

AGENDA

SHEPPEY AREA COMMITTEE MEETING

Date: Thursday, 22 September 2022

Time: 7.00 pm

Venue: Castle Connections, Queenborough Town Community Centre, Railway Terrace, Queenborough ME11 5AY

Membership:

Councillors Cameron Beart (Vice-Chair), Richard Darby, Simon Fowle, Angela Harrison, Ken Ingleton (Chair), Elliott Jayes, Peter Macdonald, Peter Marchington, Lee McCall, Pete Neal, Padmini Nissanga, Ken Pugh and Bill Tatton.

Quorum = 5.

Pages

Information about this meeting

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2. Apologies for Absence

3. Declarations of Interest

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The Chair will ask Members if they have any disclosable pecuniary interests (DPIs) or disclosable non-pecuniary interests (DNPIs) to declare in respect of items on the agenda. Members with a DPI in an item must leave the room for that item and may not participate in the debate or vote.

Aside from disclosable interests, where a fair-minded and informed observer would think there was a real possibility that a Member might be biased or predetermined on an item, the Member should declare this and leave the room while that item is considered.

Members who are in any doubt about interests, bias or predetermination should contact the monitoring officer for advice prior to the meeting.

4. Minutes

To approve the [Minutes](#) of the meeting held on 7 June 2022 (Minute Nos. 47 – 58) as correct records.

5. Matters arising from previous meetings

5 - 60

6. Scrapsgate Field, Minster

7. Public Forum

8. Local issues to be raised

9. Update on work plan

61 - 78

10. Matters referred to Area Committee by Service Committees

11. Matters to be referred to Service Committee Chairs for consideration

Issued on Tuesday, 13 September 2022

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**Chief Executive, Swale Borough Council,
Swale House, East Street, Sittingbourne, Kent, ME10 3HT**

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Sheppey Area Committee meeting: 22 September 2022 – Matters arising

No.	Item	Background	Updates
1.	Coach Parking	<p>Jenny Hurkett from the Criterion at Blue Town raised the matter of coach parking on the Isle of Sheppey.</p> <p>Owing to issues outside SBC's control, this matter could not currently be progressed but when feedback was received, any decision making would go to the Community Committee.</p> <p>A Member stated that nothing could be done about the Ship on Shore car park until it could be accessed and suggested a report go to the Community Committee seeking vacant possession. The Director of Regeneration & Neighbourhoods agreed to look into the legal issues.</p>	<p>The Coach Parking in Sheerness Report has been deferred to a future Community Committee.</p>
2.	Connectivity across Sheppey	<p>A question was asked at the June 2021 meeting about transport issues on the Island. The Quality Bus Partnership has been suspended while (Kent County Council) KCC look at how to set up an Enhanced Partnership which will replace the QBP.</p> <p>Divisional Member for Sheppey, County Council Cameron Beart, reported that KCC were awarded £35.1M from the Government for bus services. An update on the new Enhanced Partnership will be given at the KCC Environment and Transport Committee on 7 July 2022. A fuller update will be provided at the September 2022 Sheppey Area Committee Meeting.</p>	<p>See Appendix 1 for the Kent Enhanced Partnership Plan and East Kent Enhanced Partnership Scheme.</p> <p>More information can be found at https://letstalk.kent.gov.uk/busfuture</p>

3.	Sheerness town centre regeneration	<p>The return of the Clock Tower marked the end of the currently funded regeneration programme for Sheerness Town Centre.</p> <p>The Head of Regeneration & Economic Development has provided updates on the following:</p> <ul style="list-style-type: none"> • The latest situation with the LUF bid; • the findings of the High Street Task Force visit; and • how the UKSPF bid might benefit Sheppey. 	Please see Appendix 2
4.	Queenborough and Rushenden regeneration	It was agreed that Homes England would be asked to give an update every six months.	See Appendix 3 for the latest update.
5.	Neptune Terrace	<p>Chris Reed, Sheerness Town Council, asked for an update on Neptune Terrace and the removal of the steps so that people could cycle from Minster to Sheerness. The Director for Regeneration & Neighbourhoods advised that it was the responsibility of the Environment Agency but they had stated they could not fund the work.</p> <p>The Head of Regeneration & Economic Development was working with Sheerness Town Council to send a letter to the Environment Agency to pursue this matter.</p>	The Head of Regeneration & Economic Development advised a letter has been sent to the Environment Agency which was shared with Sheerness Town Council. The response will be shared with the Area Committee when received.
6.	Dumping of spoil on the Eastchurch shoreline	KCC Councillor Andy Booth asked if a report could be brought back to a future Sheppey Area Committee meeting providing details about the spoil that has been dumped on the Eastchurch shoreline.	It is not appropriate to comment publicly on live investigations but the Council is working with the relevant agencies.

