Scheme ID	Scheme Name	Description	Transport Mode	Estimated Cost				Milestones			
				Total Estimated Scheme Cost REVENUE (£m)	[ITF/BSF] REVENUE contribution (£m)	Total Estimated Scheme Cost CAPITAL (£m)	[ITF] CAPITAL contribution (£m)	Start Development	Complete Development	Start Delivery	Complete Delivery
1	Highways maintenance - programme across the full range of highways assets.	To maintain the highway network, encompassing carriageway preservations and renewals, footway and cycleway preservation and renewals, drainage renewals, structures renewals and replacements, streetlighting replacements and upgrades, intelligent traffic signals renewals and replacements, soft landscapes renewals and tree pit installations, sign and line renewals, vehicle restraint system upgrades and replacements, and major patching and pothole treatments. Street lighting column replacement programme follows prior years structural testing programme where failed columns are identified. Replacement columns maintain adequate lighting levels across the county for both road safety and active travel purposes. The Road Asset Renewal Programme delivers planned carriageway renewal works across the county, including resurfacing, reconstruction and other pavement renewal treatments where road assets have reached the end of their service life. Planned Footway and Cycleway Maintenance Schemes encompass works delivered for both footway renewal and preservation works across the county, including resurfacing, reconstruction, preservation treatment, and preservation treatment preparation works where assets have either reached the end of their service life, or can be treated to extend it.	*Multimodal*			£84,655,000	£59,126,423			Apr-26	Mar-30
2	Local Transport Resource Funding - development of Local Transport Plan schemes.	Development of Local Transport Plan schemes via commissioning of appropriate studies, modelling and feasibility workstreams to progress optioneering or support funding bids to progress and deliver schemes against KCC's strategic priorities. This will include but not be limited to: a study of an extension to the existing Fastrack bus network; bus priority schemes; a corridor study and options development for the A228/A264 corridor between Tonbridge and Malling and Tunbridge Wells Boroughs; a junction assessment and options development for the A2 Pepper Hill as part of local capacity enhancements at the A2 Gravesend junctions to ensure junctions can accommodate the impact of local development and strategic changes to the road network, such as the delivery of Lower Thames Crossing; monitoring of Lower Thames Crossing Impacts; development of A226 Galley Hill which forms part of the Kent Resilient Network (KRN), necessitated as a result of landslip in 2023 which removed part of the carriageway and footway; and the business case for the A299 Thanet Way renewal. In addition, to specified workstreams, funding will support various other early stage feasibility and appraisal work to support KCC's strategic objectives as detailed in the Local Transport Plan.	*Multimodal*	£1,126,338	£1,126,338			Apr-26	Mar-29		
3	Public Rights of Way	Structural improvements to public rights of way.	*Multimodal*			£1,263,460	£700,000			Apr-26	Mar-30
4	Crash Remedial Measures Programme (Countywide)/Road Safety Measures	Improvements to road safety, including delivery of Crash Remedial Programme of schemes and design and delivery of small to medium highway improvement schemes to improve the local transport operation/integration and accessibility. A rolling programme of targeted road safety interventions designed to reduce Killed and Seriously Injured (KSI) collisions across Kent's highway network. Interventions will include junction and route treatments, improved signing and lining, skid-resistant surfacing, visibility improvements and small-scale engineering measures. Sites will be prioritised through annual collision analysis, local intelligence, Route or Junction identification process and risk-based assessments. The programme supports measurable safety outcomes within the Local Transport Outcome Framework. Junction improvements, signing and lining measures, carriageway patching and marking refresh. Scheme extended for 27/28 (funding reallocated from scheme 43). 28/29 funding remains allocated to scheme 43 at this point.	*Multimodal*			£1,959,500	£1,959,500	Apr-26	Mar-29	Apr-26	Mar-29
5	Accessibility & Inclusion Improvements (Countywide)	A programme of interventions aimed at improving accessibility, safety, and comfort for disabled users, older people, and those living in areas of deprivation. Works may include improved pedestrian crossings, tactile paving and dropped kerbs, bus stop accessibility upgrades, footway refurbishment, and small-scale public realm enhancements. This supports DfT's requirement that accessibility is integrated into all schemes and responds to national recommendations on reducing barriers for disabled passengers. Small works, Parish schemes, dropped kerbs, traffic calming, new pedestrian crossings (zebra, signalised and refuge island), speed limit changes of various scales, simple signing and lining enhancements and minor streetscene improvement works including parking restrictions and bollards.	*Multimodal*			£1,842,500	£1,842,500	Apr-26	Mar-27	Apr-26	Mar-27
