the potential changes and how to respond to the consultation.

3. Financial Implications

- 3.1 From April 2022, assuming County Council approve the draft budget, the net budget for supported services will be £4.3M. The net budget for Subsidised Buses for 21/22 is £6M (£6.5M per the Budget Book but this figure includes Community Transport which is outside the scope of this review) so when combined with inflation of £500k and the proposed reduction of £2.2M, leads you to the proposed 22/23 budget of £4.3M.
- 3.2 As known commitments for 21/22 was £7.6M, the reduction to achieve the net budget in 22/23 is £3.3M.
- 3.3 Currently a number of students are provided with entitled free home to school transport on the affected contracts, and they will need to be provided with revised, potentially bespoke transport, at a higher cost to Children, Young People & Education (CYPE) directorate than currently. At this point in time, this cost cannot be quantified. There are currently 96 of these students.

4. Legal implications

- 4.1 The Transport Act 1985 requires Local Transport Authorities (LTAs) to consider the support of socially necessary bus services. However, expenditure in this area is a discretionary activity with LTAs being under no obligation to provide subsidy for this purpose.
- 4.2 Services carrying children with a statutory entitlement to free transport to school under the education act are unaffected by these proposals, as where required alternative provision will be provided, through dedicated contracted provision not open to the public.
- 4.3 A failure to manage the process of change robustly in terms of demonstrating a consideration of the implications carries a possible risk of decisions being subject to judicial review, however we will work closely with the Consultation Team to ensure that our approach is correct and consultation responses are fully considered.

4.4 Public Transport Team has developed a robust approach to development of EqIA, which has been reviewed previously.

5. Equalities implications

5.1 The overall process has been subject to an initial EqIA, this will be updated during the consultation process and individual EqIA for each contract withdrawal will be prepared.

5.2 The EqIA process has identified that there is a greater impact on; the elderly, disabled persons and disabled carers who are all identified groups within EqIA legislation.

6. Other corporate implications

6.1 None.

7. Timetable

7.1 The proposed timetable for the consultation process is;

- Late February 2022 Consultation launch
- Early April 2022 End of consultation period
- End April 2022 Conclude analysis of consultation and update EqIAs
- April 2022 ETCC recommendations taken for approval
- May 2022 Cabinet Member Decision
- Mid May 2022 Contract terminations issued
- Mid August 2022 Contracts withdrawn

7.2 The findings of the consultation and updated EqIA will be brought to Environment and Transport Cabinet Committee, with any refinements that Public Transport has had to make to its proposals.

8. Conclusions

8.1 For the financial year 22/23 and to support the council achieve a balanced budget, the net budget for supported bus services is proposed to to £4.3M, and to achieve this a net saving of £2.2M would need to be delivered.

8.3 This will require a significant number of supported bus contracts to be reviewed for withdrawal. Due to other routes/services taken back in-house during the year and as a result of re-tenders, to achieve this £2.2m net saving, routes totalling £3.3M would need to be withdrawn.

8.4 Bus contracts have been reviewed using the KCC criteria and where possible to protect any services with a schools element.

8.5 It is proposed to run public consultation on the measures proposed from early April through April 2022, with implementation of contract termination August 2022. Following consultation, a paper will be taken to Environment & Transport Cabinet Committee on 12th May 2022 in order to inform the key

decision that the Cabinet Member will then need to take prior to issuing contract termination notices to operators and commissioning alternative transport for any entitled children who may be affected.

9. Recommendation(s):

9.1 The Cabinet Committee is asked to consider and support consultation on a range of measures (bus service changes) required to reduce KCC expenditure on supported bus services.

10. Background Documents

10.1 Table of affected services

11. Contact details

Report Author: Phil Lightowler Interim Director of Highways and Transportation Telephone number: 03000 414073 Email : philip.ligtowler@kent.gov.uk	Relevant Director: Simon Jones, Corporate Director; Growth, Environment and Transport Telephone number: 03000 413479 Email : simon.jones@kent.gov.uk
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Appendix 1 – Contract/Service List