		<p>He said that it was important that the public were aware of what was happening.</p> <p>The Director of Regeneration & Neighbourhoods agreed to take this back but added that if it was a Police matter it could restrict how much could be said.</p>	
7.	Replacement of lighting along Sheerness Promenade	The Area Committee awarded £8,048.74 of funding for the replacement of lighting along Sheerness Promenade.	<p>The Head of Environment and Leisure advised these are part of the LED upgrade works. We are awaiting the latest prices from contractors.</p> <p>The latest quote was around £186,000 so our budget of £70k plus the £8k from Sheppey area committee is not enough. The work has been split into phases and the lights for Sheppey are included in Phase 1.</p> <p>Contractors have suggested they would be in a position to start these works towards the end of September, pending approval to proceed.</p>
8.	Installation of benches	The Area Committee awarded £1,400.00 of funding to install benches in the shelters overlooking the gardens by the Sheerness leisure centre.	Works will be progressed by the seafront team after the main summer season.

9.	Barton's Point Covered Walkway	The Area Committee agreed Option 2 – the removal of roof slab and metal stations only at a cost of £10k.	Initial quotations have been re submitted. Decision to be taken as to which company will proceed with works.
10.	Coastal Policies Group	<p>Councillor Peter MacDonald asked what progress had been made by the Coastal Policies Group regarding the change from no intervention on erosion to one of protection.</p> <p>The Director of Regeneration & Neighbourhoods advised a meeting would take place on Thursday 9 June 2022 between stakeholders and officers to progress this matter.</p>	The meeting has taken place. A formal working group of the South East Coastal group will be formed. Following initial fact finding, a report will be taken to Environment Committee detailing the options available to the Council and residents.
11.	Queenborough Guildhall	Councillor Cameron Beart asked that the Regeneration & Property Committee look at the poor state of Queenborough Guildhall.	An Extraordinary Regeneration & Property Committee has been called on 26 September 2022 to discuss Queenborough Guildhall.

**NATIONAL BUS STRATEGY
TRANSPORT ACT 2000
KENT ENHANCED PARTNERSHIP PLAN
AND
EAST KENT ENHANCED PARTNERSHIP SCHEME**

Version

- 1. Initial EP Plan and Scheme – adopted April 2022**

INTRODUCTION

In October 2021 as a requirement of the new National Bus Strategy (NBS) agenda, Kent County Council (KCC) submitted its first (pre-funding settlement version) Bus Service Improvement plan to Government. The plan was formed in conjunction with the county's 39 bus operators in order to provide a strategic vision of how Kent's bus offer can be improved in line with the requirements of the National Bus Strategy. The plan sets out the existing bus offer in Kent through consideration of the current regulatory set up, the existing approach and known success stories. It also highlights the barriers and challenges that maybe restricting greater bus use.

To support the formation of the plan we undertook significant data-led analysis of the current network. We also looked at associated measures that have been used to identify areas demanding attention. The plan then uses feedback from bus operators, Kent residents and other key stakeholders to consider potential areas for improvement and future development. These are captured under a set of key principles and more detailed initiatives. While some of these may be delivered within existing budgets, others will require NBS funding to succeed.

Delivering on the National Bus Strategy

To deliver the aims and objectives of the NBS, the Government has set requirements on LTAs and bus operators. These must be adhered to in order to ensure the availability of existing national funding streams as well as a potential new funding allocation through the NBS process. These requirements are as follows:

- To produce and publish the initial version of a BSIP
- To introduce a new statutory path for the regulatory set up of bus services in the county by March 2022, including the use of franchising or Enhanced Partnerships.

Enhanced Partnership or franchising?

In June 2021, following a statutory decision by the Cabinet Member for Highways and Transport, KCC identified that in line with Government guidance it would be forming an Enhanced Partnership (EP) for Kent from March 2022. The EP model will allow KCC to build on the positive relationships it already has with the county's bus operators, in order to seek to deliver the aspirations of the NBS.