6	Active Travel infrastructure package of schemes.	Includes development to detailed design and consultation of schemes identified through our ten year plan (£1m), supporting AT schemes identified through the Highway Improvement Process with parishes (£500k), match funding our Major Projects work where Active Travel elements have been costed and identified (£1.75m), Improvements to accessibility and maintenance of our key Active Travel routes identified through the ten year plan (£1m), Small works improvements including school travel grants, school streets, and local improvements (remaining budget). This includes but is not limited to the delivery of priority walking, wheeling and cycling infrastructure, including corridor improvements, new or upgraded crossings, 20mph speed limit schemes, junction enhancements, linking routes and measures supporting everyday trips. Schemes will be drawn from Local Cycling and Walking Infrastructure Plans (LCWIPs), street audits, the 10-year plan model, district submissions and community-identified needs. This package groups multiple smaller interventions into a broad programme as permitted by Annex C. Outcomes include increased active travel trips, improved safety, and better connectivity to key destinations.	*Active Travel*			£5,246,504	£5,246,504	Apr-26	Mar-27	Apr-26	Mar-27

7	Active Travel Development, Capability Building & Behaviour Change (Countywide)	A programme supporting the development of future active travel schemes alongside strengthening capability and promoting behaviour change. Activities include LCWIP development, feasibility and early design work, initial business cases, engagement with districts, and pre-/post-scheme data collection. The programme also delivers capability-building initiatives (training, enhanced monitoring & evaluation) and behaviour-change activities such as community engagement, education, business grants, training and awareness campaigns. Together, these actions create a stronger delivery pipeline and help embed long-term cultural and organisational readiness for active travel. All with a view to increase our Capabiity Rating to secure more investment in future years.	*Active Travel*	£1,646,131	£1,646,131			Apr-26	Mar-27		
8	LEVI revenue funding	Staff capacity to develop a countywide approach to EV charging and to deliver the capital LEVI project.	*Electric Vehicles & infrastructure*	£442,800	£442,800			Apr-26	Mar-29		
9	Support of Existing LTA bus commitments	Use of LTA BSOG, now incorporated within this grant, to support existing LTA bus commitments. 27/28 and 28/29 funding allocation removed and included in scheme 41 (Bus Service Support).	*Bus*	£1,087,787	£1,087,787			N/A	N/A	Apr-26	Mar-27
10	Pricing Incentive - Kent Travel Saver	Contribution towards KCC's Kent Travel Saver Scheme, ensuring pass costs for parents can be kept as low as possible, whilst allowing KCC to run the scheme viably. Continued use of BSIP funding has enabled the cost to be suppressed for 24,000 passholders at £615 for a full cost pass and continue to support additional subsidies for low income households and free passes for children in care categories. Without this funding, the cost of individual passes would be significantly higher.	*Bus*	£7,285,000	£2,500,000			N/A	N/A	Jun-26	Mar-29
11	Bus Service Support (Existing Services)	Continued support of bus services which were previously part of the BSIP legacy programme. This includes more than 60 services that were previously deregistered by commercial operators, and would no longer be operating without usage of this funding. Note funding amounts between scheme ID's 11 and 12 likely to change. Scheme will be continue for future years under Scheme 40.	*Bus*	£13,515,000	£7,000,000			N/A	N/A	Apr-26	Mar-27
12	Bus Service Support (New & Enhanced Services)	A series of new enhancements to be introduced later in 26/27 aligning with Kent's network aspirations as set out in the BSIP. Services identified following stakeholder involvement with prioritisation taking place against a criteria based on factors such as passenger numbers, connectivity, value for money and sustainability. Services anticipated to start in Jan 27. Note funding amounts between scheme ID's 11 and 12 likely to change. Scheme will be merged and continue for future years under Scheme 40.	*Bus*	£2,015,006	£2,015,006			Apr-26	Dec-27	Jan-27	Mar-27
