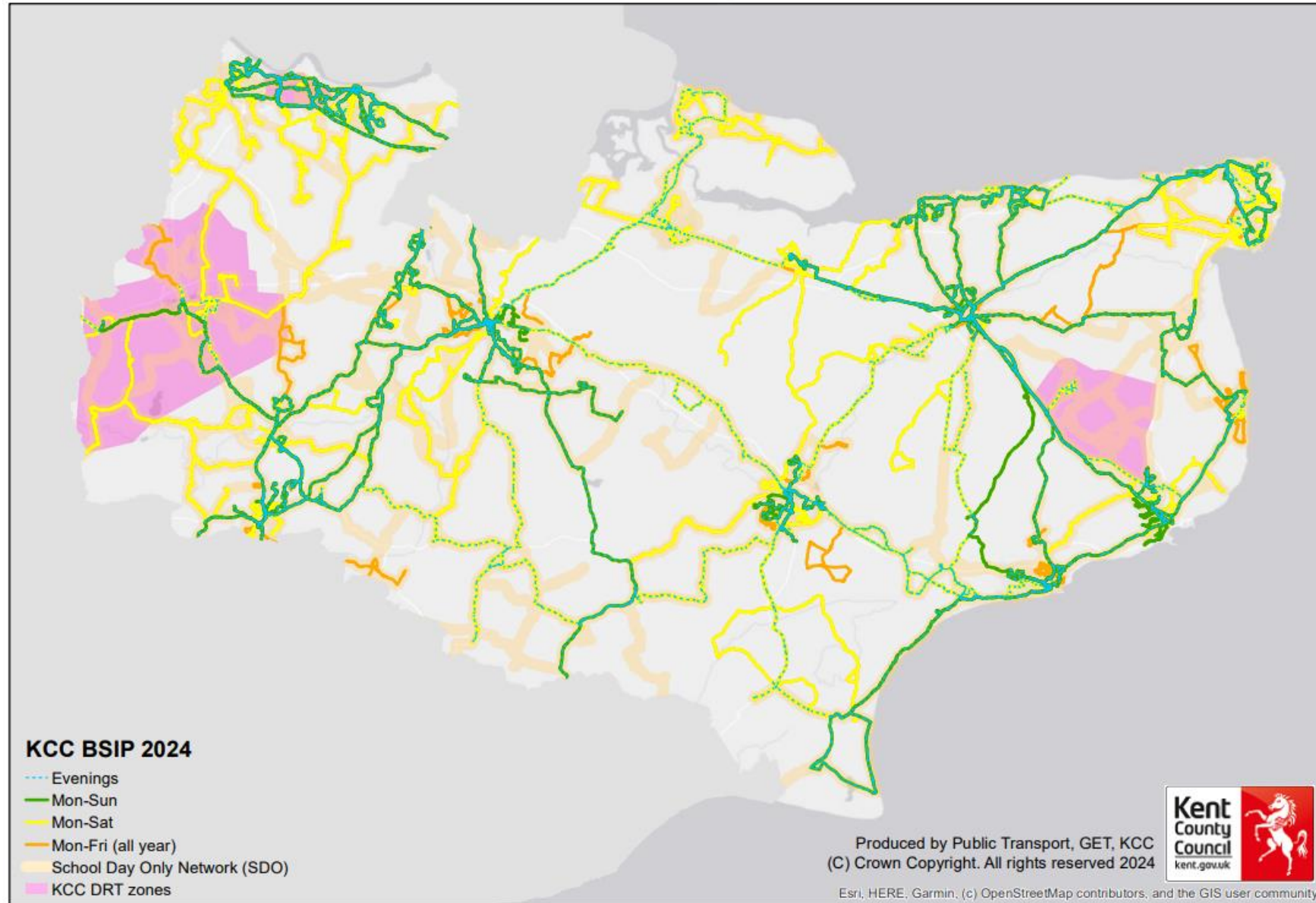


BSIP 2024 _ Appendix C

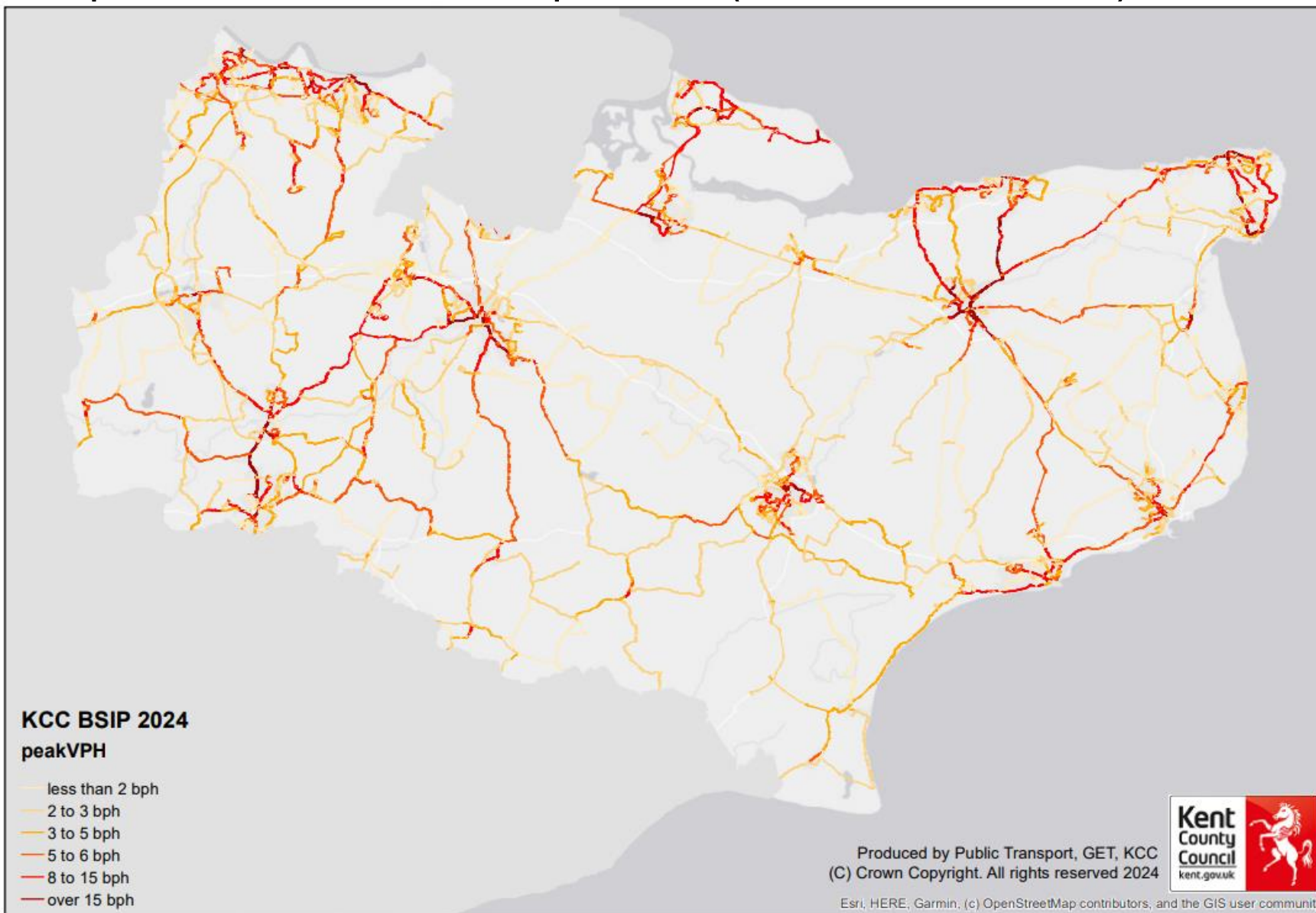
Network maps & supportive data



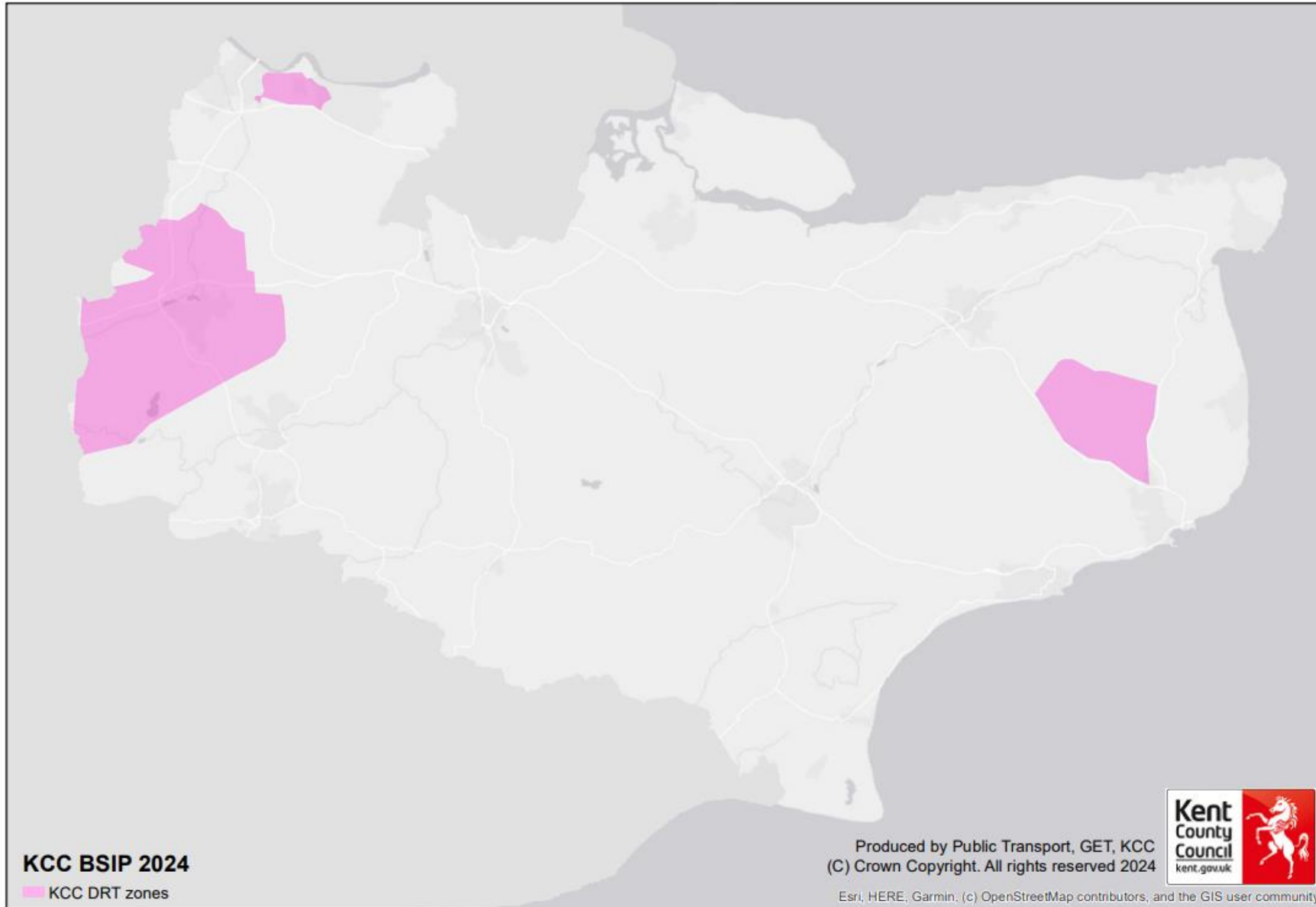
KCC Bus Network Days of operation



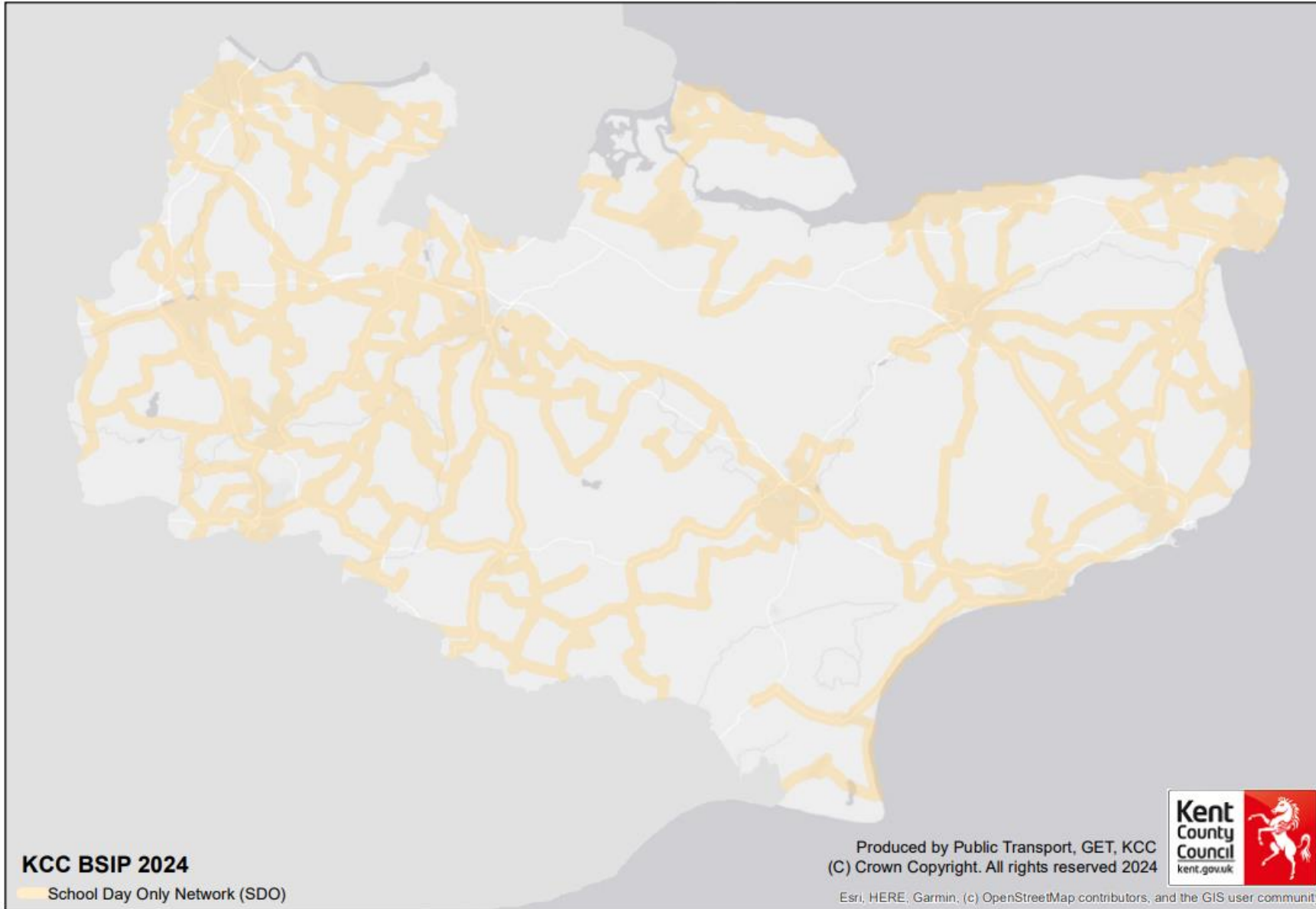
AM peak combined bus frequencies (March 24 – Podaris)