The use of franchising was given due consideration but was not deemed appropriate at this time. Franchising is not automatically available to non-mayoral authorities (instead requiring approval from the Secretary of State) and there are considerable questions over the implications on resourcing and subsequent service levels which could be delivered in the county. KCC also already has strong relationships with its operators which can be the basis for more formal statutory EP Schemes in the future.

Kent has an active bus market with 39 operators currently registered with the Traffic Commissioner to operate services in the county. Close ties already exist between operators and KCC through such initiatives as the Kent Travel Saver, Kent's eight Quality Bus Partnerships (QBPs) and through management of contracted local bus services. It is felt that these existing relationships will form a strong base for

establishing an EP model. KCC received no objections from operators to this approach during engagement conducted for the production of the BSIP.

The formation of our three Enhanced Partnership Schemes have therefore been identified as the appropriate mechanism for KCC and its bus operators to meet the requirement of the NBS in introducing *'a new statutory path for the regulatory set up of bus services in the county by March 2022'*.

Objectives and Key Principles

Through a combination of our Bus Service Improvement Plan, our Enhanced Partnership Plan and the three associated schemes, KCC and Kent's Bus Operators intend to meet the requirements of and deliver on the aspirations of the National Bus Strategy.

At a local level, we have worked to ensure that our BSIP and our resulting EPs reflect the aspirations of bus users, potential bus users and stakeholders and have therefore used engagement activity in the form of public consultation and stakeholder workshops to help us understand what is most important to our residents and what they would like to see delivered through our BSIP and EP schemes.

This has enabled us to form a set of Key Principles which have informed the priorities in our BSIP and which will also be used to establish the detail of the first and future generations of our EPs. These principles are:

Regulation

1 Form Enhanced Partnership Agreements covering all public buses in Kent, setting ambitious targets with respect to punctuality, journey times, vehicle quality and accessibility.

Customer

2 Put the customer at the heart of everything we do through developing a passenger charter agreed through EPs and by developing the Bus Services Feedback portal.

Network developments

3 Seek to secure all available funding and prioritise its use to 1) recover from the pandemic and stabilise the current network, and 2) further develop and enhance Kent's public transport through a range of initiatives.

4 Undertake a countywide and then localised network analysis to help inform the use of existing and new funding, with a view to providing service enhancements for rural communities where levels are currently lacking.

5 Continue to support the development of the community transport sector in Kent to supplement the core bus network.

Innovation and digital accessibility

6 Consider and embrace innovative transport solutions such as DRT and MaaS models as possible alternatives to the private car and make use of BRT where appropriate.

Fares and ticketing

7 Provide flexible and better value ticketing options and use technology to provide cashless and ticketless solutions on all operators' services.

Public transport information

8 Improve the quality and accessibility of public transport information, including the provision of a one-stop-shop for live bus times and fares information and making greater use of technology e.g. for voice announcements.

Accessibility

9 Strive to improve the levels of physical and digital accessibility both on buses and through infrastructure to ensure a fully accessible network for disabled passengers.

Environment and air quality

10 Promote the role of buses in solving air quality issues and work with operators and other stakeholders to improve emissions standards. This would include using funding to support the move from diesel to emission-free vehicles.

Infrastructure, network management and new developments

11 Put buses at the centre of decision making in respect of new road schemes, planning and developments, and support bus operators and services in KCC's role as the highway authority.

COMPETITION TEST

The Kent County Council has undertaken an assessment of the impacts of the EP Plan and Scheme (for introduction from April 2022) on competition and believes it will not or is unlikely to have a significantly adverse effect on competition, for the purposes of Part 1 of Schedule 10 of the Transport Act 2000

