

## Appendix E Supporting Data

<b>Data</b>	<b>Source</b>	<b>Purpose</b>
Bus network supply data (route name, operator, frequency, operating days, bus stops)	KCC internal sources and <i>Traveline</i> database. Aim to use BODS data as well, going forward.	This data was cleaned and used to produce operating statistics for the current bus network.
Bus route alignment, estimated Peak Vehicle Requirement, annual mileage estimate	Obtained through trial access to <i>Remix</i> software.  Analytics on GTFS feeds.	Required manipulation to match with base data and used to produce operating statistics for the current bus network.
Route speed and, demand congestion on strategic routes in Kent	KCC traffic and public transport model.  Obtained through the framework contract.	Required manipulation to match with base data and used to produce operating statistics for the current bus network and to produce the Network Gap Analysis.
Mode share per district	KCC traffic and public transport model.  Obtained through the framework contract.	This data was used as a statistic for the transport network.
On Time Performance	Bus operator data from electronic ticket machines, where available.	Used to produce reliability statistics for the bus network, pre and post Covid.
Passenger numbers	Bus operator data provided monthly from electronic ticket machines.	Used to produce passenger usage statistics for the bus network in the last three financial years.
Bus mileage operated	Bus operator data from their own recording systems.	Used to produce reliability statistics for the bus network, pre and post Covid.
Ticket type data and fare values	Bus operator data from electronic ticket machines, where available.	Will be used to track trends once actions are implemented under the EP Schemes

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Ticket data by fare stages	Bus operator data from electronic ticket machines, where available.	Will be used to evaluate localised actions, particularly corridor studies, for the EP Schemes
ENCTS Concessionary data	Held by MCL consultancy on behalf of KCC	Used to confirm average single and return fares and will be used to evaluate localised actions
Public, members, and operator feedback	Public and stakeholder engagement	Used to form long listing for potential network improvements in Years 1-3 and to inform priorities for the BSIP Initiatives.
Journey time, deprivation, population mosaic data	KCC analytic team via, <i>Tracc</i> , census and <i>Experian</i> datasets	This data was used as statistics for the transport network and will also be used to evaluate localised actions for the EP schemes.
Bus Stop and Interchange database	Being created internally	Will be used to identify and record the condition of and facilities at every bus stop and transport interchange in the county.
Air quality data	The Kent and Medway Energy and Low Emissions Strategy and Air Quality Management Area data	Used to help prioritise corridors and town centres for action to improve air quality
Bus emission levels	Bus operator records	Used to calculate the percentage of buses used in Kent that meet at least the Euro VI standard
Costs of electric vehicle operation and charging equipment	Kent Fastrack <i>Zebra</i> bid	Used to estimate the costs of further zero emission vehicle conversions.
Estimated costings to introduce a MaaS scheme	Pre-market responses for a MaaS scheme	Used to develop the proposed Ebbsfleet scheme and to estimate the costs of an extension to the rest of the county.