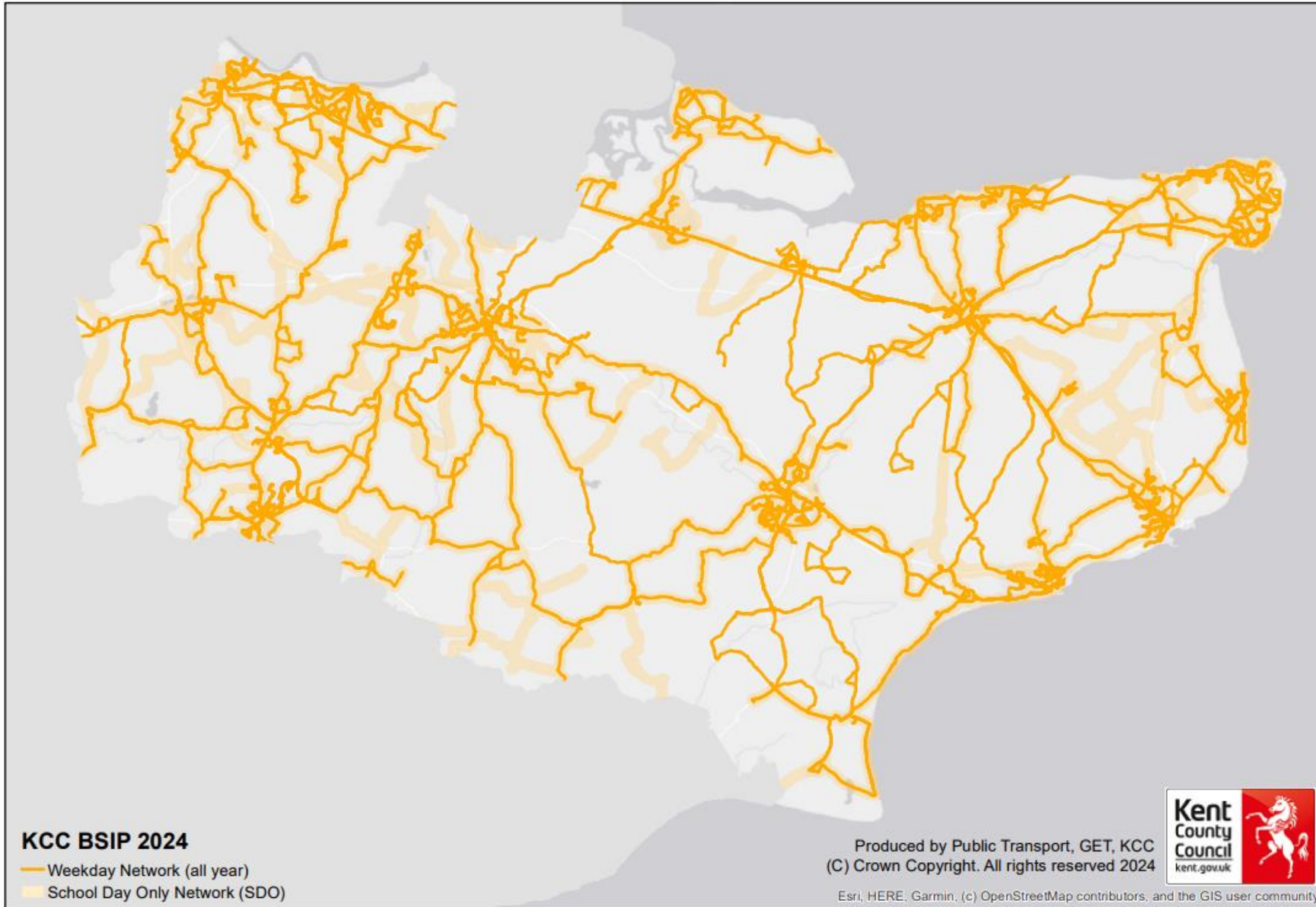
KCC Bus DRT zones



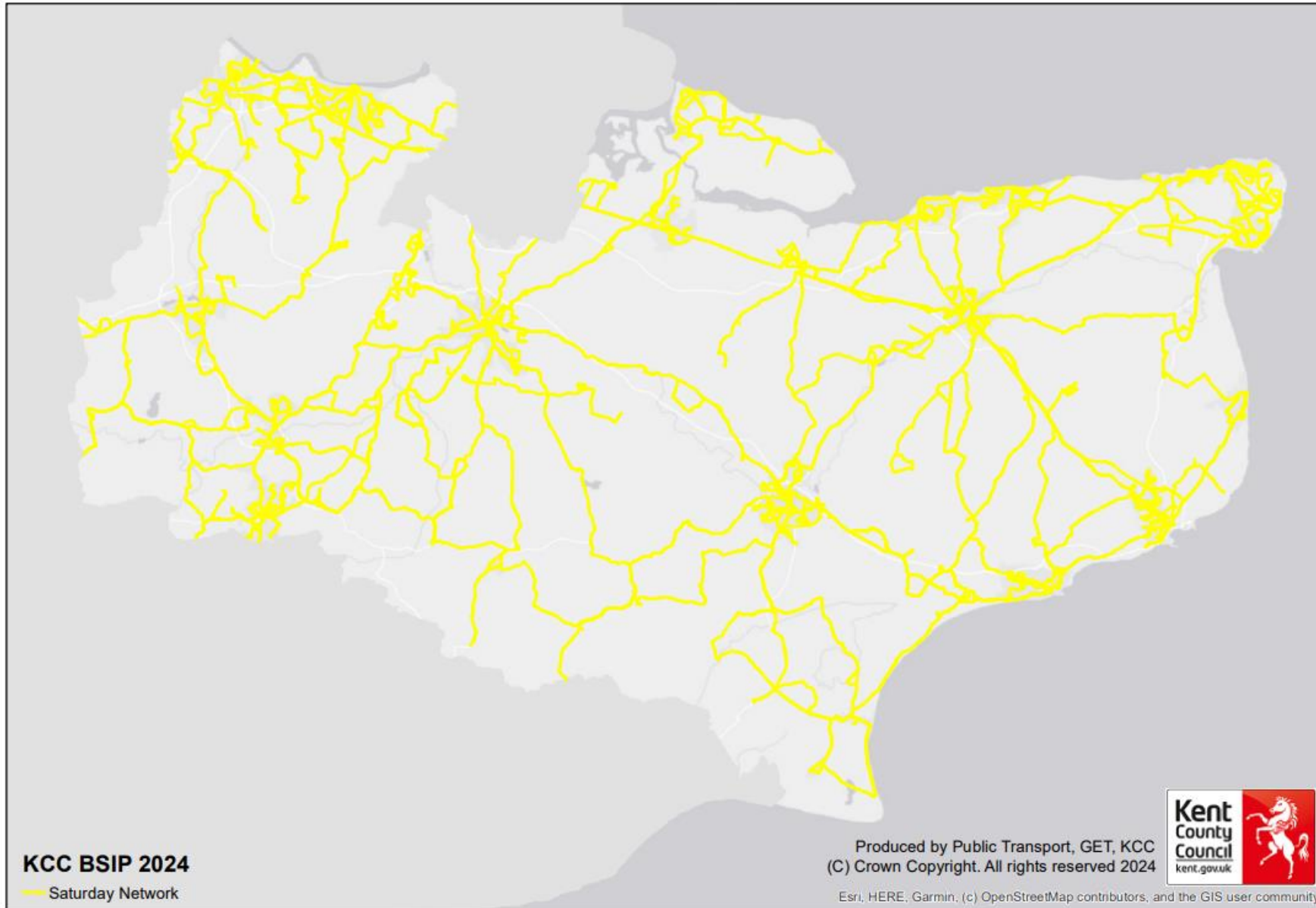
KCC Bus School Network



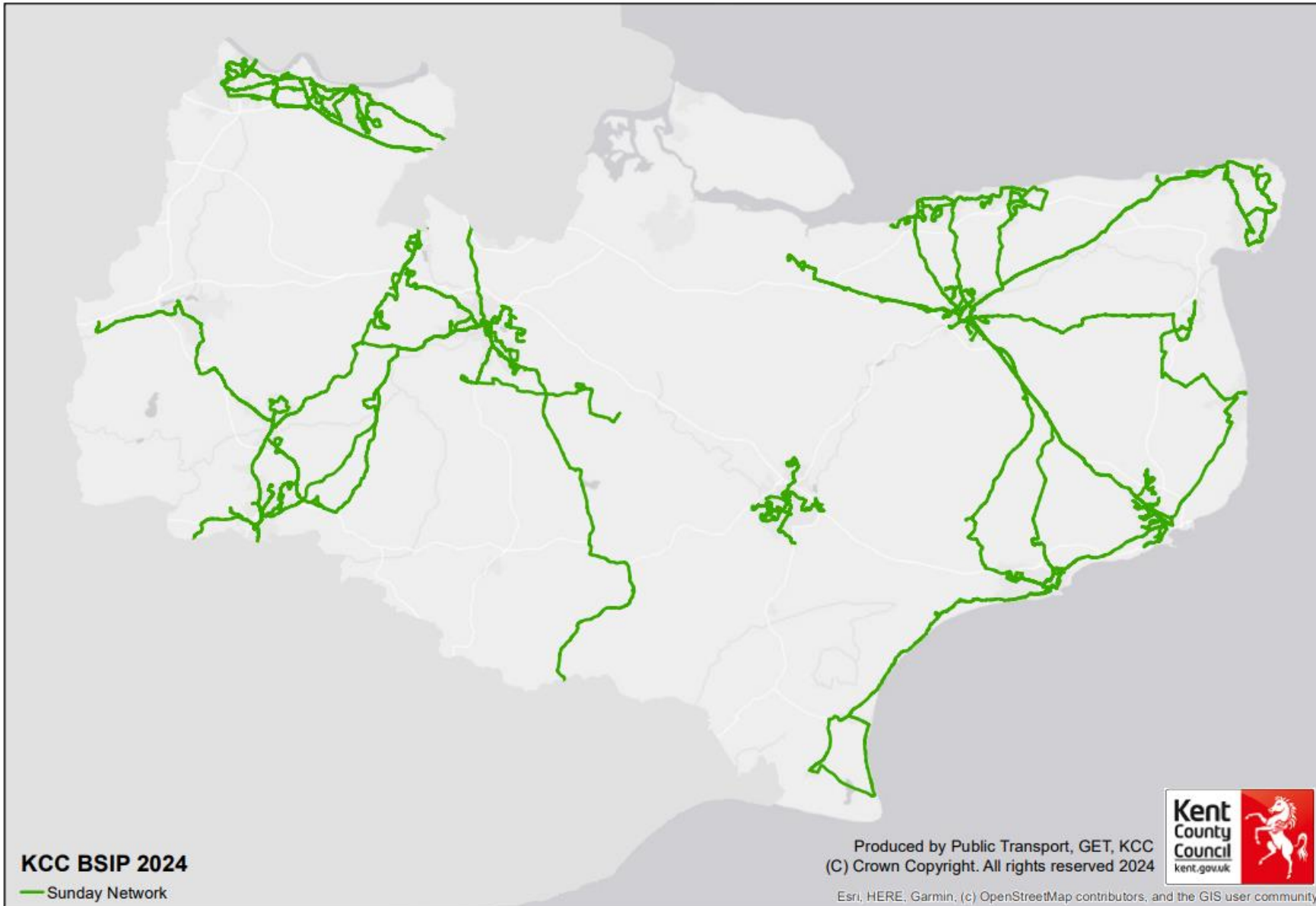
KCC Bus Network Weekdays



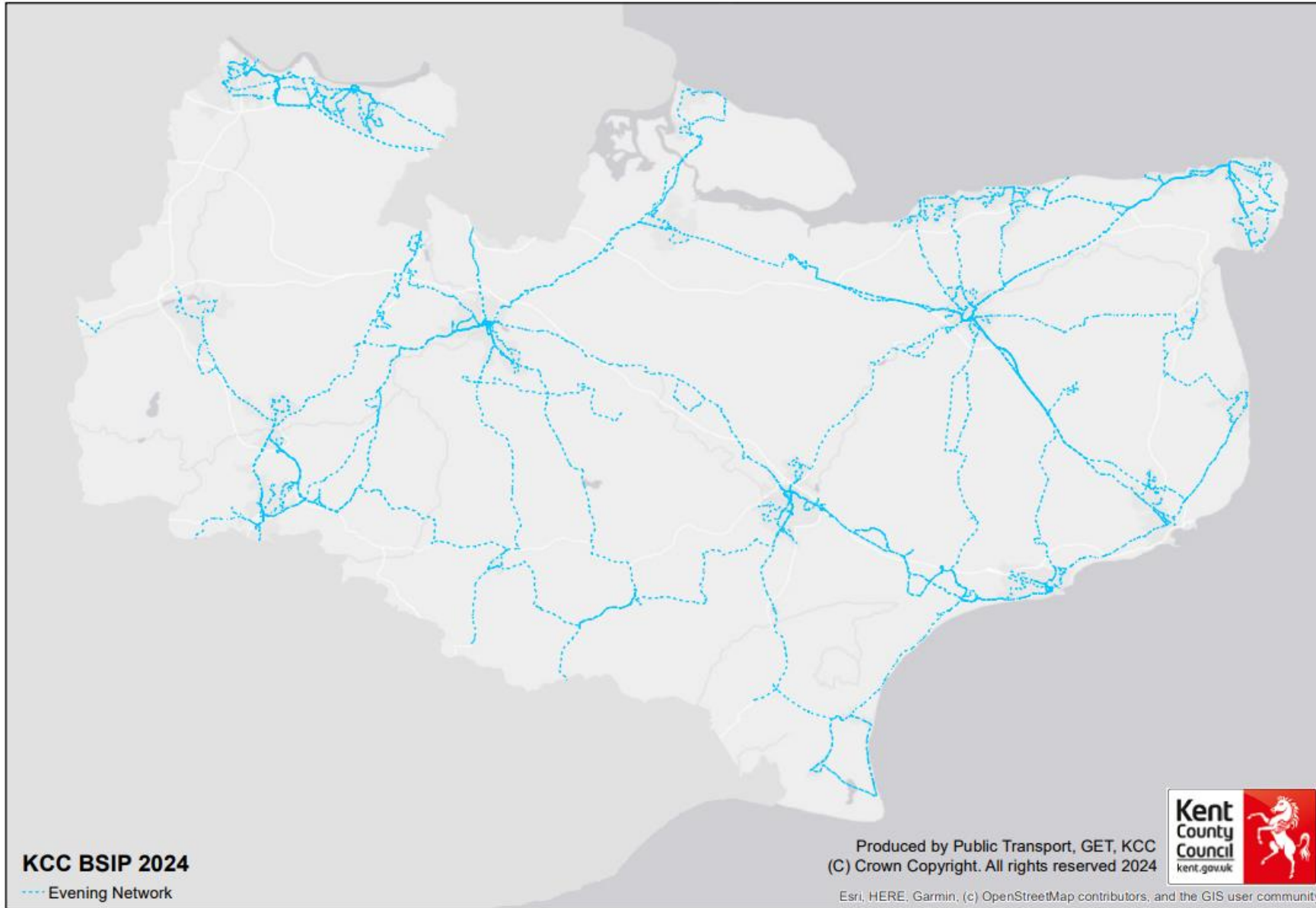
KCC Bus Network Saturday



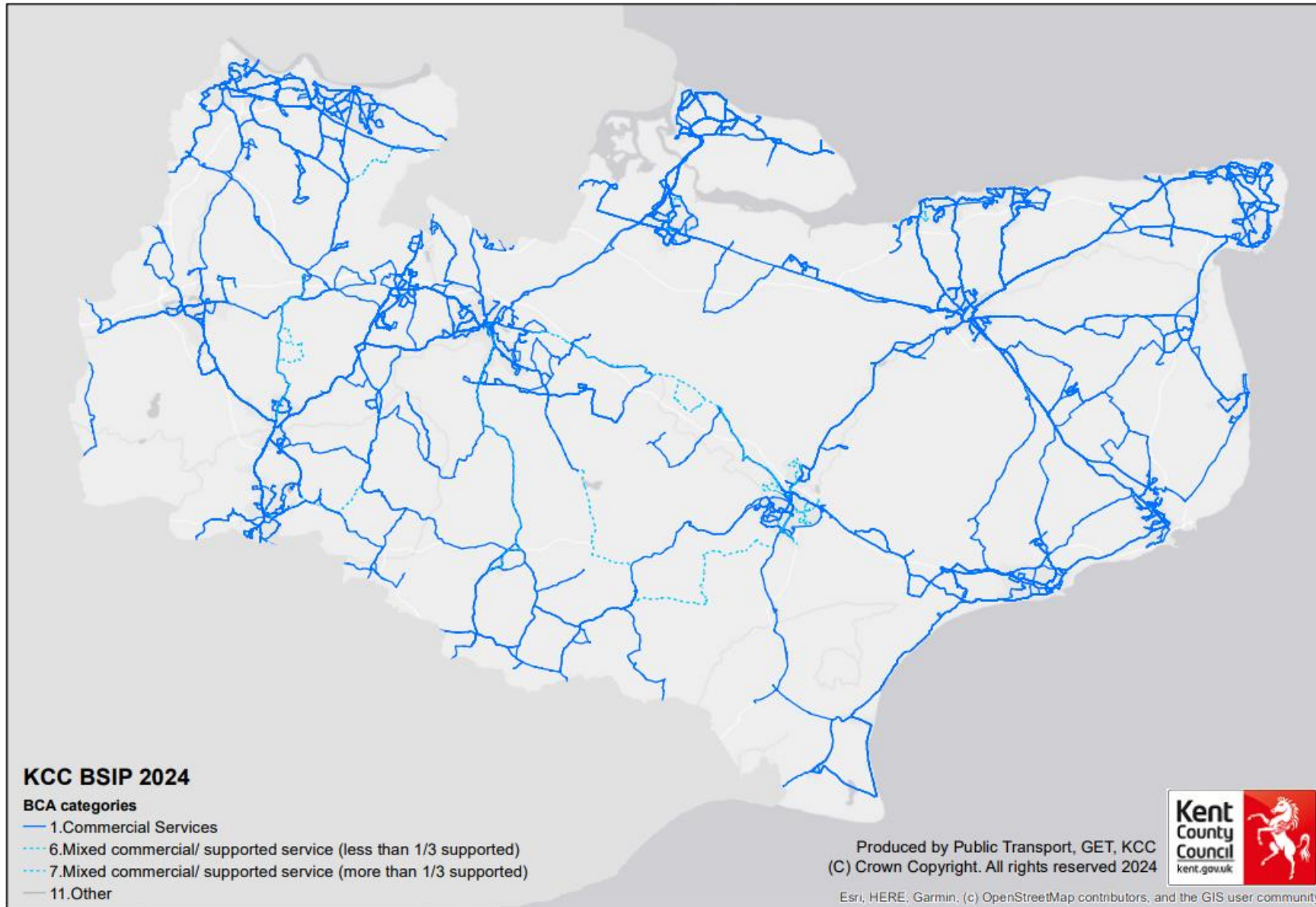
KCC Bus Network Sunday



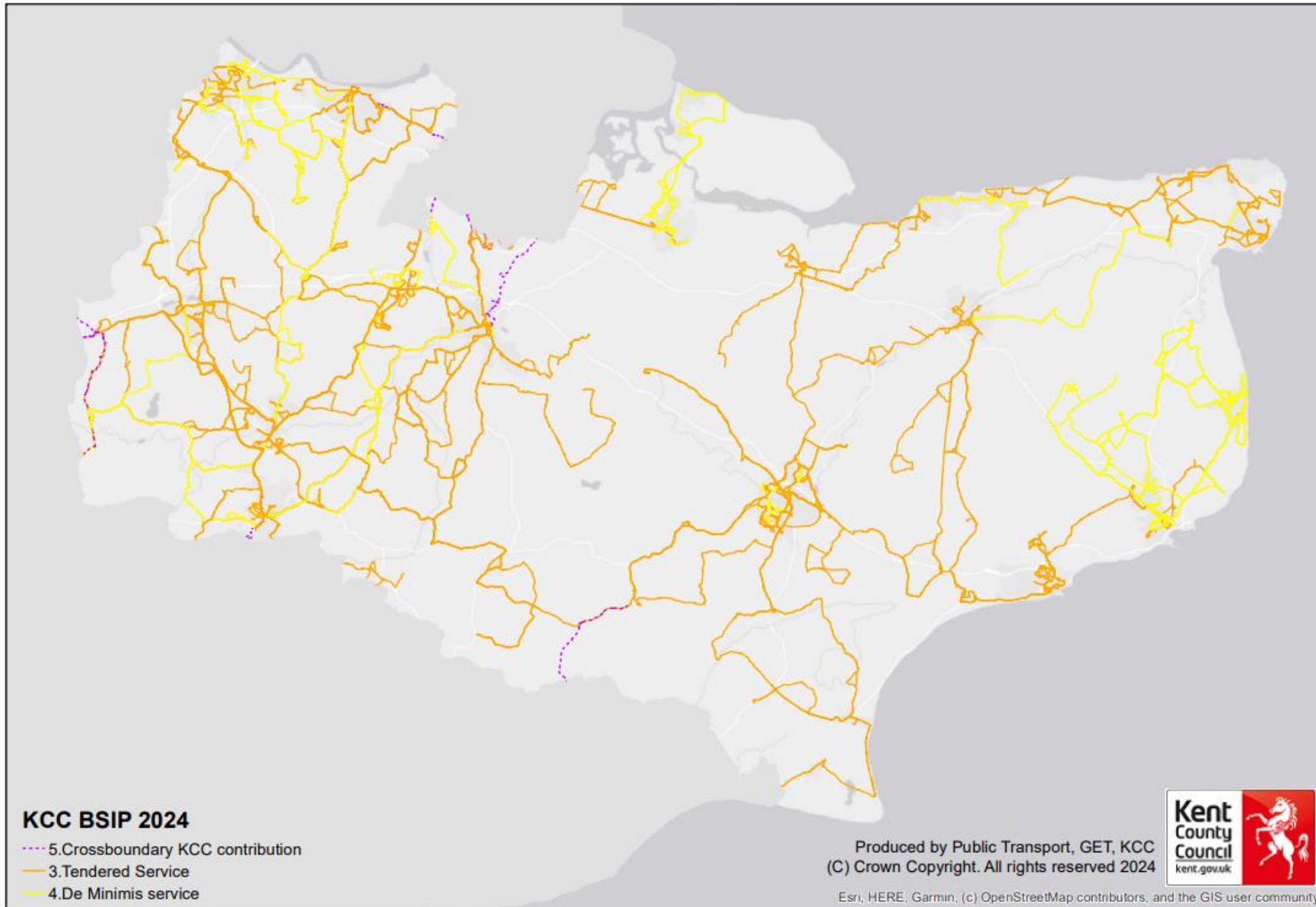
KCC Bus Evening Network



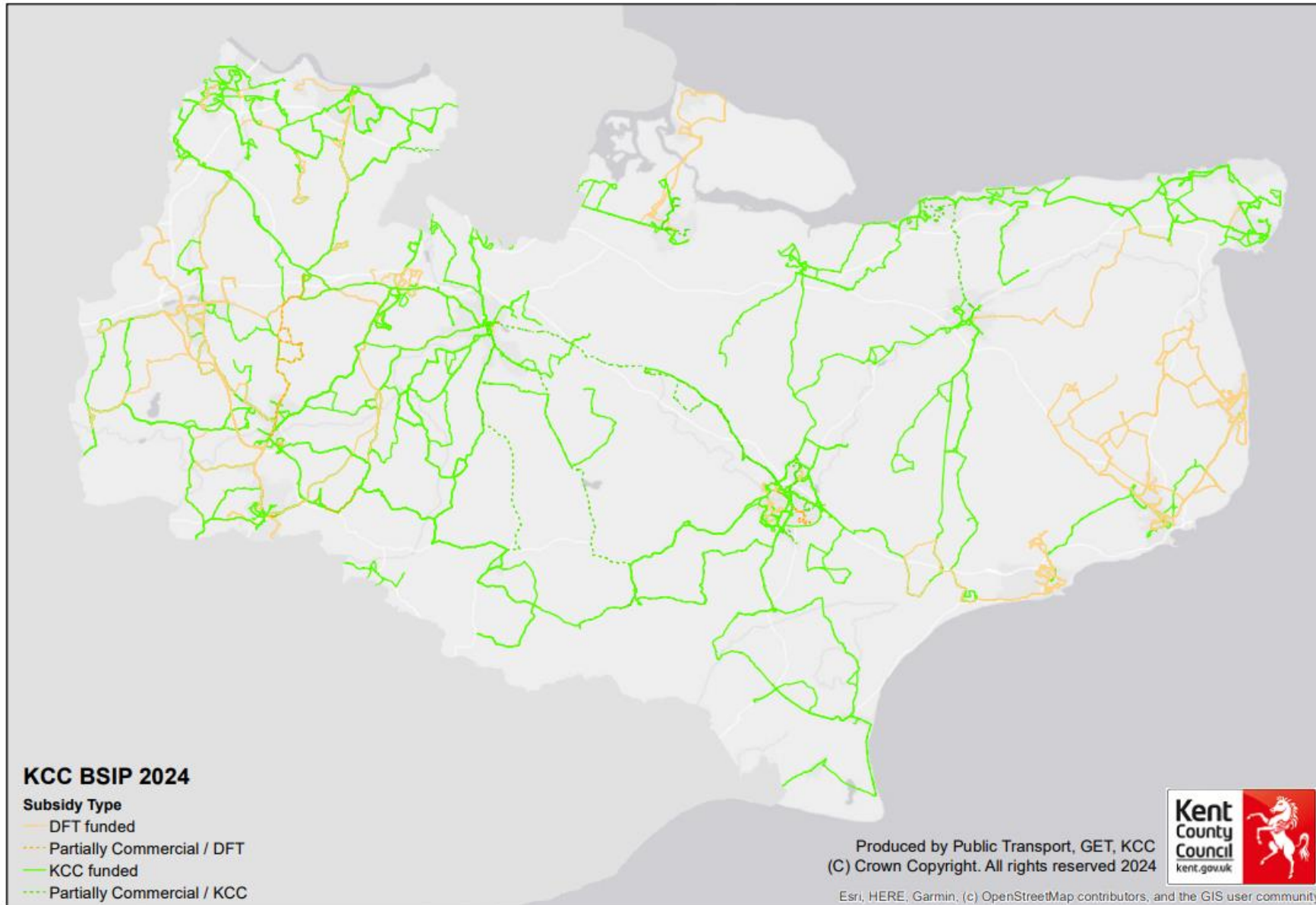
