

kent.gov.uk/bigconversation



Join the big conversation

Help to shape the future of **rural transport**
in Kent and share your views.

Have your say!

Rural transport public consultation

13 June - 8 August 2018



Big Conversation Programme

- Talked to public transport suppliers
 - Commercial operators and Public Service Vehicle operators
 - Taxi operators
 - Community transport providers
- Developed three ideas for different ways of providing bus services to rural parts of Kent
- We want to hear your views
 - Online questionnaire - www.kent.gov.uk/bigconversation
 - Paper questionnaires available in libraries and gateways
 - Send to FREEPOST BIG CONVERSATION
 - Alternative formats can be requested



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Big Conversation Programme

- District meetings across Kent
- Parish Seminars with parish councils
- Online and postal consultation responses invited
- Consultation closes on 8 August 2018
- Questionnaire results to be analysed & reported
- A Bus Summit in October 2018
- Pilot schemes developed for implementation in spring 2019
- KCC has £500k towards the cost of developing these ideas



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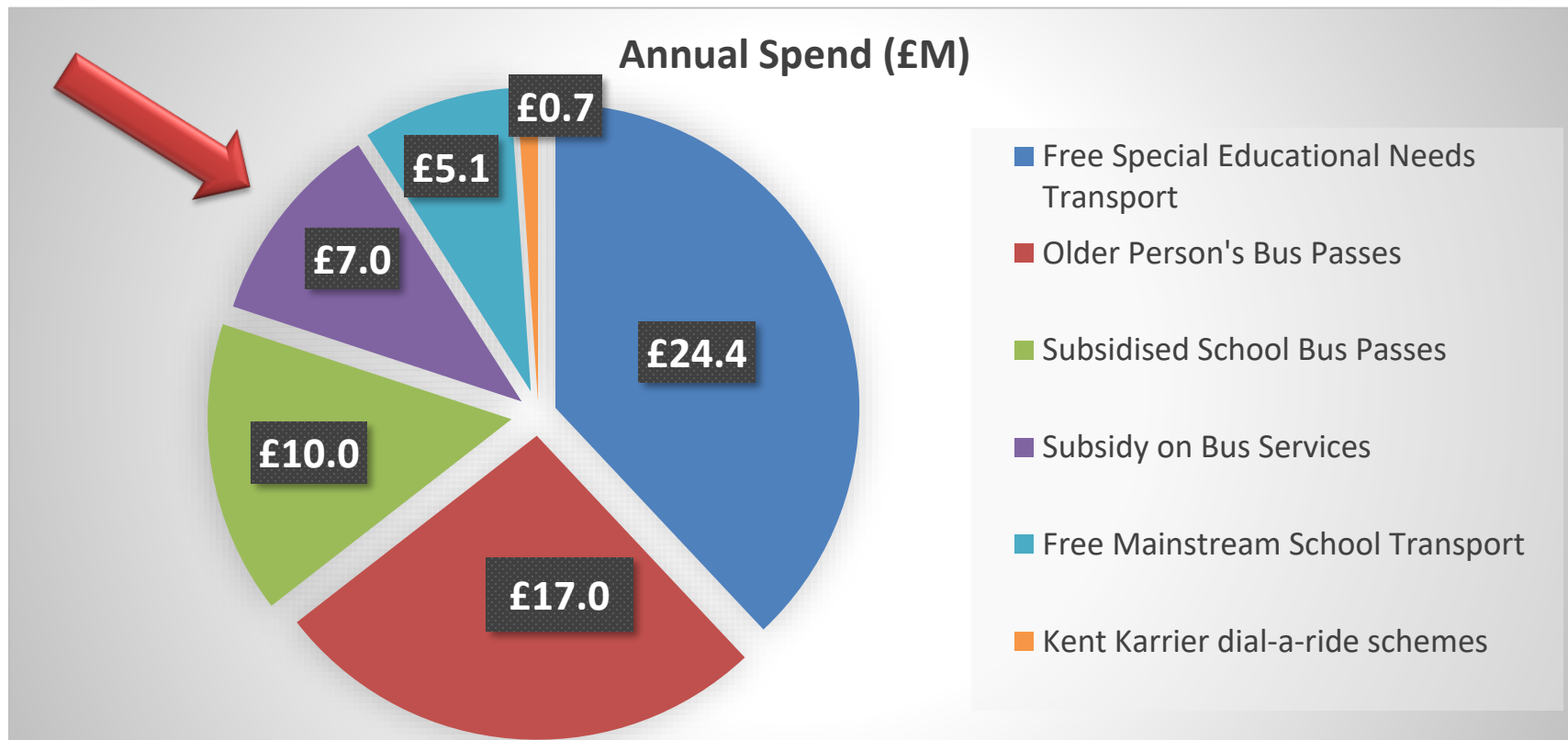
Myth-buster