13	Bus Stop Accessibility Survey	Full asset survey of Kent's 6,500 bus stops, with particular focus on accessibility features. This includes infrastructure and features to comply with both legislative and Department for Transport guidance on accessible bus stops. For example, raised 'bus boarder' kerbs, sufficient space for wheelchairs and prams, accessible nearby crossing points, lighting, compliance with printing standards, etc. This information will feed into the Network Accessibility Plan and new requirements from the Bus Services Act, and utilised to target specific improvements across the county to rectify deficiencies and significantly improve overall compliance. Future years capital investment will be utilised for these improvements.	*Bus*	£300,000	£300,000			Apr-26	Aug-27	Apr-27	Mar-29
14	Development of Network Accessibility Plan	Development of Network Accessibility Plan for Kent, in line with emerging requirements within the Bus Services Act. Funding will be used to support both development and ongoing delivery of the plan, including use of consultants, stakeholder engagement, and direct future initiative delivery. End development and delivery date represents ongoing review and updating of the plan following the publication of the first version in April 2027. Continual reviews will take place based on feedback, emerging new guidance, etc. This scheme will be developed for future years and delivery is identified under Scheme 42.	*Bus*	£50,000	£50,000			Sep-26	Aug-27		
15	Bus Priority & Highway Interventions Feasibility	Detailed feasibility study, utilising operator and other stakeholder feedback and data from Kent's strategic transport model to inform and develop future bus priority schemes for Kent. These schemes will subsequently be funded from this and future years ITF allocations. Following the initial study, the funding will be utilised for the development of individual identified schemes, e.g. outline designs, consideration of utilities, options appraisals, further stakeholder engagement, etc.	*Bus*	£250,000	£250,000			Apr-26	Mar-29		
16	Safety Initiatives	Funding is being utilisedto supply two new community warden posts at KCC who will have a focus on the bus network. The commitment of funding will allow for a reciprocal benefit from the Community Wardens service to ensure all wardens are trained on safety issues affecting bus users and 'at risk' groups. Training on bus usage will be incorporated into the Community Warden offer. Community Wardens will be permitted on all Kent buses free of charge. This meets a number of requirements of the updated EP guidance. Any excess funding will be utilised to support wider safety initiatives.	*Bus*	£50,000	£50,000			Apr-26	Mar-28	Jan-27	Mar-29
17	Planning Tools	Continued support (following use of BSIP and Bus Grant funding) of network planning tool to inform bus service enhancements and data returns to DfT. The planning tool is Podaris, which has been secured through Transport for South East.	*Bus*	£40,000	£40,000					Apr-26	Mar-29
18	Transport Focus - Your Bus Journey	Funding to run Transport Focus' "Your Bus Journey" passenger satisfaction survey. Additional funding has been allocated to the core allocation to allow for the addition of a bespoke question and a larger data set. Scheme extended for 27/28 and 28/29.	*Bus*	£70,906	£70,906					Apr-26	Mar-29
19	Capacity / Resource	Resource and Capacity to run Kent's legacy BSIP and Bus Grant programmes and programmes related to the ITF and BSF. Scheme extended into 27/28 and 28/29 financial years.	*Bus*	£800,000	£800,000					Apr-26	Mar-29

20	Delivery of Bus Priority Schemes	Over the course of 26/27, KCC is progressing with detailed feasibility works to identify bus priority schemes that are deliverable, offer value for money, and offer meaningful & quantifiable improvements to reliability and journey times. We anticipate that this will lead to the delivery of approximately four bus priority schemes. 26/27 funding will be utilised to deliver the first schemes that are taken forward. One location which has been identified , subject to consultation, is the A28 Sturry Road Canterbury. Other locations are currently being explored in Dover, Thanet and Sandwich and it is anticipated that this will lead to the delivery of approximately six bus priority scheme. Scheme extended into 27/28 and 29/28 financial years with individual projects and locations to be determined.	*Bus*			£2,999,966	£2,999,966	Apr-26	Mar-27	Apr-27	Mar-29
21	Bus Shelter Grant Scheme	Grant scheme accessible for District and Parish councils to upgrade existing or install new bus shelters in their area. Scheme follows on from successful BSIP / Bus Grant scheme run under Kent's BSIP. In 25/26, the grant scheme supported the maintenance of existing and installation of new shelter across seven districts and 17 parishes within Kent, representing a total of approximately 150 shelters either refurbished, replaced or at new locations.	*Bus*			£2,000,000	£2,000,000	Apr-26	Nov-26	Dec-27	Mar-28