KCC Commercial Network



KCC Network – BCA classification



KCC Subsidised Network



Number of services per EP areas

Number of routed in EP Scheme area *	Total **
Kent Thameside	52
West Kent	203
East Kent	208

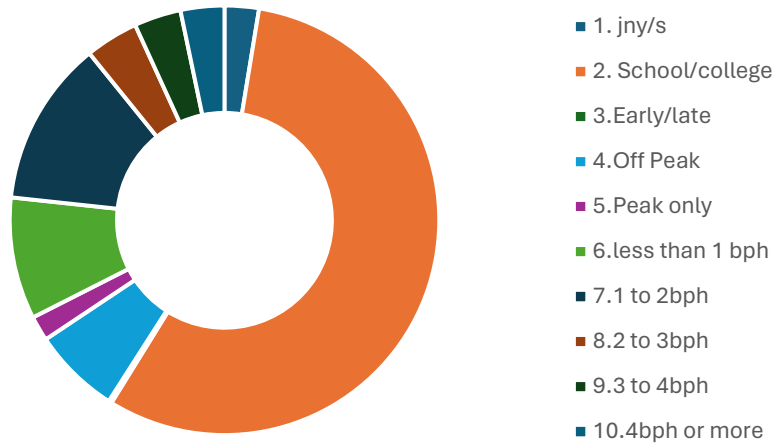
() Exclude 3 DRT operations, S19/S22 Community services and services which are excluded from the BSIP targets, such as TFL cross-boundary services and other services outside which operate mostly outside of Kent.*