KCC does not run the buses

- Bus services were deregulated in 1985 and are run by private businesses licenced by government
- Bus operators can run routes, where and when they like, and can withdraw them without KCC's permission
- 97% of bus services in Kent are operated by private businesses i.e. Arriva and Stagecoach and the smaller operators, over which we have some influence but no control

Public Transport – Quick Facts

KCC spent £64.2m last year



KCC Public Transport – Quick Facts

- Helps 35,000 children to get to school, including 25,000 young person travel pass holders and 7,000 16+ travelcard pass holders
- Provides specialist transport to 4,000 young people with Special Educational Needs
- Enables senior citizens and disabled users access to 16.2 million local bus journeys a year



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Public Transport – Quick Facts

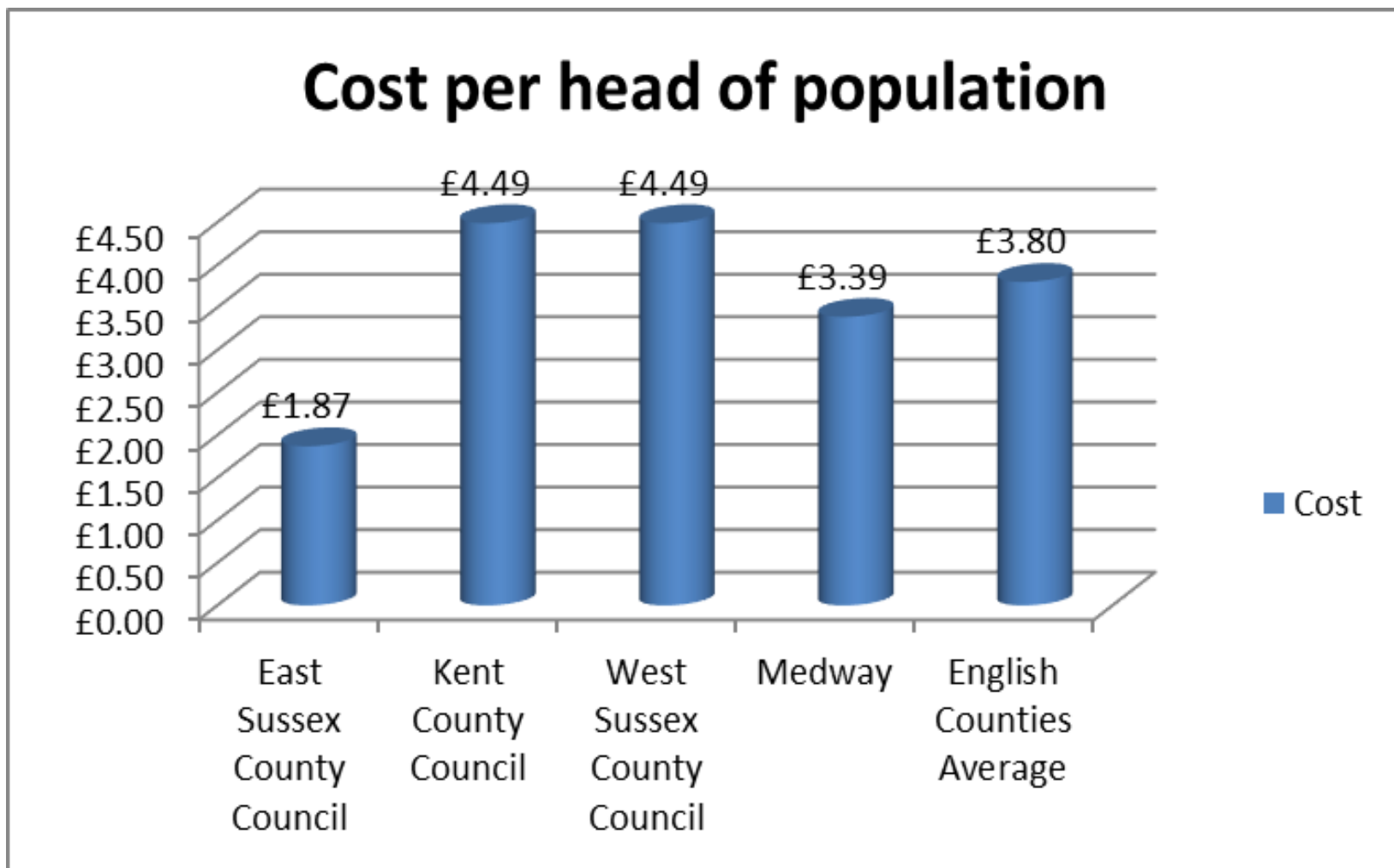
- Kent provides many of these services on a discretionary basis
- It has no regulatory powers
- One of the most generous local authorities in the country
- Supporting 126 routes at a cost of £7 million per year