Service	Description	Days	Journeys	£ppj	Saving
Sevenoaks Kent Karrier	Sevenoaks area	Mon-Fri	794	£49.18	£39,045.00
South East Kent Karrier	Canterbury, Dover and Folkestone and Hythe	Mon-Fri	4,617	£40.06	£184,964.00
Maidstone Kent Karrier	Maidstone	Mon-Sat	2,804	£29.90	£83,853.00
59	Grafty Green to Maidstone	Mon-Fri	4,291	£3.67	£126,000.00
North West Kent Karrier	Dartford, Gravesham, North Sevenoaks	Mon-Sat	2,238	£28.79	£64,439.00
Sandwich Connect	Staple - Sandwich - Northbourne	Mon-Sat	1,981	£26.08	£51,657.50
Ashford Kent Karrier	Ashford	Mon-Fri	2,338	£25.29	£59,138.00
292/299	Tonbridge & Hawkhurst to Tenterden	Fri	595	£24.37	£14,498.68
Tonbridge & Malling Kent Karrier	Tonbridge & Malling area	Mon-Fri	1,136	£23.35	£26,524.00
24	Sandhurst to Maidstone	Tu	790	£19.58	£15,469.82
Tenterden Hopper Service	Tenterden and Surrounding Villages	Mon-Fri	3,066	£16.61	£50,934.00
Swale Kent Karrier	Swale	Mon-Fri	5,014	£16.20	£81,220.00
Tunbridge Wells Kent Karrier	Tunbridge Wells area	Mon-Fri	2,112	£13.64	£28,818.00
266	Kilndown to Maidstone	Tu	846	£13.19	£11,155.25
634	Studd Hill to Beltinge	Thu	1,151	£12.41	£14,281.06
293	Tunbridge Wells to Rye	Thu	1,354	£11.45	£15,498.62
255	Benenden to Tunbridge Wells	Wed, Fri, Sat	2,048	£11.25	£23,034.15
Detling Shopper	Detling to Maidstone	Mon-Fri	3,572	£10.49	£37,469.00
332	Deans Bottom - Stockbury - Yelsted - Sittingbourne Schools	SDO	4,182	£10.30	£43,055.00
6 / 645	Herne - Reculver C of E School	SDO	3,205	£8.63	£27,659.63
70/502	Leybourne to Borough Green	Mon-Fri	12,043	£5.14	£61,851.80
541/542/544	Dover - Deal - Sandwich - Canterbury	Mon-Sat	9,716	£8.36	£81,270.20
222	Wrotham to Tonbridge	SDO	4,887	£8.29	£40,500.97
E1	Edenbridge Town Circular	Mon-Sat	17,570	£8.05	£141,363.00
277	Henwood Green to Tunbridge Wells	Mon-Fri	800	£7.85	£6,281.04
433/489	New Ash Green to Gravesend & Bluewater	Su	6,076	£5.60	£34,005.00
X1/X2	Kings Hill to West Malling & Maidstone	Mon-Fri	64,148	£3.24	£207,721.00

360	Leysdown - Eastchurch - Minster - Sheerness - West Minster	Su	7,800	£4.07	£31,779.88
6	Pembury to Tunbridge Wells	Su	3,075	£3.80	£11,700.00
296	Paddock Wood to Tunbridge Wells	Mon,Thu, Sat	3,772	£6.82	£25,720.91
HC3	Dunton Green to Hugh Christie	SDO	6650	£6.57	£43,700.00
111	Folkestone - Ashford	Thu	2,045	£6.36	£13,007.69
60/61/61A	Dover Town Services	Mon-Sat	5,958	£5.62	£33,477.00
123	Ashford - Hothfield - Pluckley - Biddenden	Mon-Fri	15,386	£5.57	£85,627.37
5	Maidstone to Sandhurst	Mon-Sat	11,525	£5.17	£59,601.76
HS7/8	Egerton, Pluckley & Smeden to Homewood School.	SDO	24,043	£5.05	£121,450.00
662, 664, 666	Teynham - Faversham, Conyer - Lynsted, Faversham - Sheldwich	SDO	12,987	£4.78	£62,069.00
TW9	Langton Green to Tunbridge Wells	SDO	8,360	£4.57	£38,170.60
8, 9, 343, 344, 345	Sittingbourne Rurals	Mon-Sat	73,372	£4.28	£313,698.00
4	Edenbridge to Ide Hill	Mon-Fri	19,700	£4.15	£81,686.00
13 & 59	Grafty Green & Harrietsham to maidstone	Sat	5,195	£5.73	£0.00
58	Addington to Maidstone	Mon-Sat	21,782	£3.90	£84,915.95
17	Folkestone - Canterbury	Mon-Sat	12,217	£3.82	£46,613.10
954	Birchington to Sandwich Schools	SDO	12,467	£3.81	£47,500.00
90/61/61A	Aycliffe - Whitfield to Dover to Aycliffe	Su	2,769	£3.72	£10,296.00
474, 475	Greenhithe to Longfield	Mon-Sat	31,566	£3.64	£114,847.97
88	Maidstone to Kings Hill	Mon-Fri	8,505	£3.58	£30,444.39
208/209	East Peckham to Pembury	Mon-Sat	84,316	£2.17	£182,767.00

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