*(**) 37 bus routes are serving more than 1 EP.*

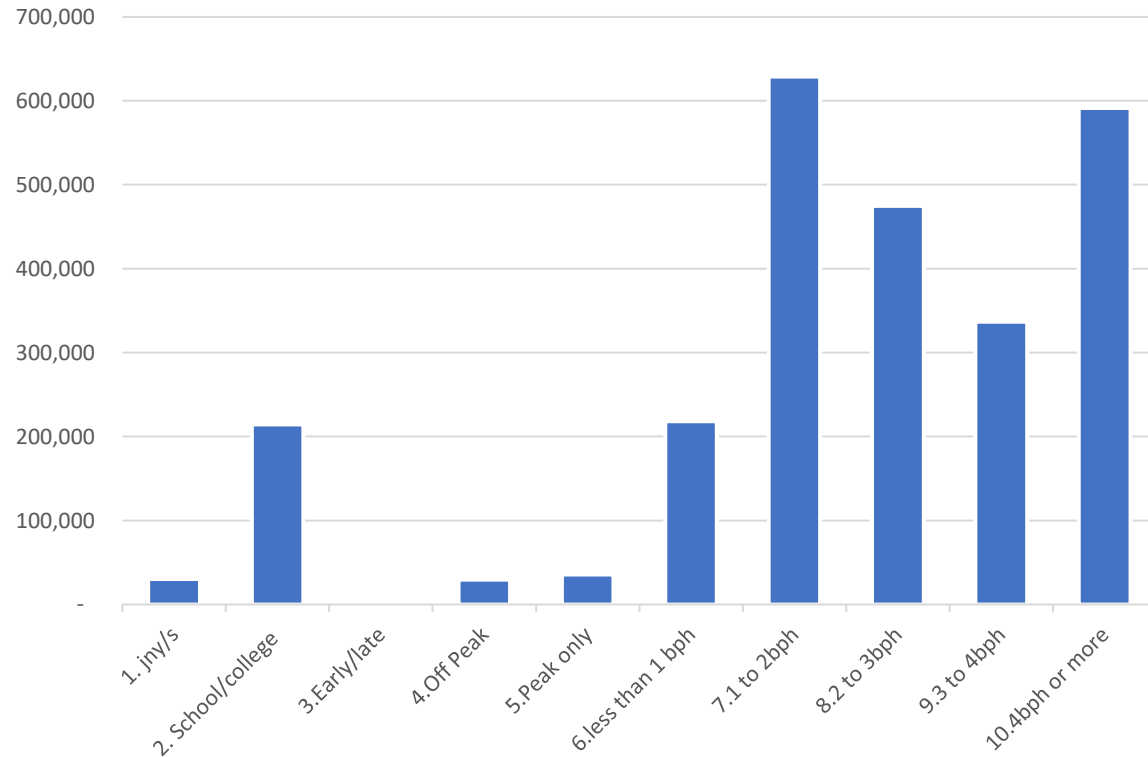


Number of services and kilometre per frequency type

Number of service per frequency type*

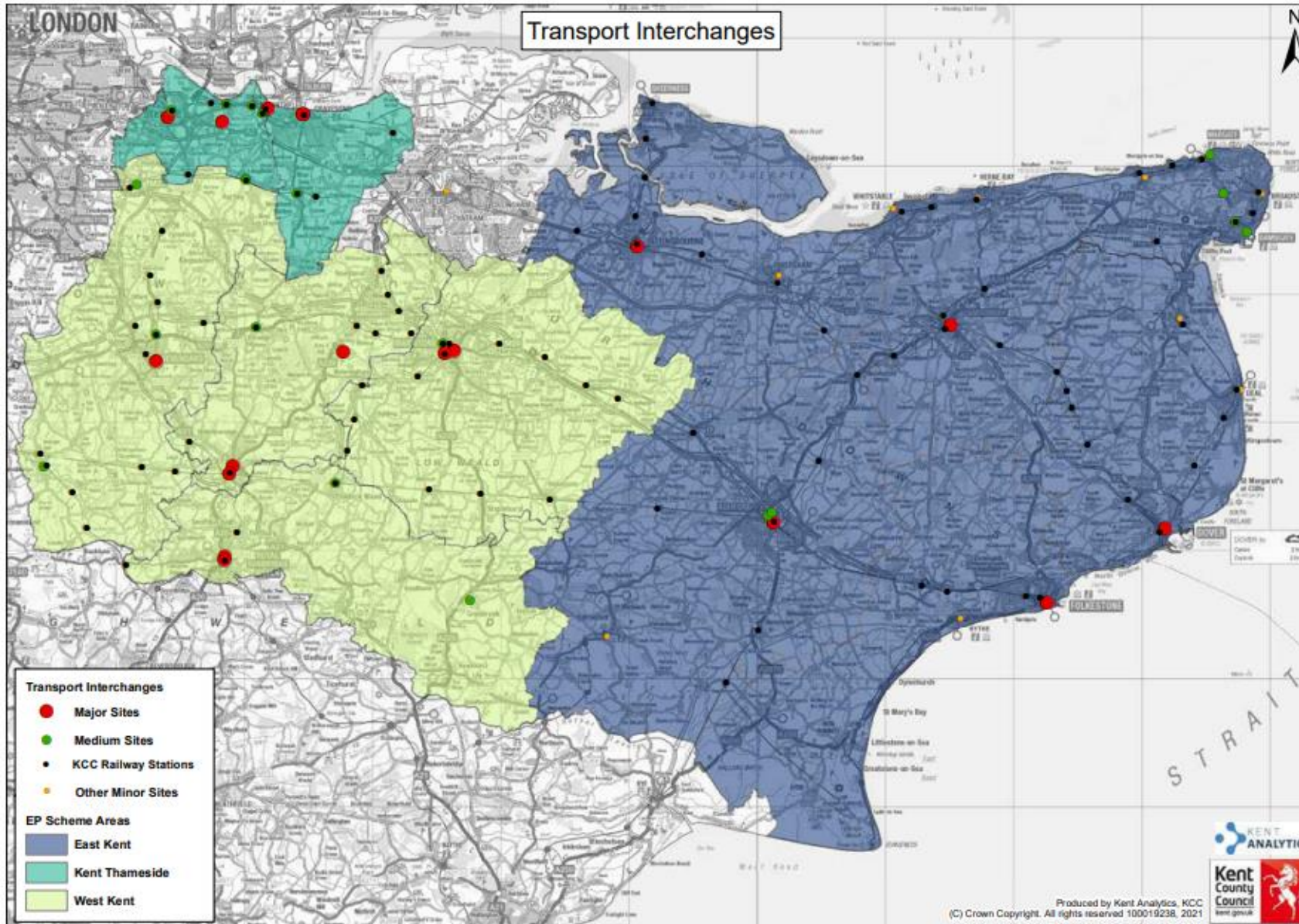


Estimated scheduled mileage per service frequency (Mar 24)*

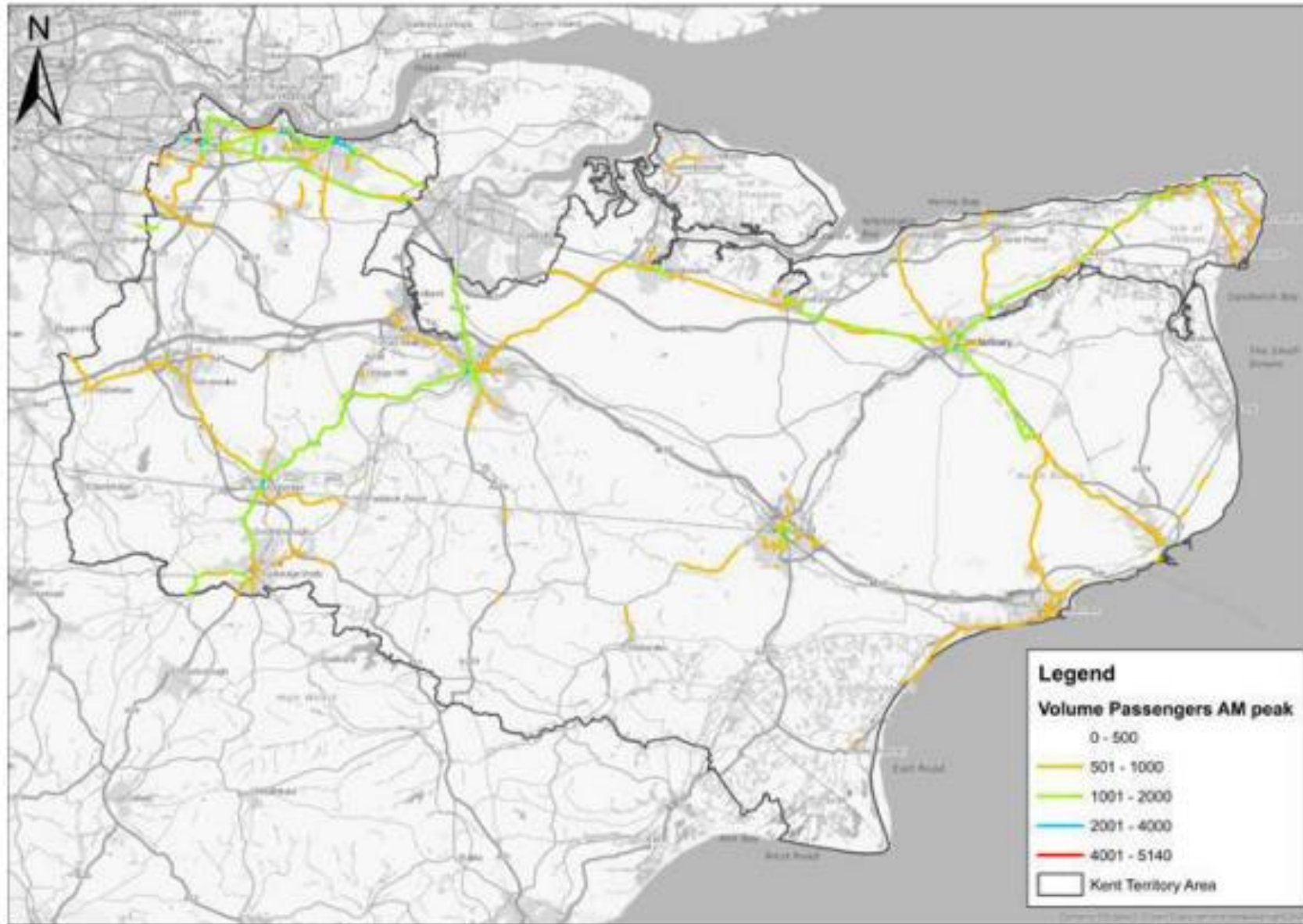


* Exclude 3 DRT operations, S19/S22 Community services and services which are excluded from the BSIP targets, such as TFL cross-boundary services and other services outside which operate mostly outside of Kent.

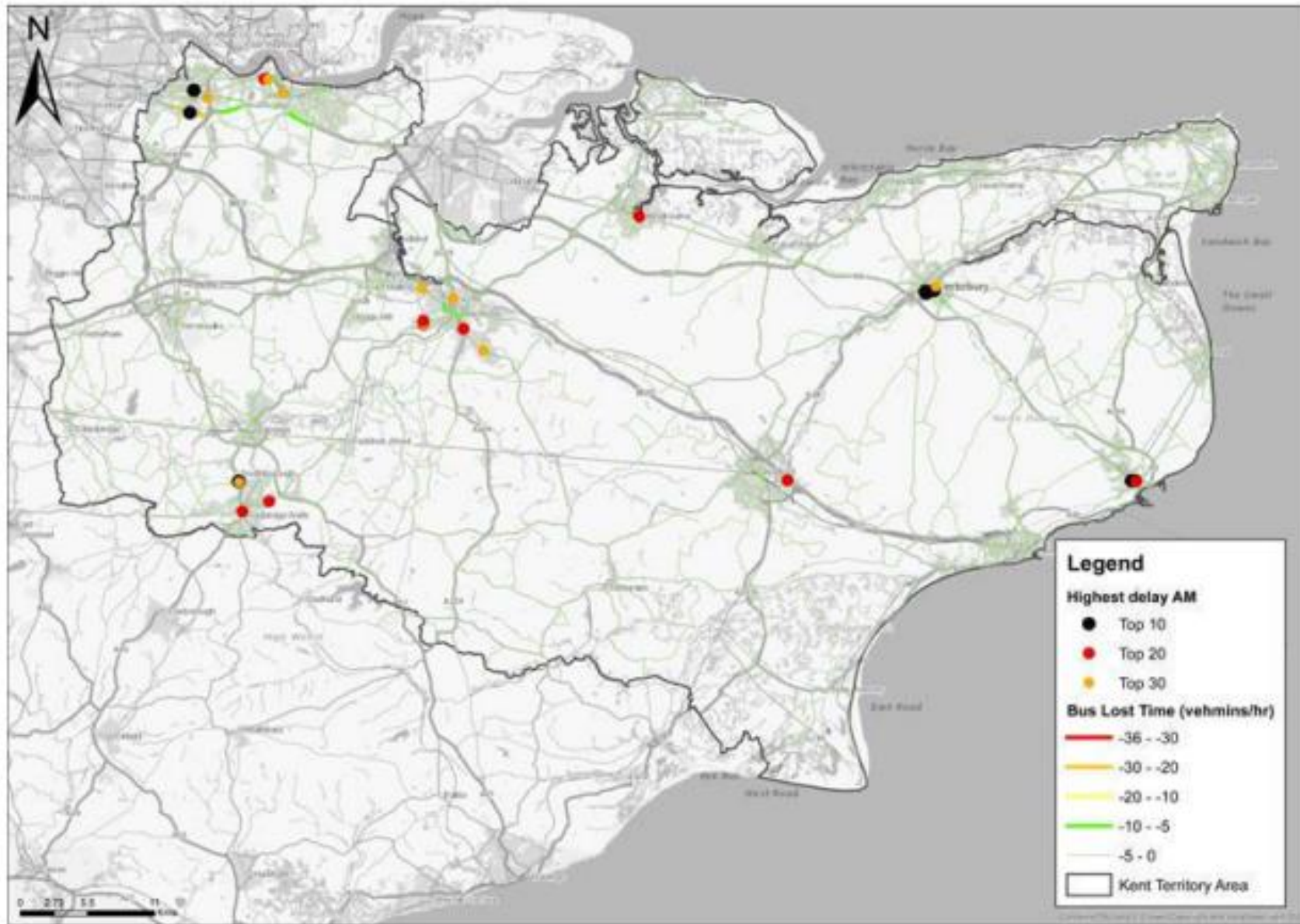
KCC Interchange Points



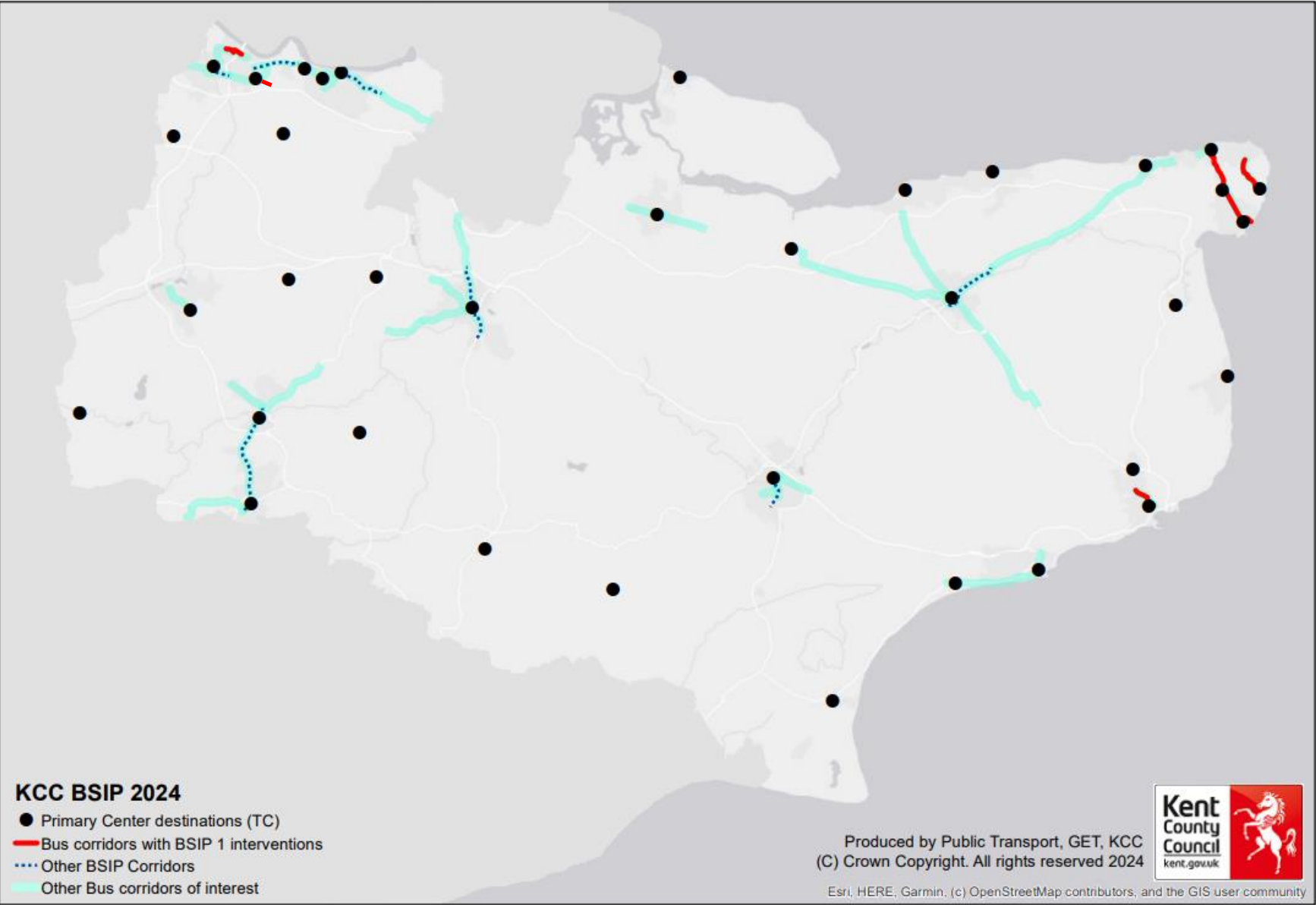
KCC model estimated bus demand and bus volumes in morning peak hours



KCC model congestion locations



KCC Strategic Bus Corridors



Case study: How corridor A226 Chalk - Gravesend Town Centre matches the NBS aspiration

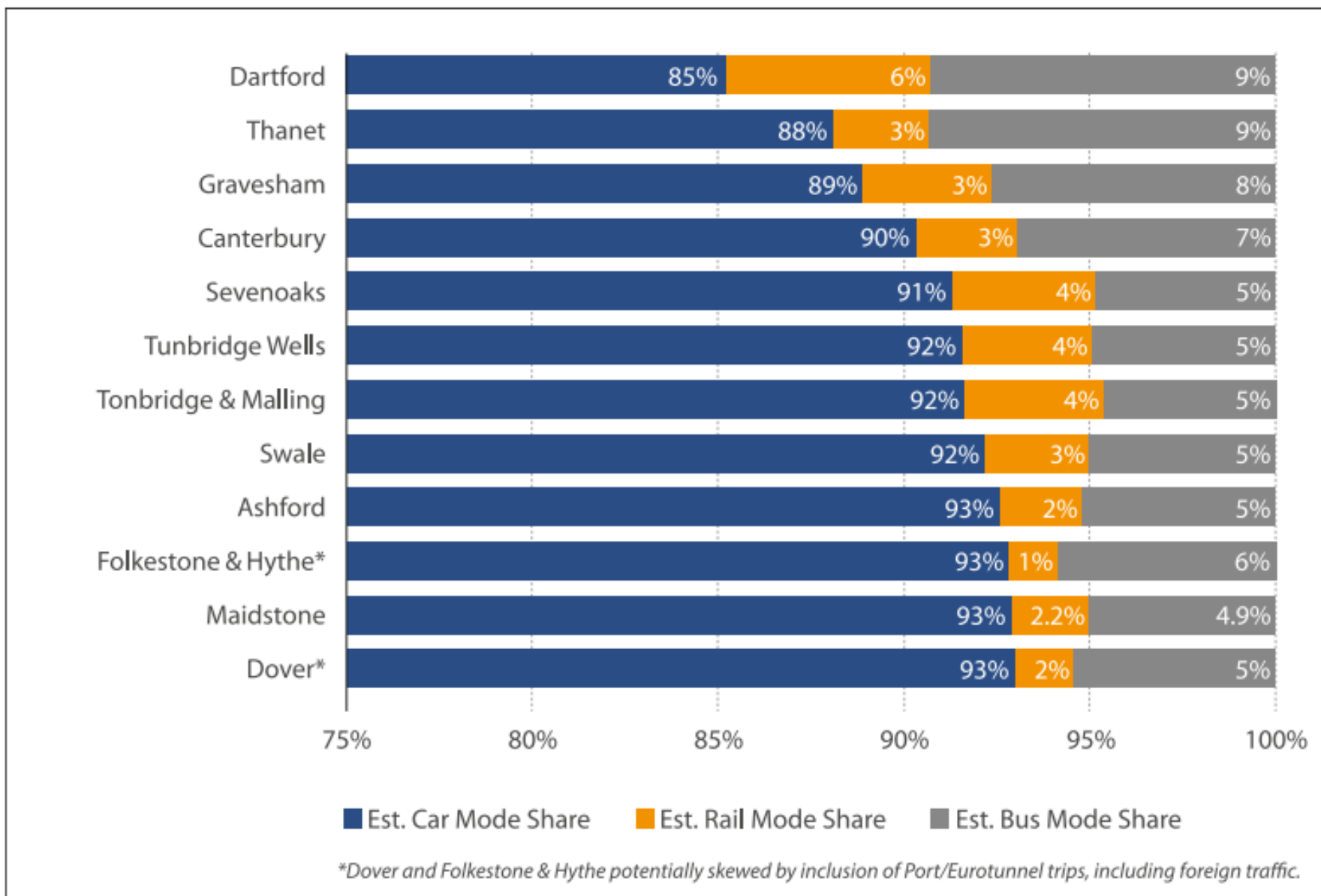
Corridor Quality Measures	Rating	Comments
Peak Frequency	10 bph +jnys	Turn up and go in peak
Peak to Eve	31% to 12%	Meet NBS requirement of 15 min in evening weekdays, but poor LoS on Sundays
Peak capacity vs attraction	134%	Potential to catch additional demand identified
Numbering duplication	No	
Service interval in peak	between 3 and 11 minutes	Timetable are not fully inter-timed
OTP on main services	below target	Performance affected by delay in other corridors
Speed differential Peak/off peak	150%	Investigate cause of run-time difference
Congestion	High at the approach of Gravesend and Gravesend Town centre	
Bus priority on roads	One gate to access King Street	
Number of different pattern per routes?	<20%	Few short journeys and services to Bluewater when opened, justified
Design	Sound	Design is adequate, LoS could justify last mile investment
Potential for BRT or Superbus	Potentially yes	Loading could justify, however needs further investigation. Will require network design changes
AQMA Zone	Yes	At the approach of Gravesend – Milton Rd