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KCC role in the bus market



Public Transport – Challenges

- Budget pressures
- Demand for statutory services such as Senior Citizens passes is rising
- Overall reduction in passenger numbers
- Operator costs are rising

These pressures mean we need to look at how we can do things differently in our rural communities



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Before we go on to the ideas.....

These are about the future.

- About how we keep current rural transport links and may be restore old ones
- They will be different to a bus service as seen now
- They are about delivering rural transport with better value for the Council Tax Payers, hopefully with improved and affordable connections
- They are about a new and different approach

The Ideas



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Our rural transport ideas

- Your views will help us to develop these ideas further and test them in pilot projects with the ambition to roll out across rural areas
- New models developed will be paid for through a combination of KCC funding and income from tickets
- This could mean you may pay a modest fare instead of using a bus pass

We need to understand if this is something you will support



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Idea 1



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Idea 1

Feeders to existing bus services

Rural communities may be less than 10 minutes from a frequent bus/rail service. For those communities the idea is the use of feeder bus links

This idea would use a small bus that could:

- run on a rural route with convenient stops
- provide a reliable connection with an existing “mainline” service
- be bookable or be on a scheduled timetable
- endeavour to provide more journeys than a current service
- open up new links



Idea 2



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Idea 2

Bookable, flexible services

- Demand Responsive Transit (DRT)
- A bookable, flexible bus service which uses technology and information to tailor services to demand from the public
- Number of schemes are operating in the UK
- Potential for such schemes to work in rural communities

Idea 2

Bookable, flexible services

This idea would use smaller vehicles that could:

- cover a defined area
 - potentially a parish or multiple parishes
- cover a range of journey needs
 - going to school, medical appointment, to town centre
- look to complete your journey
- be provided by a commercial operator or a KCC partnership (include community transport operators)
- enable people to book their journeys by phone, online or through an app

Idea 2

Bookable, flexible services

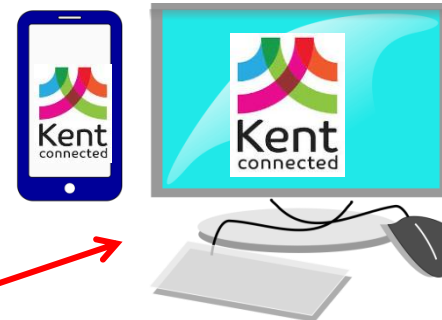
- Collection/drop-off points defined in the area
 - but as close to door-to-door as possible
- Use of small vehicles allowing ease of access
- Could bring together all the bookings in a given area to create efficiencies
- Passengers could need to be flexible
 - Additional time may need to be allowed for fixed time appointments e.g. doctor's appointments
- It could be linked to other community transport services



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Taxis
For rural villages –
date/ time of vehicles
and drivers
availability



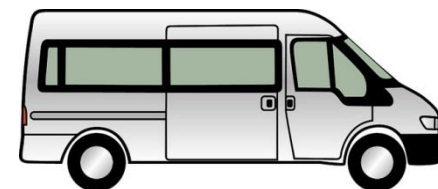
website

**Central
booking
scheduling and
tracking
software**



CT provider 1,2,3
Date/time of
vehicles
and drivers
availability

Volunteer car schemes
Date time of vehicles &
drivers availability



DRT minibus provider
For rural villages –
date/ time of vehicles
and
drivers availability

Idea 3



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Idea 3 Taxi bus

- We use lots of taxi buses to provide home to school transport
- Great potential in rural areas, where passenger numbers are low and buses too large
- Could charge individual fares for different journeys along the route
- Could run to an agreed timetable and route



Idea 3 Taxi bus

Ideas include:

- Smaller vehicles
- Rear wheelchair lift or a dedicated wheelchair ramp
- May not be walk on walk off, as a bus is now
- Smaller vehicle could be an advantage
- We want your views on the use of these vehicle types



Concessionary Travel

- To make some of these ideas financially sustainable we may not allow you to use your pass.
- We could charge a reduced rate for pass holders.
- This could be £2 or £4 per journey
- We need to know your views on this.
- Would you pay, if there was a better service or any service?

Any Questions?



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