



## Information Resilience and Transparency

Rm 2.87 Sessions House County Road  
Maidstone Kent ME14 1XQ

Please ask for: Kirsty-Leigh  
Robertson  
FOI Reference: 1504933  
Phone: +443000418301  
Email:  
xxx.xxxxxxxxxxx@xxxxx.xxxxxxxxx.xx  
Date: 19 April 2018

Dear Mr Todd

## Freedom of Information Act 2000

Thank you for your request for information made under the Freedom of Information Act (FOIA) 2000, relating to bus services. I am pleased to provide the response below:

### ***1. What is the agreed total budget for supported bus services in the fiscal year 2018/19***

KCC's budget to support some bus services covers activity wider than just the support of bus services through subsidy contracts inclusive of elements such as publicity, emergency requirements, ferry services etc. As such this figure is provided as the estimated value of contracts for KCC Bus subsidy contracts. In 2018 / 19 this figure is currently estimated to be £5,898,445

### ***2. What was the total spend for supported bus services in the fiscal year 2017/18?***

KCC's budget to support some bus services covers activity wider than just the support of bus services through subsidy contracts inclusive of elements such as publicity, emergency requirements, ferry services etc. As such this figure is provided as the estimated value of contracts for KCC Bus subsidy contracts. In 2017 / 18 this figure was £5,809,174

### ***3. What was the total spend for supported bus services in the fiscal year 2016/17?***

KCC's budget to support some bus services covers activity wider than just the support of bus services through subsidy contracts inclusive of elements such as publicity, emergency requirements, ferry services etc. As such this figure is provided as the estimated value of contracts for KCC Bus subsidy contracts. In 2017 / 18 this figure was £5,649,982

**4. How many and which supported routes are likely to have cuts in services in the fiscal year 2018/19 (for example loss of weekend or evening services)?**

We are unable to answer this question as withdrawal of support would normally be preceded by consultation which has yet to take place. It should also be noted that withdrawal of subsidy does not always result in withdrawal of service if the bus operator incorporates the service into its commercially viable network (see below).

**5. How many and which supported routes have had cuts in services in the fiscal years 2016/17 and 2017/18 (for example loss of weekend or evening services), listed for each year?**

**7. How many and which supported routes have been completely withdrawn in the fiscal years 2016/17 and 2017/18, listed for each year?**

**8. How many and which of the previously supported routes have been taken on commercially?**

A response to questions 5, 7 and 8 is provided as one below. Follows a list of all significant changes to the levels of financial support or service levels broken down by financial years 2016/17 and 2017/18. A brief narrative is provided regarding the nature of the change i.e. reduction or withdrawal and any services taken on commercially (as per question 8) are specifically identified.

**2016/17**

- Service 2A (Sundays) : taken on commercially
- Service 2 (Evenings) : withdrawn
- Aline (Sundays) : taken on commercially
- Service 12RL (M-F) : withdraw and partially covered with commercial adjustments
- Service 333/4 (M-S) : contract withdrawn following commercial reductions to service. Alternative subsidised replacement provided to mitigate.
- Service 3/3B (M-S) : withdrawn
- Tunbridge Wells Sunday services; 7, 7A, 1, 21A, 22, 22A, 25 : taken on commercially.
- Service 477 (eves) : taken on commercially
- Service 14A (Eves) : withdrawn
- Service 15/15A (M-S) : withdrawn
- Service 102/89 (M-S) : Replaced with commercial journeys
- Service 89 (eves) : taken on commercially
- Services 71/82/85 (eves) : taken on commercially
- Services 205 / 402 (Sats) : service withdrawn

- Service 219 (M-S) : taken on commercially
- Service 281 (eves) : taken on commercially
- Service 6 (eves) : taken on commercially
- Service 77/147 (M-S) :taken on commercially
- Service 10 (Suns) : taken on commercially
- Service 16A (eves) : taken on commercially

## **2017/18**

- Service 414 (M-S): adopted commercially
- Service 200 (M-F): adopted commercially

## **6. How many and which supported routes are likely to be completely withdrawn in the fiscal year 2018/19?**

See response to question 4.

Please note that around 97% of bus services in Kent are run commercially i.e. without a direct subsidy from KCC. We provide support indirectly through the many bus passes we fund (see <http://www.kent.gov.uk/roads-and-travel/travelling-around-kent/bus-travel/bus-passes> ) We also have Kent Karrier a dial a ride service (see <http://www.kent.gov.uk/roads-and-travel/travelling-around-kent/community-transport/kent-karrier> ). We are currently trialling an electric bus service in North Kent (see <http://www.kent.gov.uk/roads-and-travel/travelling-around-kent/bus-travel/electric-bus-trial> ) and we are about to start a 'big conversation' with Kent residents, bus companies and taxi firms about better ways to make use of the budget that subsidises uneconomic services. Parish run mini buses, car and tax sharing and use of the latest technology are all expected to be part of this discussion. We would be interested in the results of your survey and examples of innovation but would stress that our principal concern is not 'protecting bus services' but making sure our residents have access to a good transport system whatever mode they use.

If you still remain dissatisfied following an internal review, you can appeal to the Information Commissioner, who oversees compliance with the Freedom of Information Act 2000. Details of what you need to do, should you wish to pursue this course of action, are available from the Information Commissioner's website <http://www.ico.org.uk/concerns>.

Yours sincerely

Kirsty-Leigh Robertson  
Information Access Officer