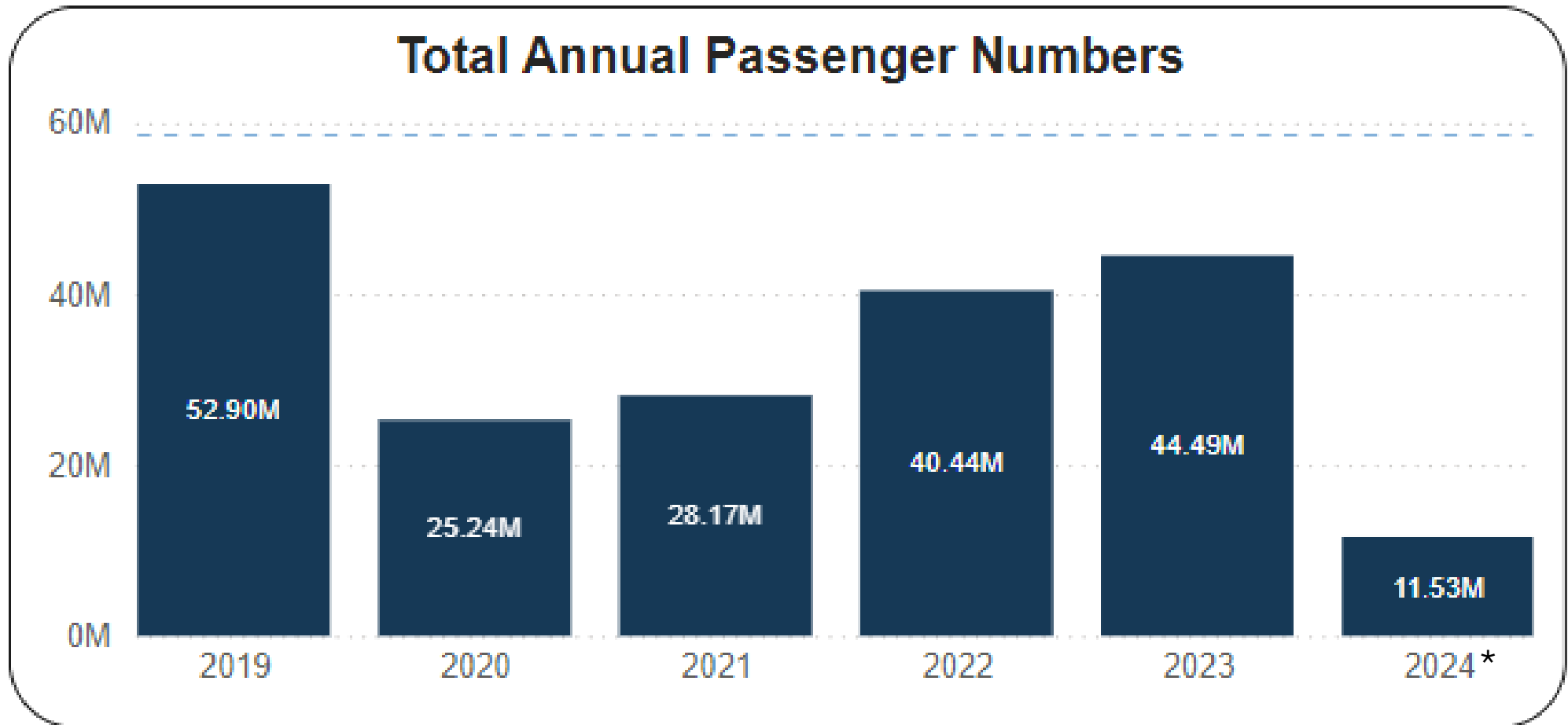
BSIP 2024

Network performance

KCC Model estimated travel mode share per KCC districts



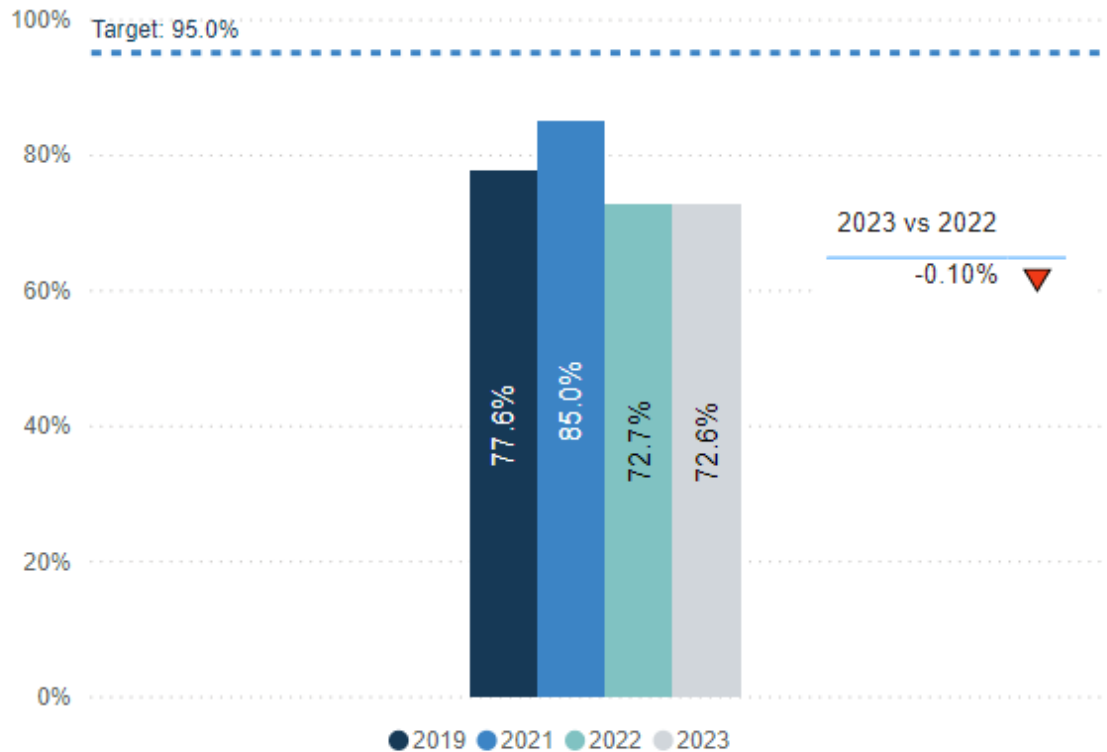
Passenger per calendar year



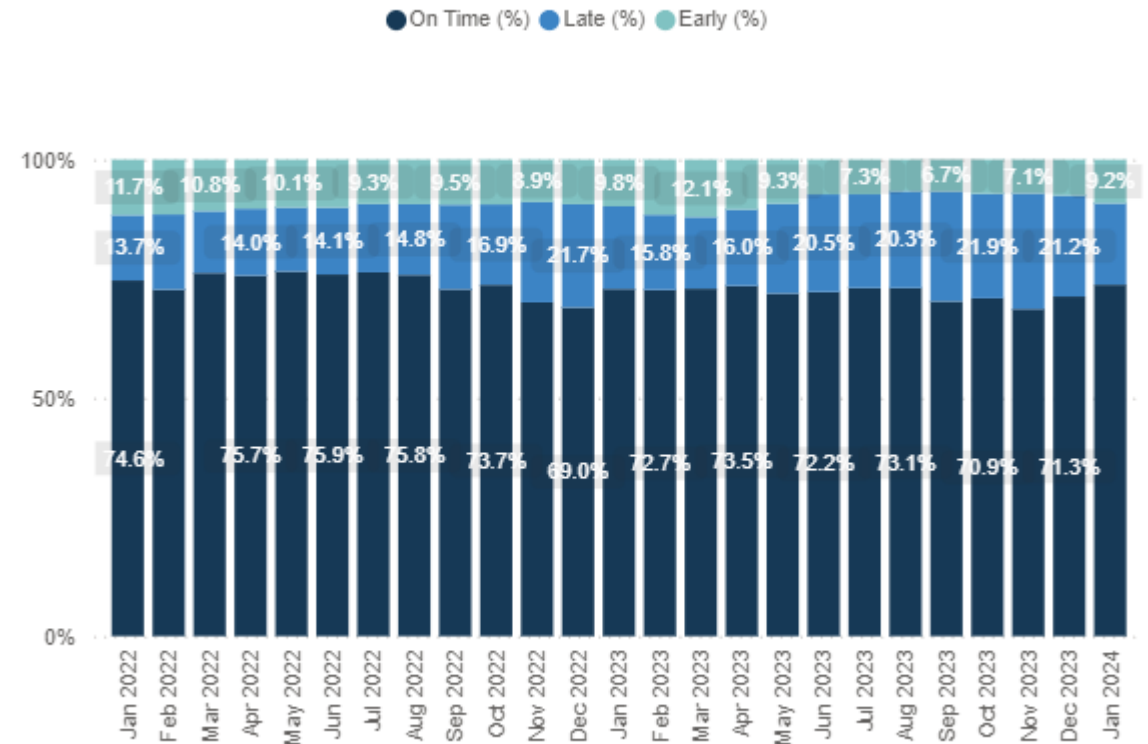
(*) 2024 figure is year to date Jan to Mar 24

OTP operator reported vs ABOD

Proportion of Services On Time (Operator Provided)