22	Bus Stop Upgrades / Installations	Installation of new or upgrading of existing bus stops in repsonse to operator and other stakeholder requests and from findings emerging from bus stop accessibility survey. Upgrades will be designed to improve accessibility to existing bus stops in targeted areas and include installation of bus boarder kerbs, crossing points, areas of hard standing, bus stop clearway line markings etc. These upgrades will be delivered both individually as requests are received, but also proactiely as corridors and areas benefitting from intervention are identified by the survey following its conclusion and analysis. Scheme extended into 27/28 and 29/28 financial years where priorities will follow those identified in KCC's Bus NAP and upgrades will be rolled out in line with a prioritisation methodology created combining Kent's Bus NAP with stakeholder engagement with accessibility groups. We are likely to focus on one EP scheme area per year, prioritising the EP area with the highest accessibility shortfall based on data identified through the Bus NAP.	*Bus*			£200,000	£200,000	N/A	N/A	Apr-26	Mar-29
23	Bus Stop Solar Lighting	Installation of solar lighting at bus stops to improve passenger safety and accesibility. Particular focus on stops in rural areas where streetlighting is limited. The funding will be used to provide infrastructure initially at three to five locations to gather feedback on perception, battery life, usage etc. The trial sites have been identified at locations in Gravesham, Maidstone and Dover. Following conclusion of the trial, wider rollout is anticipated at areas identified through feedback sessions with Parish Councils, Community Wardens and interest groups. We will also consider how this can link with the bus accesibiltiy plan and EP guidance relating to personal safety. Future year delivery will be funded by scheme 42.	*Bus*			£300,000	£300,000	Apr-26	Mar-27	Nov-26	Mar-29
24	Highway Interventions to Support PIPs	Continuation of initiative from Kent's BSIP / Bus Grant programme. Delivery of smaller highway interventions to improve bus reliability. As part of Kent's overall commitment to buses, we hold Punctuality Improvement Partnerships (PIPs) with operators to identify congestion hotspots and pinchpoints on the network that impact bus reliability. This funding will be utilised to deliver interventions identified under these partnerships. Under the BSIP legacy programme, over 35 interventions were delivered across Kent. Scheme extended into 27/28 and 29/28 financial years. Following the new published guidance, KCC will seek to install ANPR enforcement cameras at bus gates & bus lanes.	*Bus*			£250,000	£250,000	N/A	N/A	Apr-26	Mar-29
25	Community Transport Grant	Following a number of successful community transport grant schemes run under the BSIP legecy programme, this funding will deliver a new community transport grant scheme for the 26/27 year. The grant scheme is aimed at awarding capital grants to community transport organisations and Parish councils looking to establish or develop schemes. The scheme is designed to improve connectivity throughout the network. Scheme extended into 27/28 and 29/28 financial years.	*Bus*			£500,000	£500,000	Apr-26	Aug-28	Jan-27	Mar-29
26	Greener and Accessible Vehicles Grant Scheme	Grant scheme for operators to improve vehicle fleets with respect to emissions and accessibility, in return for reciprocal service, reliability or passenger benefits. The grant opportunity was launched with operators in July 2026 with a closing date of September 2026. In previous BSIP years KCC have supported electrification on an AQMA corridor in Maidstone, and are a proposal to electrify a depot and a fleet in East Kent. Scheme extended into 27/28 and 29/28 financial years.	*Bus*			£2,941,400	£2,941,400	Apr-26	Mar-29	Apr-27	Mar-29
27	Fastrack Development Projects	A range of proactive capital projects to improve the Fastrack offer with respect to reliability, infrastructure and customer experience. The 26/27 contribution is being utilised for busway resurfacing between Bluewater and Darent Valley Hospital, shelter upgrades and related RTI in Dartford, Ebbsfleet and Gravesham and highway improvement projects on both Fastrack networks. Scheme extended into 27/28 and 29/28 financial years.	*Bus*			£2,000,000	£2,000,000			Apr-26	Mar-29
28	Transport Interchanges	In conjunction with Southeastern Trains - a grant scheme to improve bus information and infrastructure at key identified rail & bus transport interchanges. This will be following on from a BSIP legacy programme scheme which is improving real time bus & rail information, wayfinding signage and shelter provision at 5 locations. Further locations have been identified after commissioned Station Travel Plans completed by Network Rail and Southeastern Trains. This funding will deliver schemes for these additional stations. Scheme extended into 27/28 financial year.	*Bus*			£500,000	£500,000	Apr-26	Aug-27	Apr-27	Mar-28
				£28,678,968	£17,378,968	£106,658,330	£80,566,293				