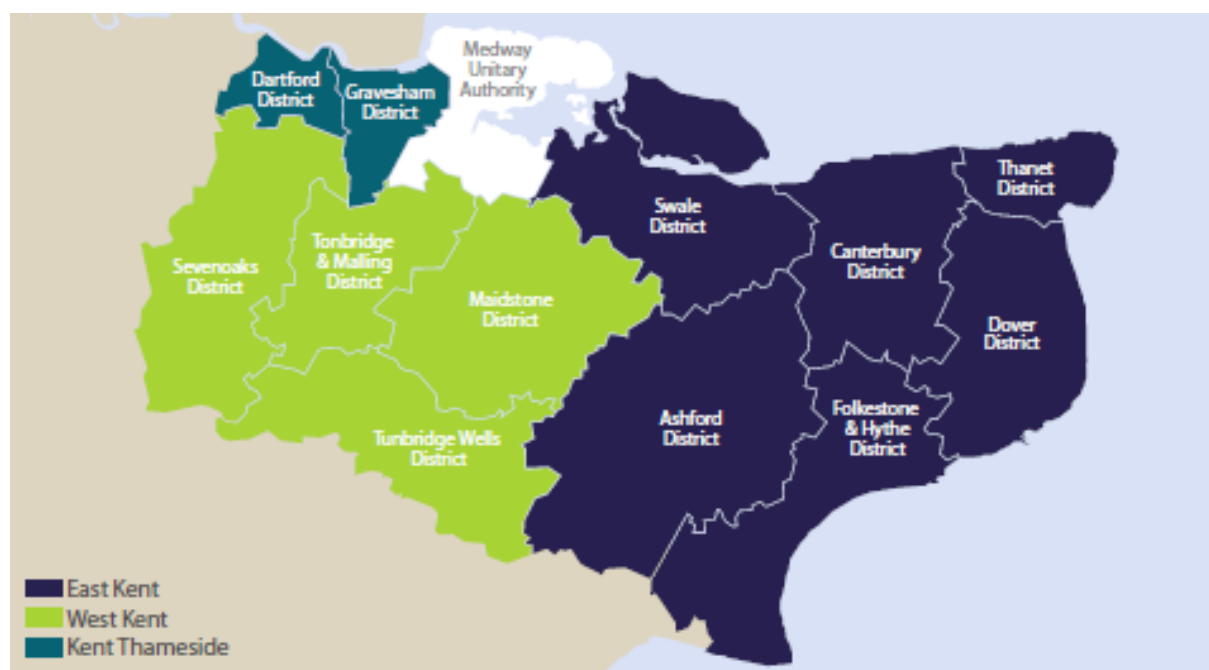
THE KENT ENHANCED PARTNERSHIP PLAN FOR BUSES IS MADE IN ACCORDANCE WITH SECTION 138G(1) OF THE TRANSPORT ACT 2000 BY: KENT COUNTY COUNCIL.

1. GEOGRAPHIC SCOPE

Kent is the most heavily populated non-metropolitan authority in the UK. The county is made up of a mixture of larger urban centres such as Canterbury and Maidstone, smaller towns and villages and more rural areas. The county sees unique situations for certain locations with for instance the Gravesham and Dartford areas having close proximity to London and the Dover and Folkestone & Hythe areas being most heavily impacted by cross-channel traffic. It also sees variations across its area in relation to key indices such as employment levels, levels of deprivation and education, and it has 12 borough / district authorities operating in a two-tier administrative set up. There are also variations with respect to bus service provision and which bus operators run services. For example Stagecoach and Arriva are the major national group operators in the east and west of the county respectively.

The above means that the county's geographical make up is not conducive to a single EP arrangement. As a result KCC intends to introduce an EP and related EP Plan covering its entire geographical area but, within it, introduce three EP Schemes. This will allow the overall aims, objectives and targets of Kent's BSIP to be considered and reflected across the county as a whole, but with delivery tailored for different local circumstances, needs and operating territories.

Kent's EP Schemes are intended as follows:



Kent has borders with four other LTAs: East Sussex, London, Medway (Unitary Authority) and Surrey. KCC has held conversations with all four LTAs to discuss the overall approach to BSIPs, common issues between areas and to seek agreement for collaborative working with respect to cross boundary issues. We have and will continue this dialogue with these authorities throughout the EP process.

The differing characteristics and circumstances of each authority means that a joint BSIP was not deemed appropriate. However there is a strong willingness to work together and move forward on key issues such as ticketing and cross boundary implications of passenger charters.

Particular consideration was given to a joint BSIP and EP Plan between Kent and Medway. However this was not pursued for a variety of reasons including:

- In comparison to overall mileage there are only a small number of routes which operate between the two areas
- There is a differing geographical and social-economic make-up between the two areas
- There is a difference in administrative set-up between the two LTAs. Medway is a Unitary Authority holding responsibility over areas such as planning, parking and bus shelters. In Kent these powers are shared with our district partners under a two-tier system.