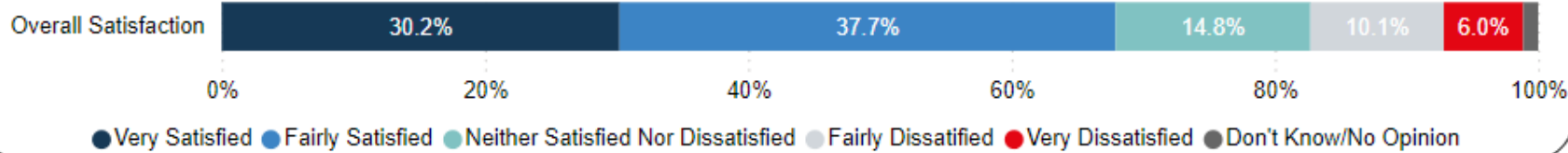


ABODS - Kent Total Performance



Customer Satisfaction Survey

Overall Passenger Satisfaction



% Satisfied

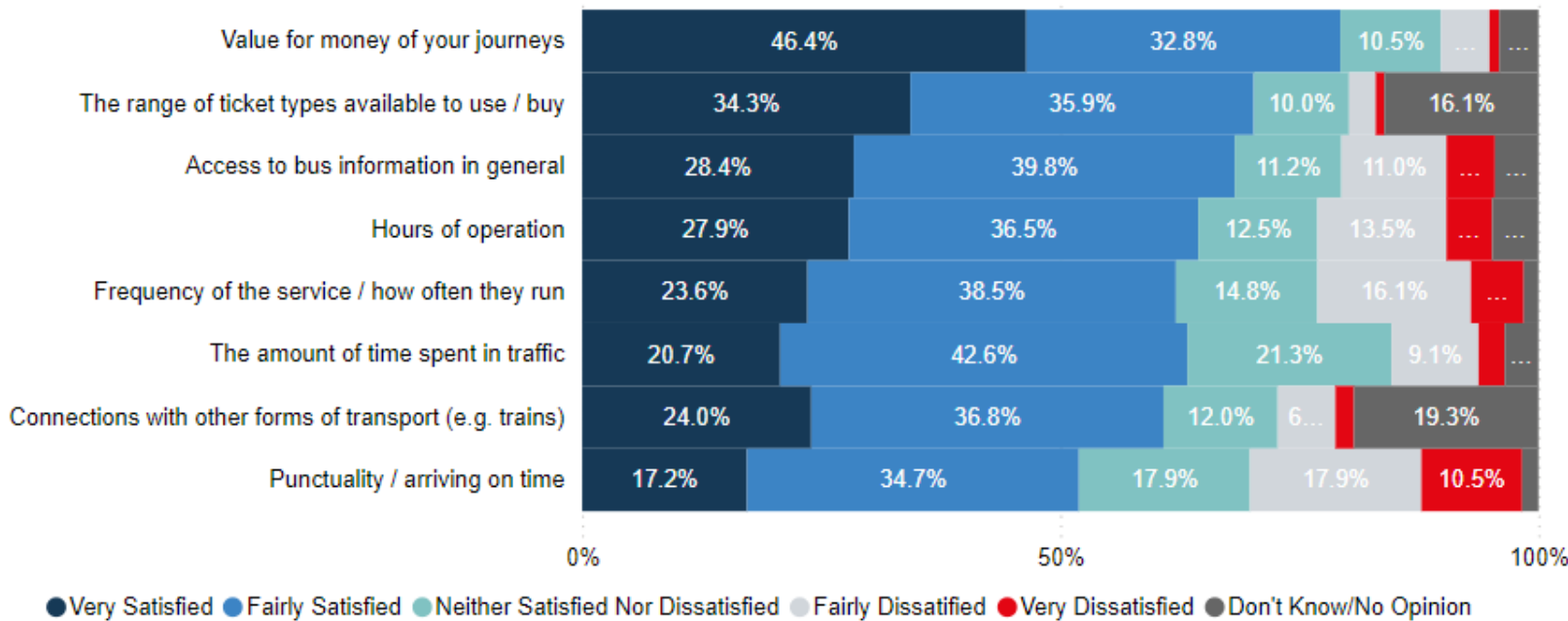
67.9%

% Satisfied

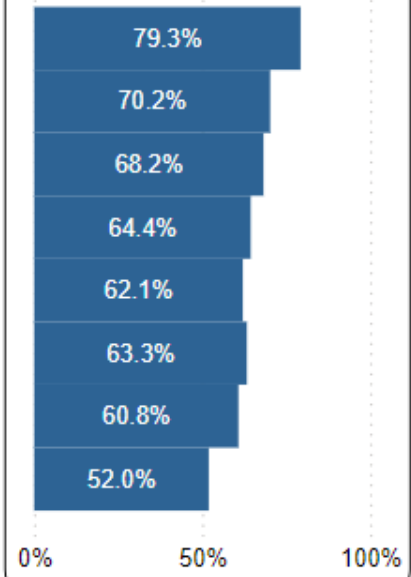
Excluding DK

68.7%

Core Metrics Satisfaction

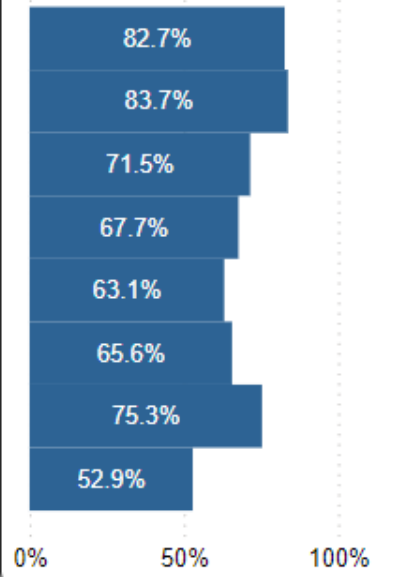


% Satisfied

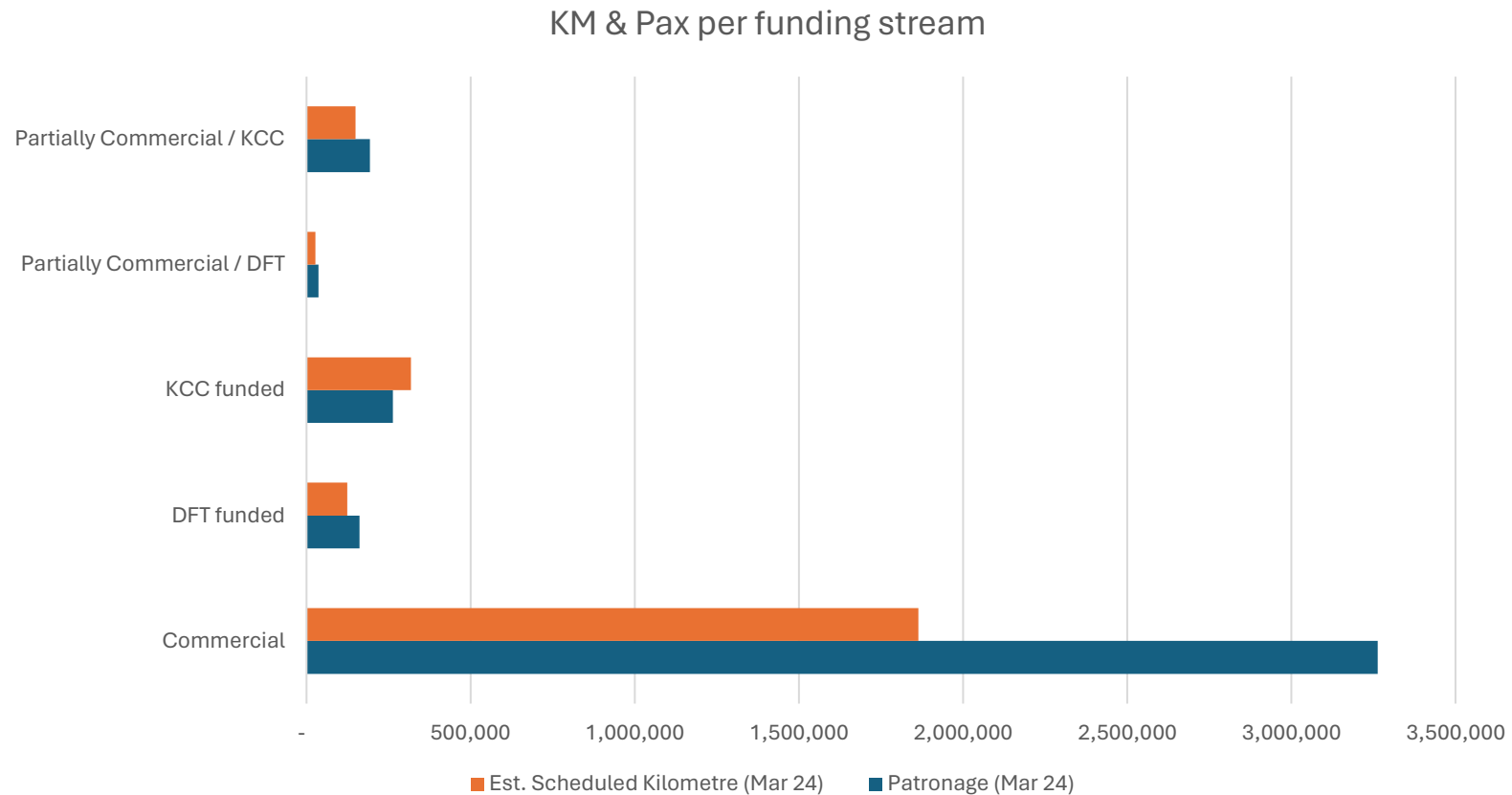


% Satisfied

Excluding DK



Patronage and kilometre per funding type*



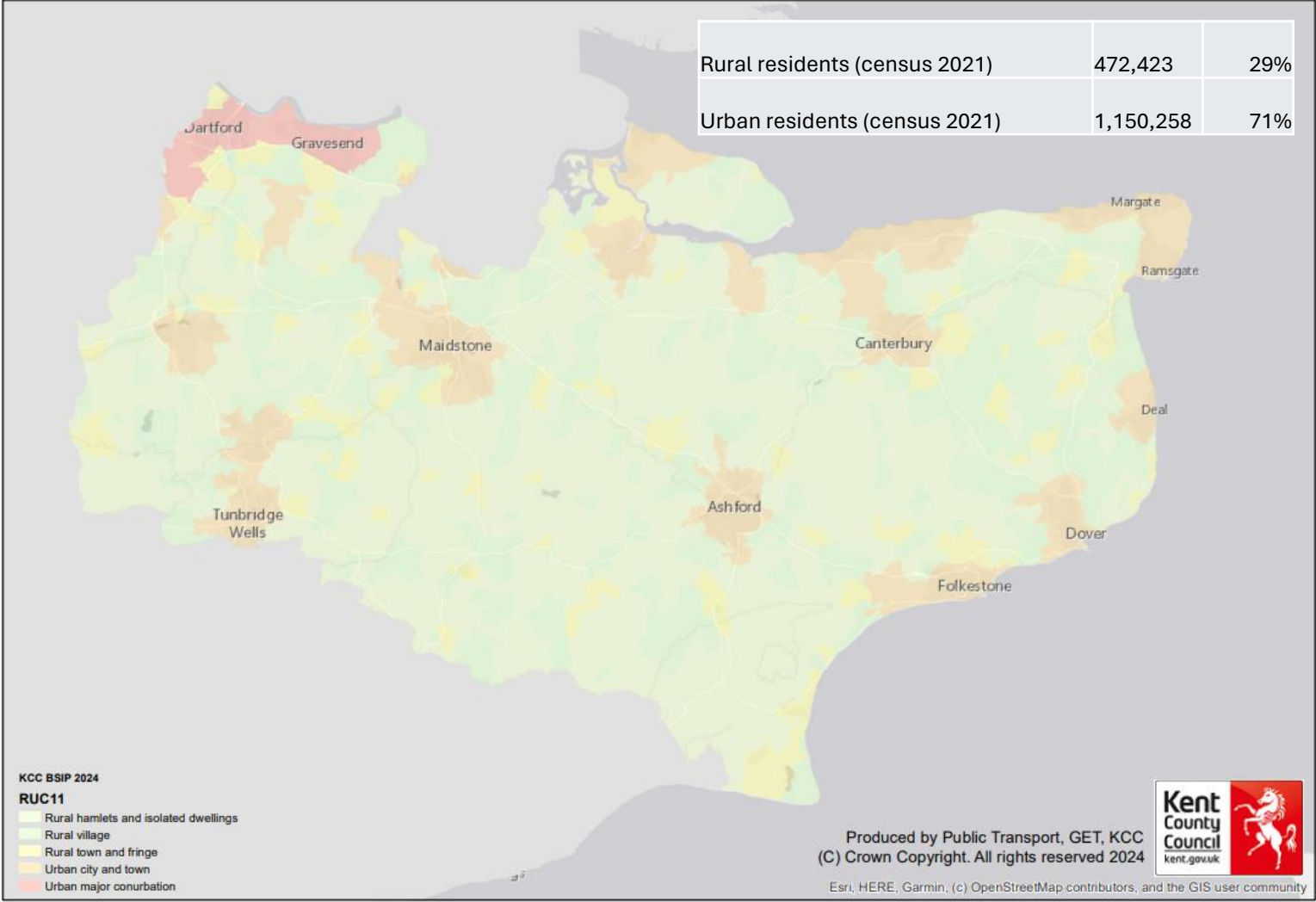
* Exclude 3 DRT operations, S19/S22 Community services and services which are excluded from the BSIP targets, such as TFL cross-boundary services and other services outside which operate mostly outside of Kent.

BSIP 2024 Kent Bus Connectivity*

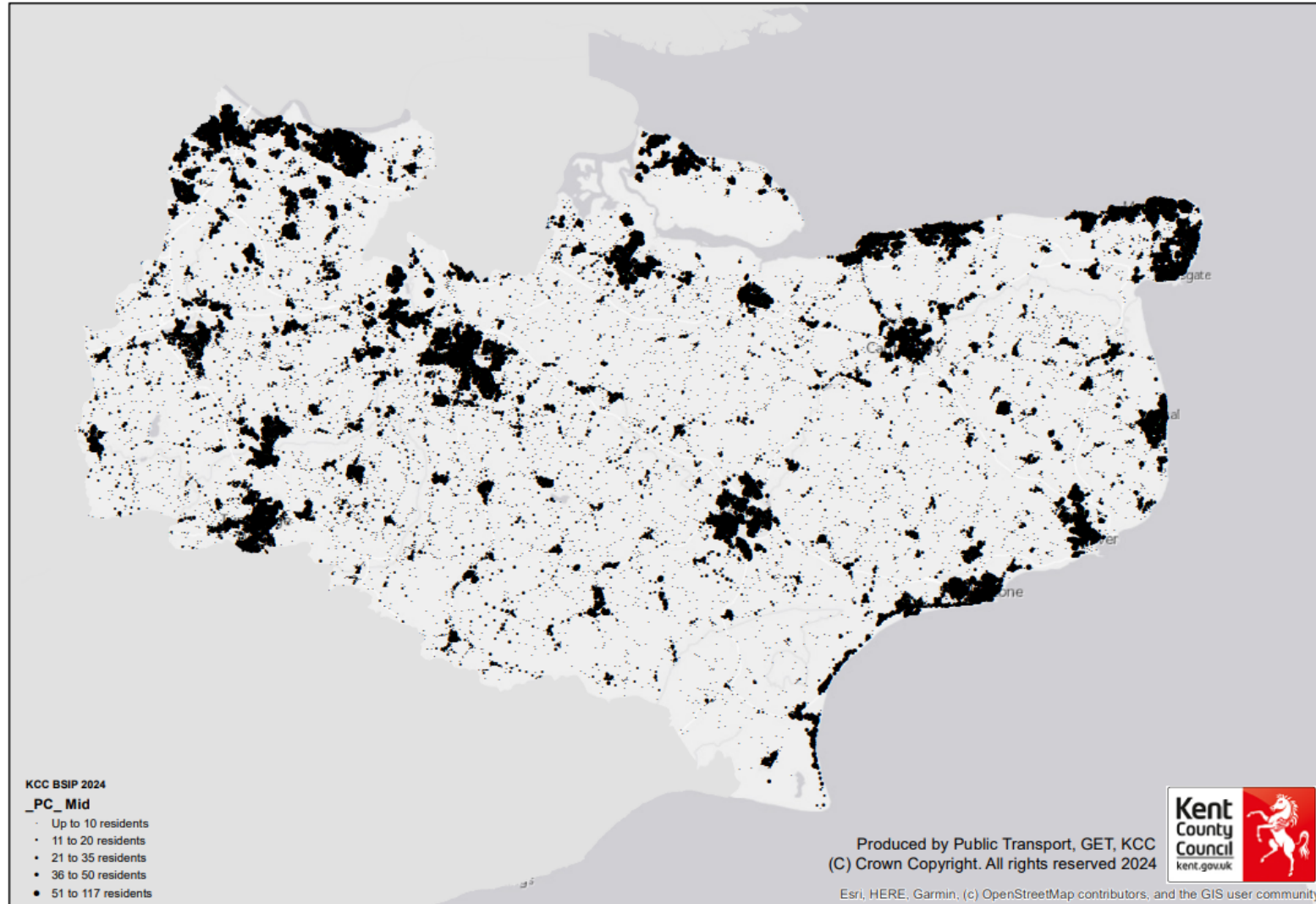
() Data taken from Bus Connectivity Assessment*



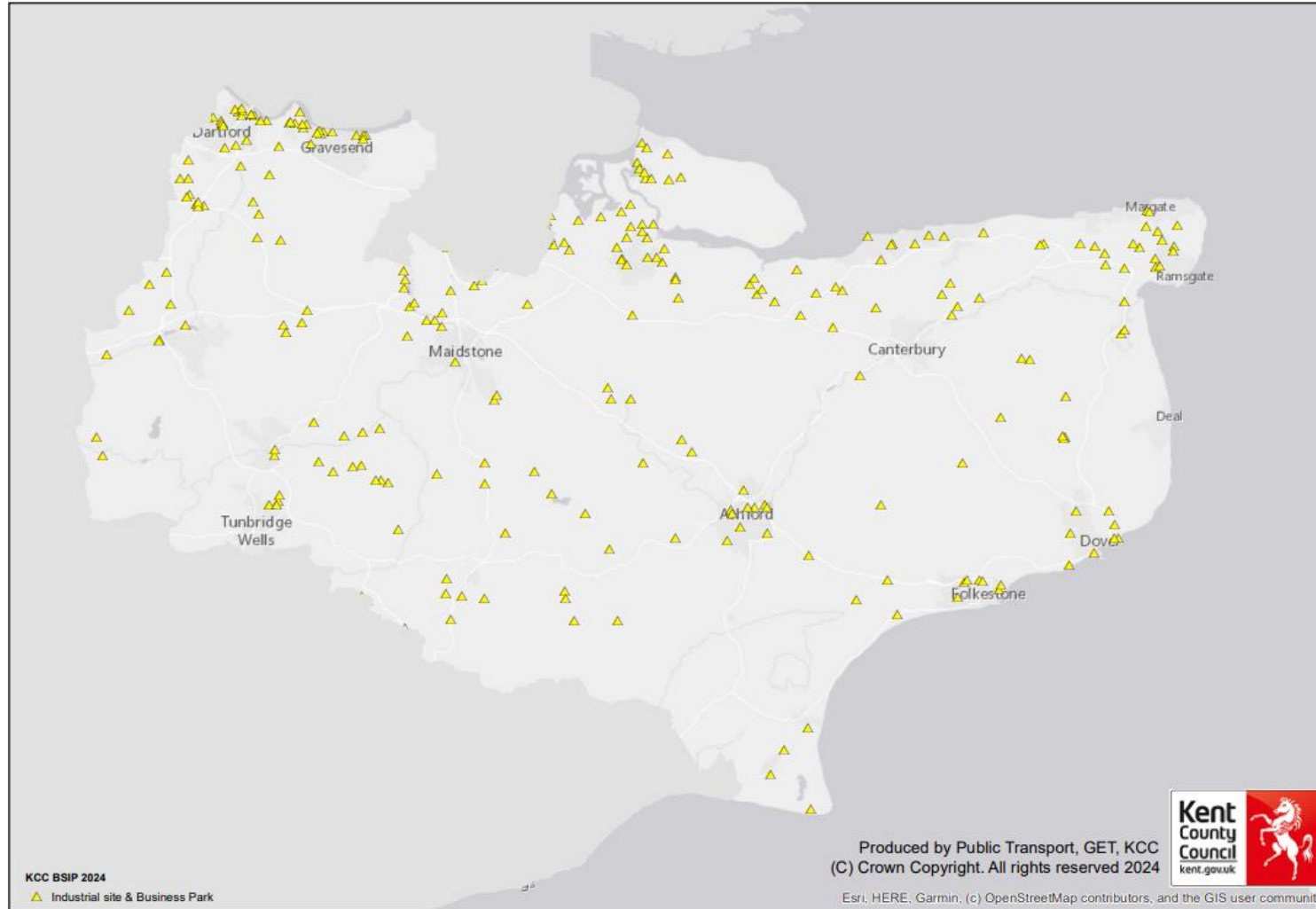
Kent Rural and Urban areas



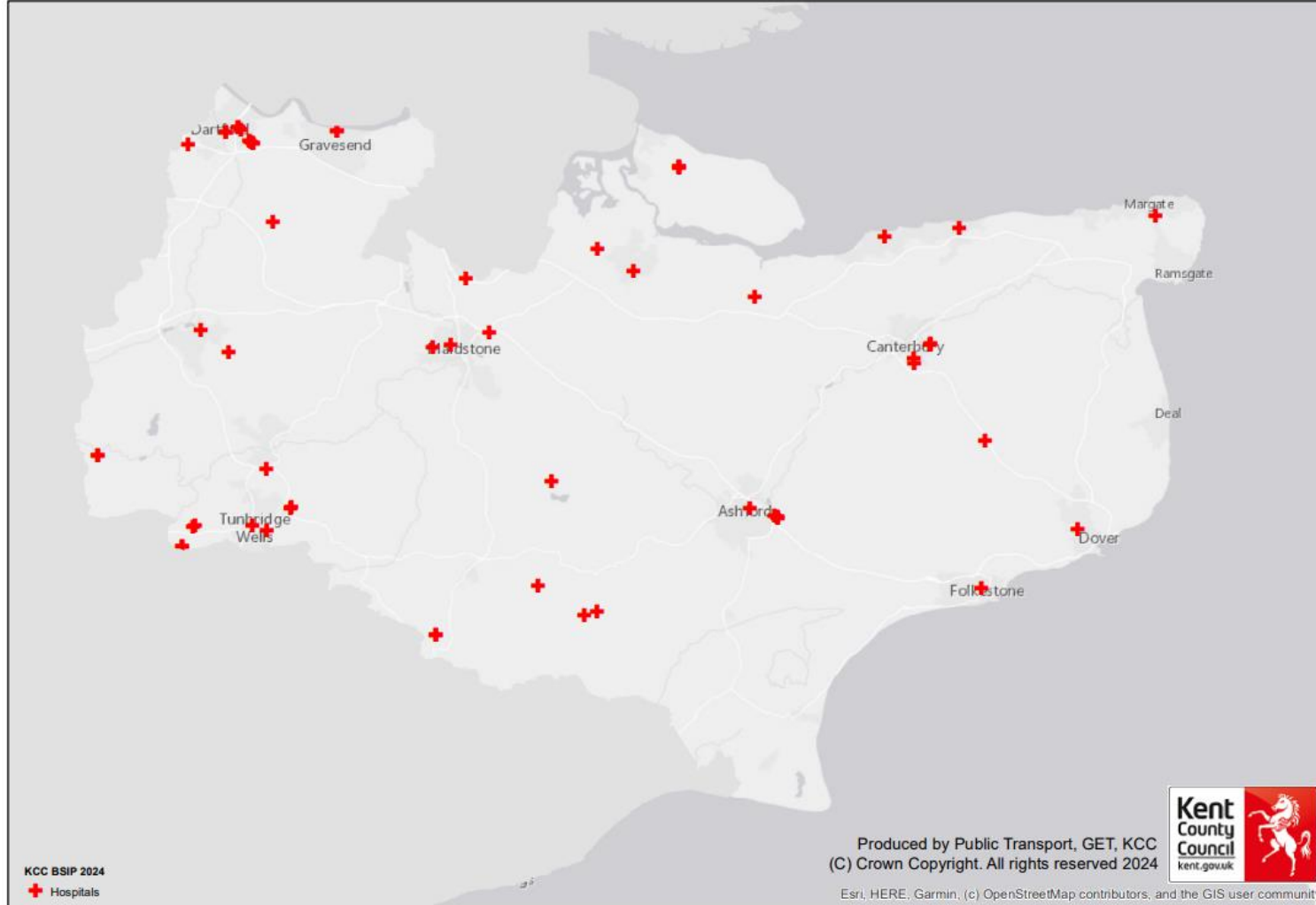
Kent Population distribution per postcode (Mosaic)