Medway Council will be an invited attendee at the Enhanced Partnership Board.

Kent's bus operators have indicated support for this approach.

2. PLAN PERIOD AND REVIEW

This first version of the Kent Enhanced Partnership Plan is intended to cover a five-year period from April 2022 until end of March 2027. The EP Board may propose variations to the Plan outside of the formal review dates, which if agreed will be subject to the statutory consultation process.

In keeping with Kent's Bus Service Improvement Plan, this first version of the Kent EP Plan therefore remains aspirational assuming either receipt of the full NBS funding ask or that during this initial five year period, there will be other opportunities to attract alternative funding or deliver initiatives in a different way or using the Council's own resources.

The process to review the EP Plan would commence at the start of the final year of the initial period (from April 2026) leading to adoption of a new plan and associated schemes from April 2027. Review of the Plan would be conducted using the established meeting and governance structure through EP Schemes Monitoring Groups making recommendations to the EP Board for approval.

Changes to operational and financial circumstances will be reflected in updated versions of the Kent Bus Service Improvement Plan which will be subject to six monthly review and through the obligations and commitments made within our EP schemes which will be subject to a controlled but simple and responsive mechanism for variation.

3. POLICY CONTEXT

KCC has a number of strategic and operational plans in place across its Highways and Transportation division. At the forefront of these is Local Transport Plan 4 (LTP4): Delivering Growth without Gridlock 2016-2031. Kent's LTP brings together the authority's transport policies by looking at local schemes and issues as well as those with a countywide or national significance. Within LTP4, KCC has identified bus improvements as a key strategic priority. As the county recovers from the Covid-19 pandemic, travel patterns change and wider factors such as cross-channel traffic variances due to Brexit have an effect on the county's roads, KCC has embarked on a review of LTP4, with the intention to establish a new plan.

In any new LTP, KCC will set out policies and proposals that reflect the BSIP and our EP Plan that further its delivery. Sitting alongside LTP4 are a number of more detailed plans and strategies such as the Highways Asset Management Plan 21/22 – 25/26, Kent's Active Travel Strategy and the Freight Action Plan. It is intended that Kent's EP Plan will sit alongside the LTP and vice versa and will also likely align with a number of district LTPs.

4. CURRENT POSITION AND FUTURE CONSIDERATIONS

In a large rural county like Kent, the bus network plays a major role in connecting remote, less populated areas with essential services and local centres. For this reason, KCC and Kent's bus operators have fought to protect service levels through a combination of funding and partnership working. However, it is acknowledged that in every area of provision there is more that can be done. Our Bus Service Improvement Plan sets out a range of ambitious initiatives to address identified challenges and shortcomings across all aspects of service provision.

As is the case in most parts of the UK, bus services in Kent operate in a de-regulated market outside the control of KCC. The Department for Transport, not KCC, is responsible for the licensing of operators and services. In this de-regulated environment, operators provide services at their own discretion and set vital features such as routes, timetables, frequencies, and fares. Around 90% of all bus journeys in the county are provided on this commercial basis. They do not attract subsidy from KCC but run only for the revenue generated by passenger usage.

Throughout the pandemic, KCC has worked very closely with all its transport providers to ensure that services continue to operate and are provided in line with emerging guidance. Our relationships with bus operators in particular have strengthened as a result of this. From a financial perspective, KCC supported the network by maintaining payments to operators for contracted bus services, and freezing pre Covid reimbursement levels for concessionary schemes. This, coupled with other support

provided by the Government, ensured that buses continued to operate, and we avoided a significant reduction to service levels in Kent.

However, it is acknowledged that this challenge remains. Covid restrictions resulted in a fall of 66% of passengers on Kent's bus network in the 2020/21 year. KCC continues to work closely with operators and collectively we are confident that ongoing financial support in the form of the Bus Recovery Grant and concessionary travel payments will sustain the network until April 2022. At this point, exceptional funding from Government is expected to cease, and reimbursement will be based on actual usage. Consideration also needs to be given to the pressure on KCC finances, particularly in discretionary areas and with challenging operating conditions caused by increased congestion and running times, and rises in costs such as fuel, wages and insurance. For these reasons, it has been difficult for the council and Kent's bus operators to be ambitious in recent years.

More recently, the national driver shortage has created a resource barrier to providing bus services in parts of the County and is anticipated to exasperate cost increases in this area leading to further pressure on the sustainability of commercially provided services and the costs for the Council in securing subsidised replacements.

As well as any additional funding that might be forthcoming, the NBS and BSIP represent a positive framework for supporting network recovery. Initiatives in the form of enhancements to public transport information and ticketing will be used to encourage passengers to the network with a view firstly to recover patronage to pre Covid levels and ultimately to exceed them. Patronage targets will be set on an increasing scale through our Enhanced Partnership process.

Taking account of the above, KCC is prioritising initiatives that will maintain commercial and subsidised service levels consistent with or similar to the pre-pandemic network. Having secured this base level of provision, additional funding will be used to deliver a range of aspirations that will, be prioritised through future stakeholder engagement and taking account of a criteria being developed by the Council that will consider; recovery, sustainability and long-term legacy, policy context and value for money.

More generally, whilst KCC and Kent's bus operators have continued to maintain standards and levels of provision, it is acknowledged that there is scope for significant improvement. In respect of bus information, ticketing, fares, infrastructure, innovation and digital accessibility, KCC has identified specific areas for development. These are outlined in respective sections of the BSIP, along with initiatives for improvement in each area.

5. BACKGROUND INFORMATION

Engagement and Consultation

Although formal consultation is not required by the BSIP guidance, KCC has wanted to ensure that its plan reflected local need and aspiration. The Council has therefore sought to engage as fully as the timescale allowed, working to a principle of light touch consultation to establish resident's priorities and then to supplement this feedback with more detailed discussions with stakeholders in order to understand what the feedback

means in their area or for their clients. An all-operator forum has met and then been supplemented by ongoing discussions with appointed operator representatives.

An independent Market Research Company have been engaged to analyse and report on feedback and suggestions made through the Public Consultation and the Stakeholder Working Groups.

This process has been used to inform the pre-funding settlement draft of the BSIP. On understanding of the financial settlement, it is intended to more traditionally consult on the updated draft and gain feed-back on proposed priorities to align with the first Enhanced Partnership Schemes in April 2022.

The following formal engagement activities and meetings have been undertaken;

Activity	Consultees / Stakeholders Involved
Engagement with Neighbouring Local Authority	Medway Council, East Sussex County Council, Surrey County Council, Transport for London.
Operator engagement	All Kent Bus Operators, leading to the formation of a working group.
Operator Initiative Survey	All Kent Bus Operators
Operator Data Request Survey	All Kent Bus Operators
Kent BSIP : Stakeholder Workshop – Kent BSIP Principles	Kent District Councils, Medway Council, KCC Officers, Passenger Focus, Chamber of Commerce, Youth Council, Disability Groups, other user groups.
Member Briefings	KCC Elected Members
District Council Engagement – Kent BSIP. Local Input to Initiatives	12 Kent District Councils
Transport Focus Engagement and attendance of workshops	Transport Focus
Department for Work and Pensions – Input to BSIP Initiatives	Kent Offices of the Department for Work and Pensions
Public Consultation : to establish priorities for users and provision of service suggestions.	All Kent residents.

BSIP Consultation Results

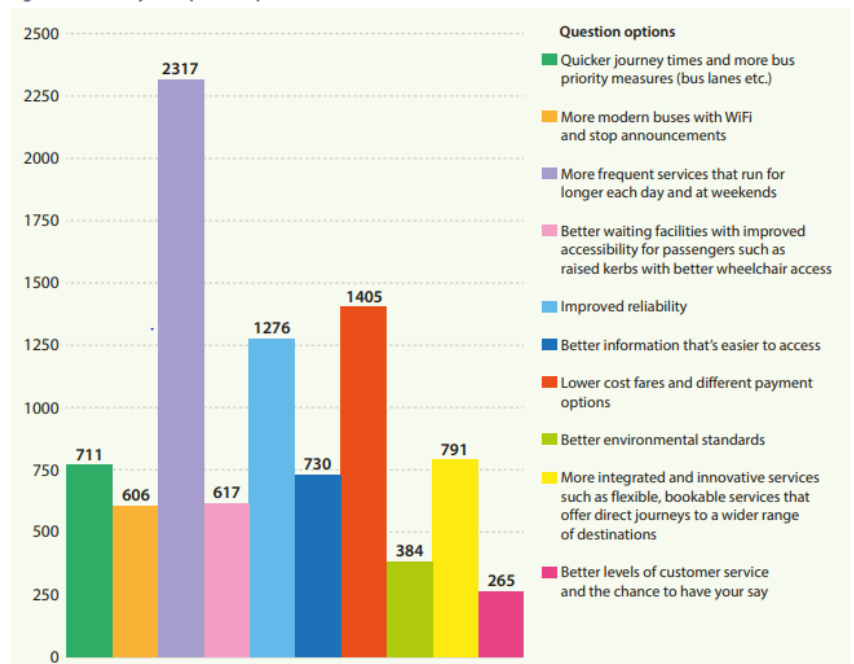
The following extract from Kent’s BSIP demonstrates the results from the public consultation undertaken for initial BSIP preparation.