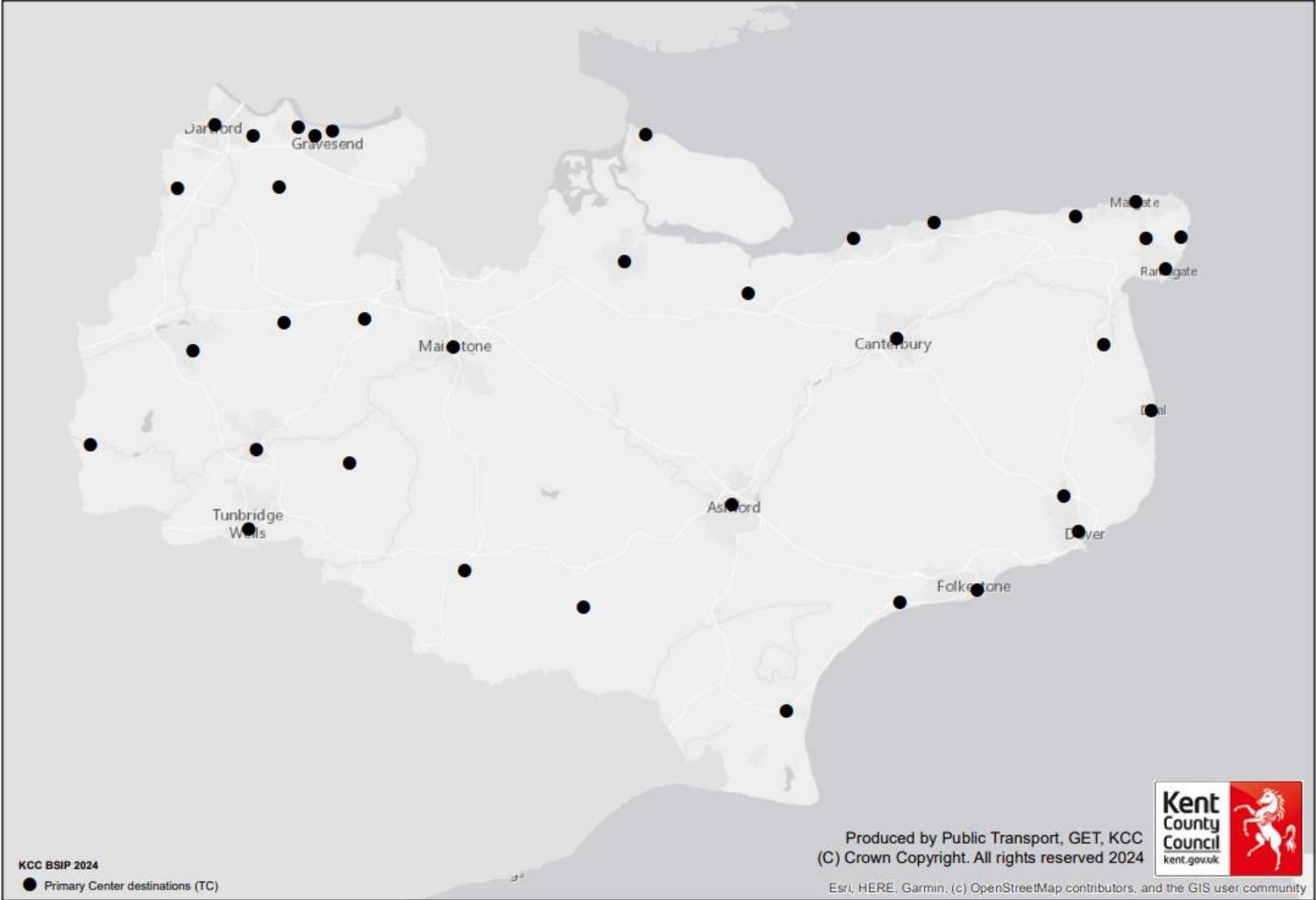
Industrial & BP destinations (adj manually)



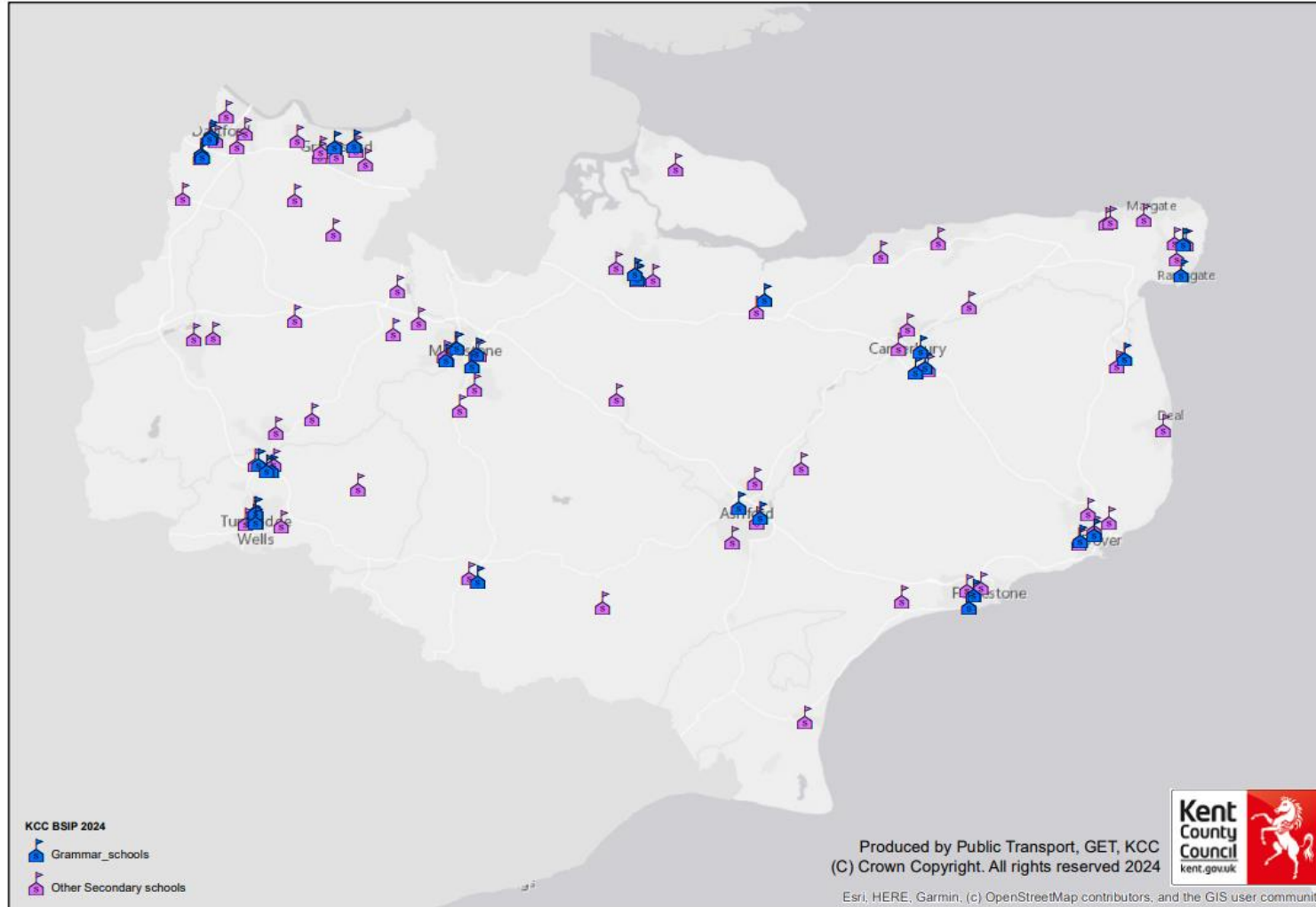
Hospitals



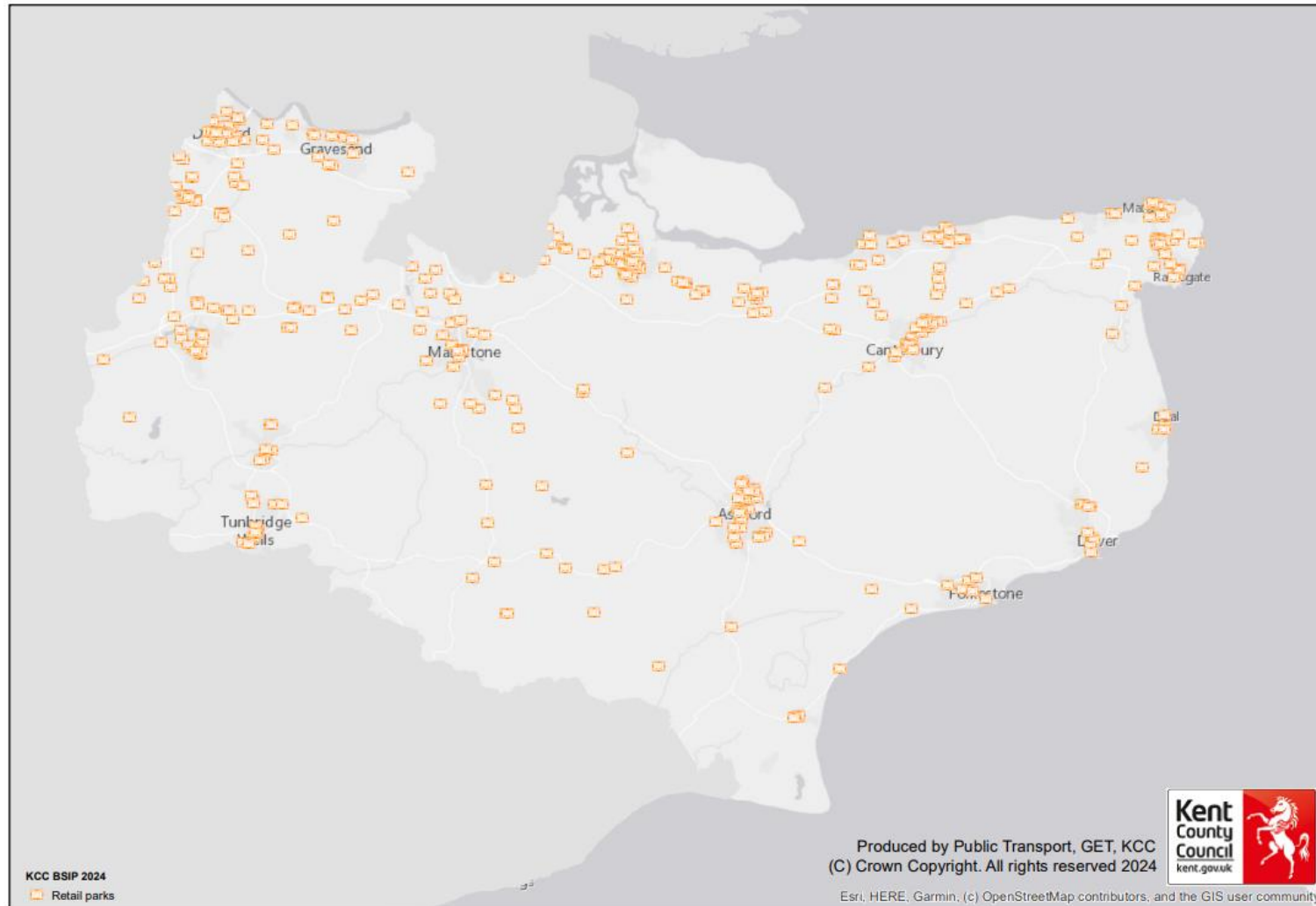
Work destinations (TC)