They were asked to choose their top three from the following:

- More modern buses with Wi-Fi and stop announcements
- More frequent services that run for longer each day and at weekends
- Better information that's easier to access
- Better environmental standards
- More integrated and innovative services such as flexible, bookable services that offer direct journeys to a wider range of destinations
- Better levels of customer service and the chance to have your say.

Almost 3,500 responses have been received and these are summarised opposite.

Figure 6. Summary of response to public consultation



Data

In order to support the understanding of trends across the network KCC engaged with operators to obtain data relating to range of measurables including; patronage, revenue, mode share, running times and reliability.

With the requirement to deliver the NBS at a fast pace, KCC utilised a variety of datasets already available through our current activity. This was complemented by further research and data from operators, requested during development of the EPs. Moving forward, we are looking to improve our planning resources and tools to support delivery of our EPs.

Data collected from operators pre-Covid demonstrated that buses were operating at 77.7% on time across the network. Such performance highlights the challenge of building a reliable schedule, indicating high variability in traffic congestion in Kent. Statistics collected from operators in June 2021 presented an average of 85% service on time.

OTP results presented earlier clearly highlight the challenges faced by operators when trying to set a workable and reliable timetable. While some counties achieved well over 90% bus on time and the England outside London average reached 83.5% in 2019, Kent's estimated OTP figure was 77.7% on time in November 2019. The main causes of variability include variable volumes of traffic, roadworks, and the impact of the M25.

More detail obtained through ABOD shows the peak hours are even more affected, while performance in off-peak and weekends are better overall.

The analysis of existing schedules demonstrates that the planned commercial speed of services is around 24.7km/h on average in the morning peak for most service types, except for P&R and urban services which reach around 19km/h for the same period.

In some areas the bus network in Kent is significantly affected by traffic congestion. This is visible through our journey time analysis. An analysis of main congestion points extracted from the Kent traffic model clearly highlights locations around the M25 in Dartford, Canterbury, Dover and Tunbridge Wells as being particularly affected. Not surprisingly, these locations almost all coincide with the key bus travel corridors identified in Kent.

Mode share

The KCC traffic and public transport model has estimated a theoretical pre-Covid public transport mode share (bus + rail) for Kent and Medway of around 9.2% between 7am and 7pm.

Dover, Folkstone & Hythe, Maidstone and Ashford districts present the lowest public transport mode share (below 8%), although it should be noted that figures in Dover and Folkestone & Hythe may be impacted by cross-channel traffic.

Our journey time analysis concentrated on low network coverage for these districts and also highlighted pockets of deprived population which reinforce these results.

6. PLAN OBJECTIVES AND INTENDED OUTCOMES

The overall imperative for KCC and Kent's Bus Operators is to recover from the impacts of the pandemic, sustaining current service levels and offerings and then to aspire to drive genuine improvement across all areas of bus service provision in Kent.

To inform the formation Kent's Bus Service Improvement Plan, in conjunction with Kent's Bus Operators and other stakeholders we developed and agreed **11 Key Principles** to act as the focus for the plan.

Key Principles

Regulation

1 Form Enhanced Partnership Agreements covering all public buses in Kent, setting ambitious targets with respect to punctuality, journey times, vehicle quality and accessibility.

Customer

2 Put the customer at the heart of everything we do through developing a passenger charter agreed through EPs and by developing the Bus Services Feedback portal.

Network developments

3 Seek to secure all available funding and prioritise its use to 1) recover from the pandemic and stabilise the current network, and 2) further develop and enhance Kent's public transport through a range of initiatives.