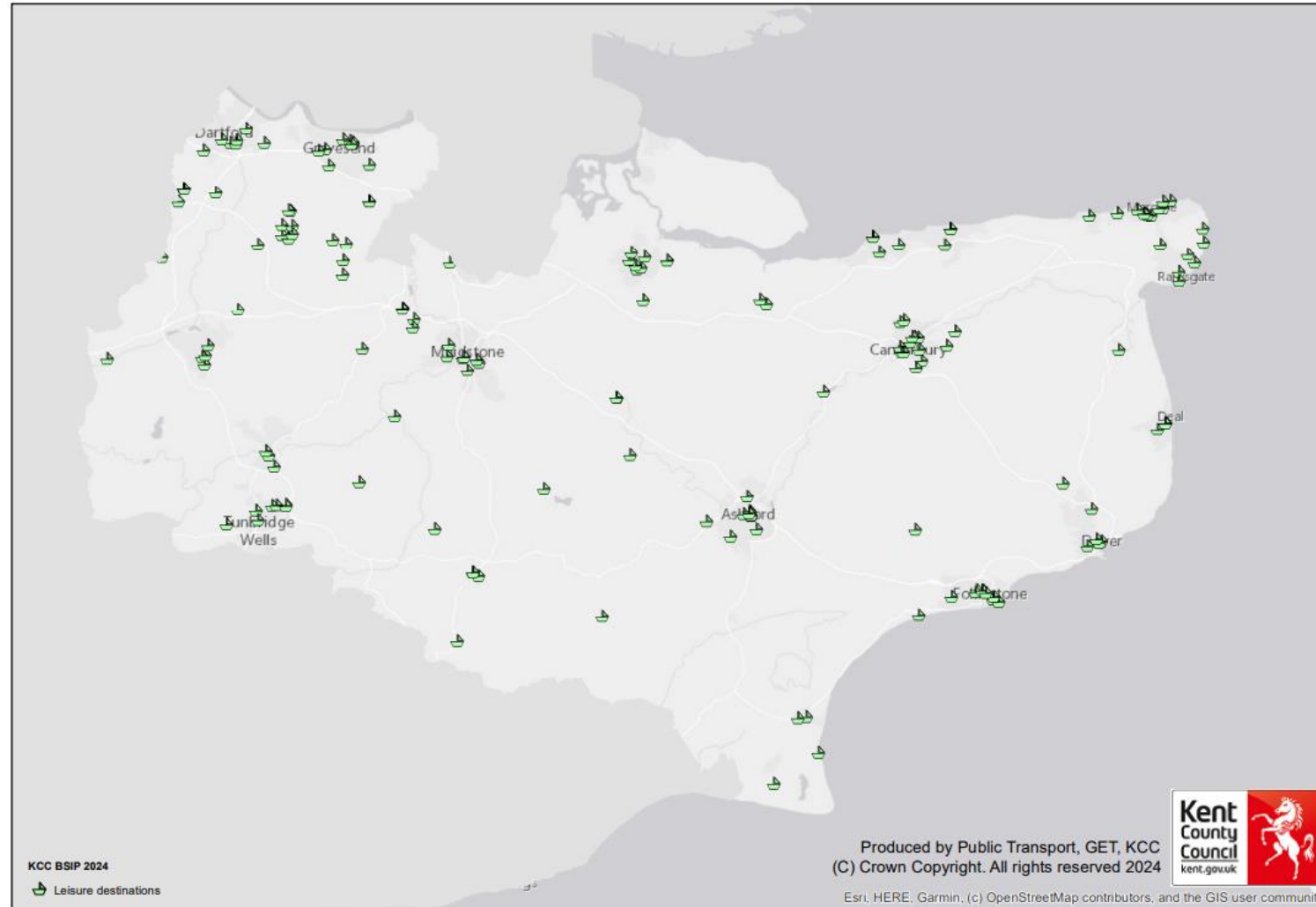
Secondary schools & Grammar Schools



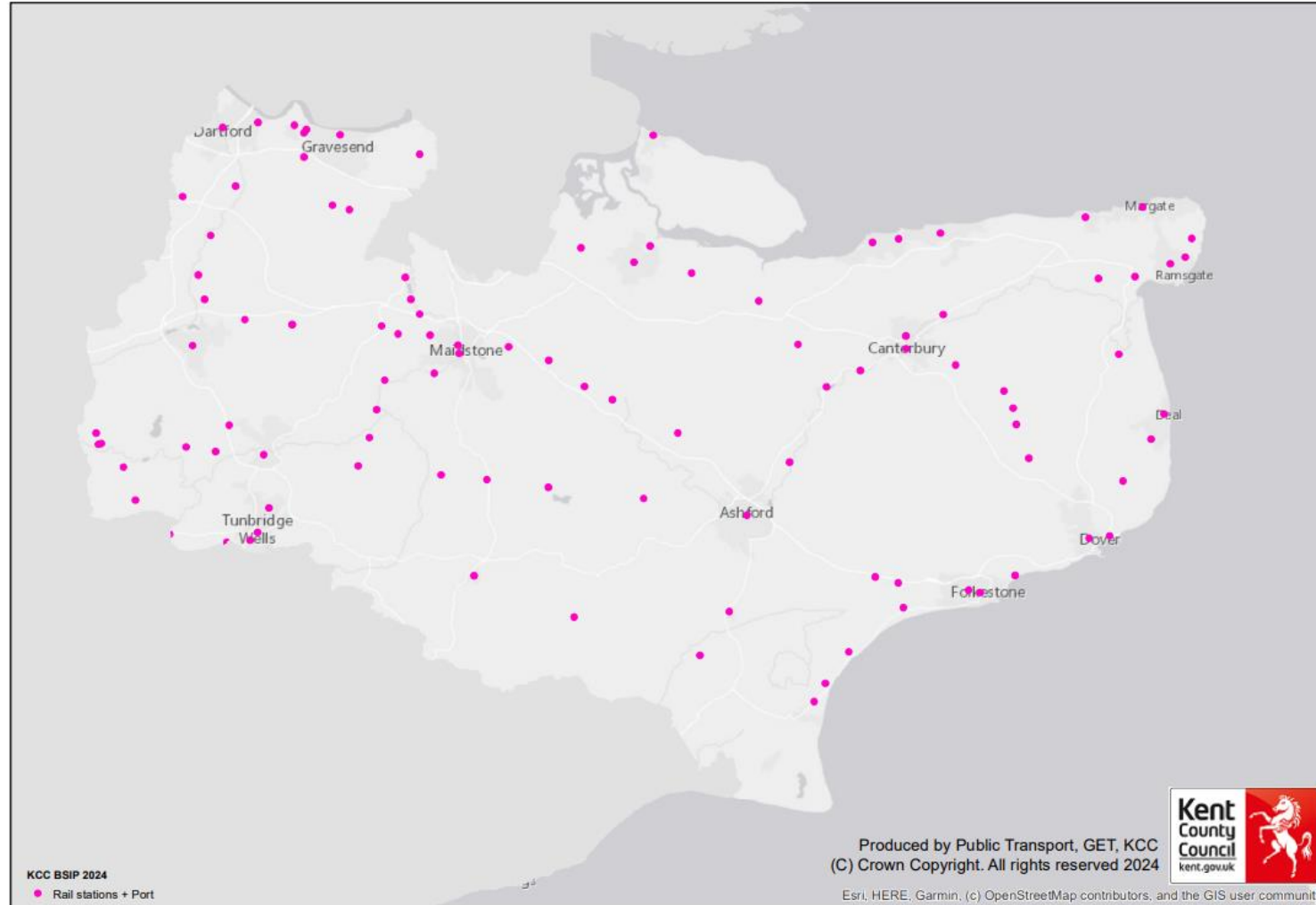
Retail parks / shopping centres



Leisure destinations



Train stations + Port



Sample analysis (Podaris)

← BCA_B1_TC_M_Isochrone Analysis 7:00 to 9:AM
Isochrones

Settings Results

	15 M	30 M	45 M	1 H
Accessible stations	2525	5810	7396	8036
All usual residents (Mid year 2022 Pop)	536.4k	1.1M	1.3M	1.4M
All usual residents % (Mid year 2022 pop)	34%	71%	83%	85%
All usual rural residents (Mid year 2022 pop)	35k	151.6k	262.9k	295.1k
All usual rural residents % (Mid year 2022 pop)	8%	34%	59%	66%
All usual urban residents (Mid year 2022 pop)	501.4k	987.1k	1.1M	1.1M
All usual urban residents % (mid year 22 pop)	44%	86%	92%	93%

Display settings

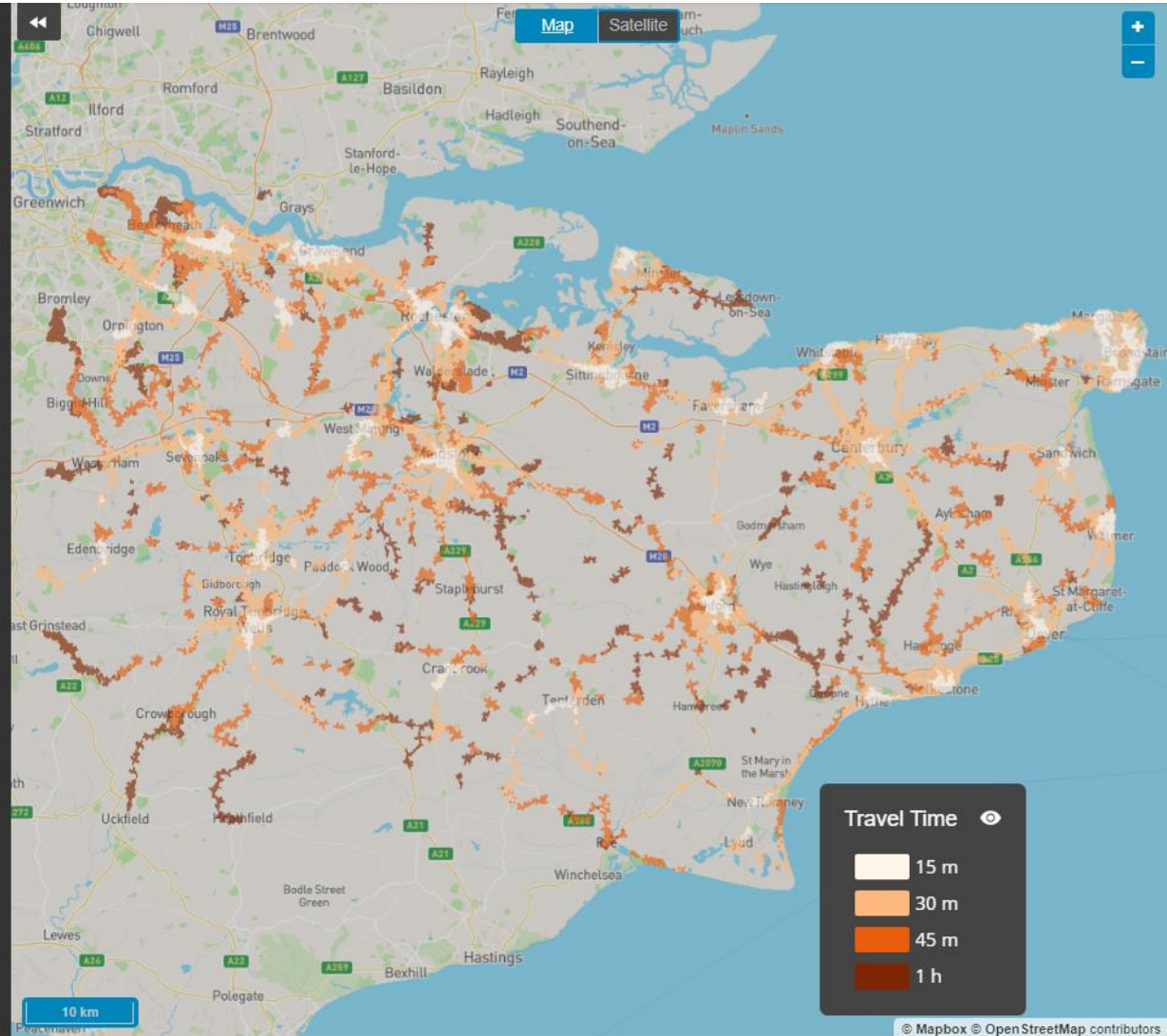
Show analysis settings to viewers:

Enabled:

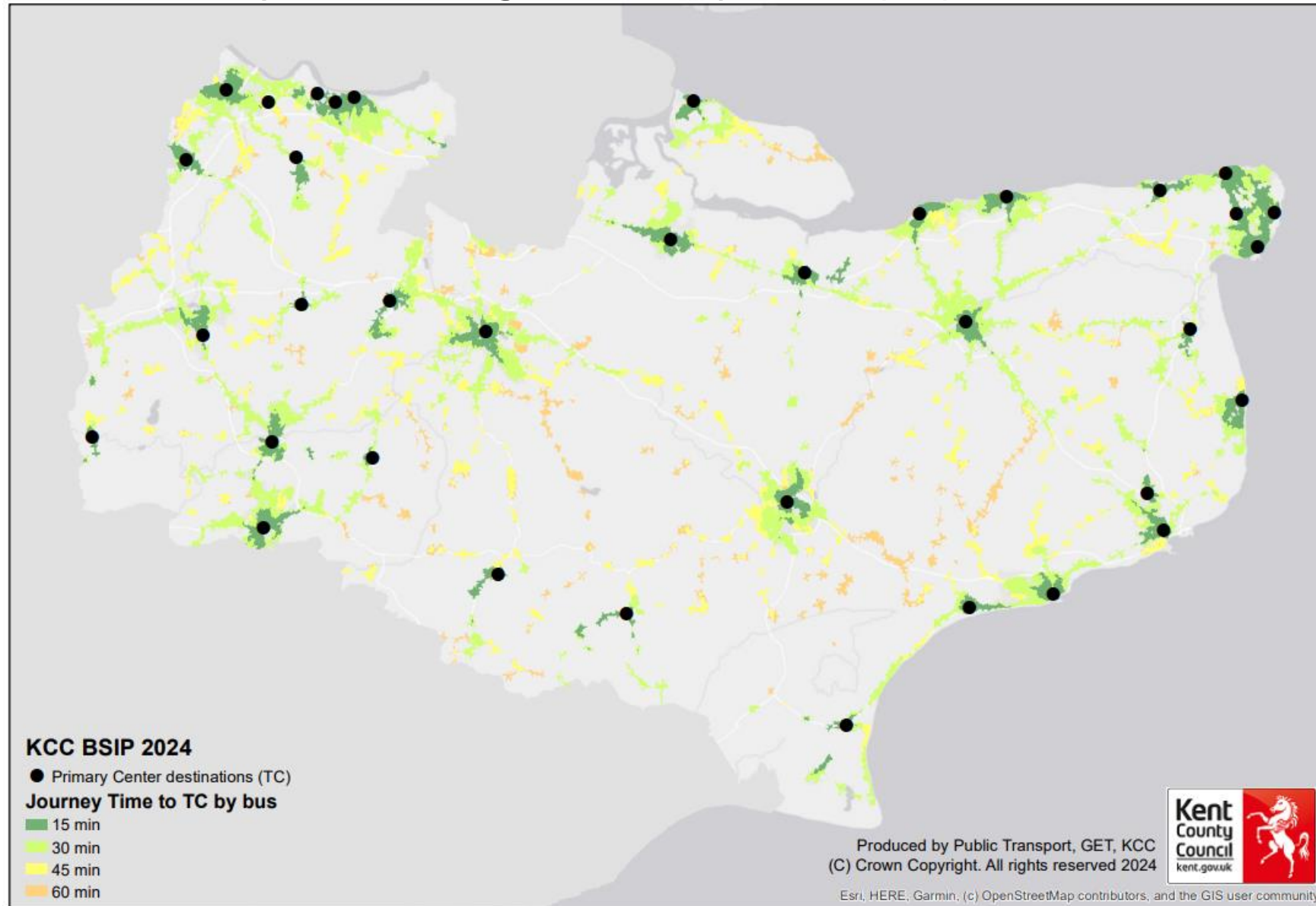
Title:

Color scheme:

Classes

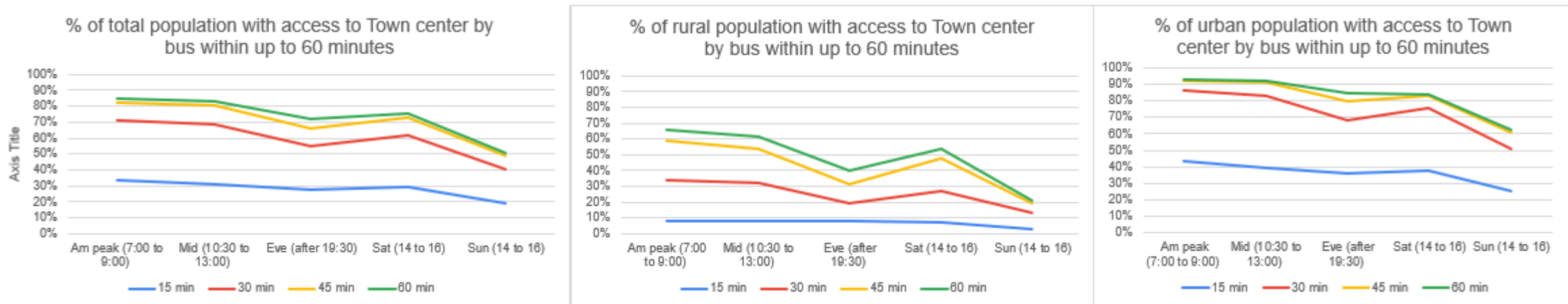


KCC Bus AM peak coverage to activity centre(TC)

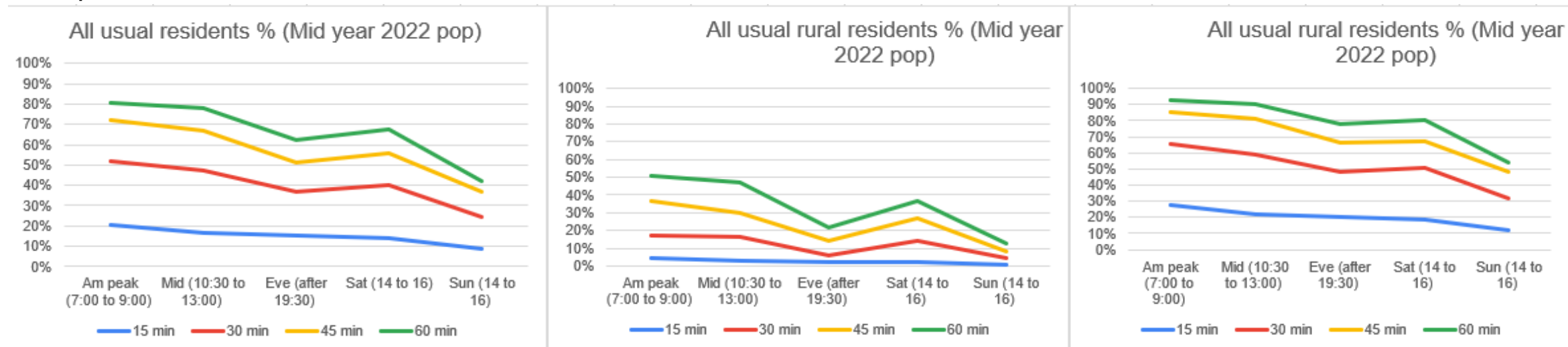


Sample outputs: Coverage per time of the day

Town centres

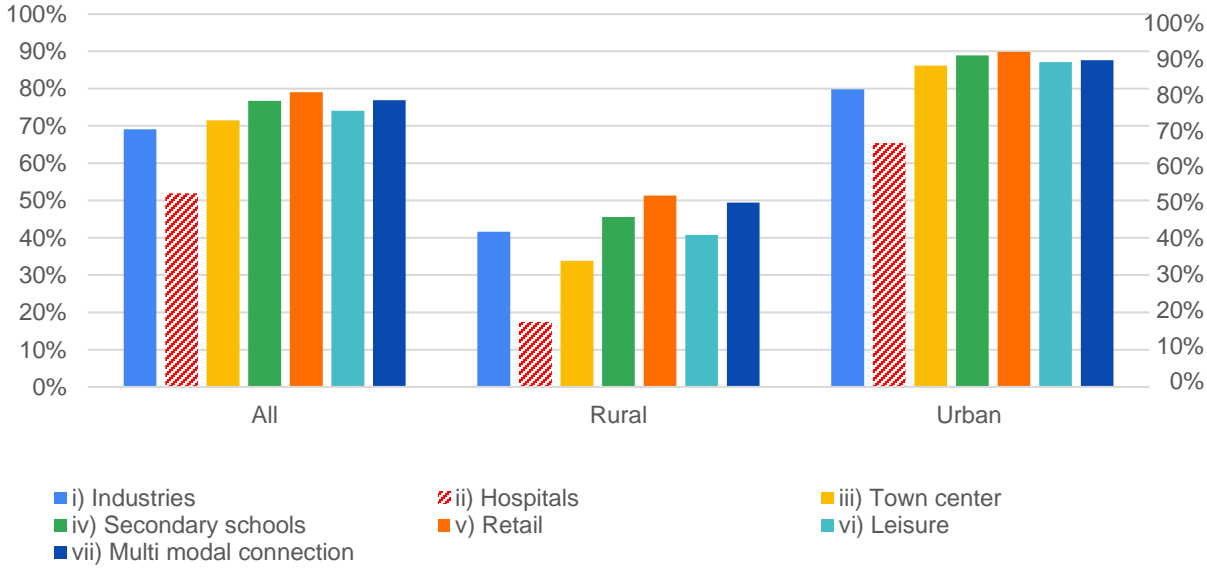


Hospitals



Results per destination type

% of population with access to destination by public transport within 30 min (AM peak)



% of population with direct access to destination by public transport (AM peak)