4 Undertake a countywide and then localised network analysis to help inform the use of existing and new funding, with a view to providing service enhancements for rural communities where levels are currently lacking.

5 Continue to support the development of the community transport sector in Kent to supplement the core bus network.

Innovation and digital accessibility

6 Consider and embrace innovative transport solutions such as DRT and MaaS models as possible alternatives to the private car and make use of BRT where appropriate.

Fares and ticketing

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Accessibility

9 Strive to improve the levels of physical and digital accessibility both on buses and through infrastructure to ensure a fully accessible network for disabled passengers.

Environment and air quality

10 Promote the role of buses in solving air quality issues and work with operators and other stakeholders to improve emissions standards. This would include using funding to support the move from diesel to emission-free vehicles.

Infrastructure, network management and new developments

11 Put buses at the centre of decision making in respect of new road schemes, planning and developments, and support bus operators and services in KCC's role as the highway authority.

Initiatives

To support the achievement of these Key Principles and using feedback received through Public Consultation and our Stakeholder workshops, we then identified our range of **Initiatives**. In our initial EP scheme documents we have included facilities, measures and obligations which can be delivered with no funding from the NBS

process. The Bespoke variation method outlined within the EP Scheme will be utilised to add further initiatives included below should funding permit.

Reference	Network Development	Requires NBS Funding?
NDI 1	KCC will secure all available funding and prioritise its use to support services, alongside BSOG, that have become unsustainable at reduced passenger levels until such time as other NBS initiatives drive growth.	YES
NDI 2	KCC and Kent's bus operators will deliver a range of Year 1 service initiatives based on feedback gathered through engagement activity with operators, stakeholders and the general public. Initiatives will be prioritised based on evaluation criteria which takes into account factors such as network gap analysis (e.g. accessibility to town centres), sustainability, value for money and deliverability.	YES
NDI 3	KCC and Kent's bus operators will deliver a range of Year 2 and 3 service initiatives which address areas with poorer accessibility levels identified through our Network Gap Analysis. In these areas more detailed analysis will be undertaken which will consider changes to the commercial and subsidised bus network, taking account of over and underserved corridors, the use of DRT and other alternative solutions and the Total Transport Concept, including the relationship with other layers of transport provision such as home to school and patient transport services.	YES
NDI 4	KCC and Kent's bus operators will seek to increase the proportion of the population within the 15, 30 and 45-minute catchment of the closest defined town centre for their district by improving corridor performance, service levels, speed and integration, including during off-peak hours.	
NDI 5	KCC will review its criteria for the support of council-funded socially necessary bus services to ensure it continues to reflect the travel needs of the community and is in line with the changing requirements of the NBS.	
NDI 6	KCC and Kent's district councils will produce a Memorandum of Understanding (MOU), to ensure that improvements to bus services are fully considered and delivered with consideration of new planning developments.	

Reference	Alternative Delivery Models	Requires NBS Funding?
ADMI 1	KCC will continue to develop Fastrack Kent Thameside to delivery of full network, roll out the service to Dover and give consideration to the future relationship between Fastrack Kent Thameside and Crossrail.	
ADMI 2	KCC will establish a policy to ensure opportunities for BRT are explored, including the creation of a housing development triggerpoint for larger scale developments.	
ADMI 3	KCC will continue to support the community transport sector. We will continue to refine our toolkit to support the sector's growth, and continue to run grant schemes that fund the delivery of new community transport services.	YES
ADMI 4	KCC and Kent's bus operators will consider areas where a Superbus approach to network development could be implemented to deliver improvements in infrastructure, fares, reliability and journey times and achieve a 'premium' service standard.	YES
ADMI 5	KCC and Kent's bus operators will consider the role that DRT, feeder services and other alternative modes can play in solving rural connectivity issues.	YES

Reference	Fares and Ticketing	Requires NBS Funding?
FTI 1	KCC and Kent's bus operators will introduce a multi-operator ticket covering the Kent network and through this will seek to introduce a simpler, more attractive and flexible ticketing offer.	YES
FTI 2	KCC and Kent's bus operators will look to identify and deliver specific fares and ticketing schemes, with a particular focus on initiatives which support recovery from the pandemic and access to tourism, employment opportunities and the support of Kent businesses.	YES
FTI 3	KCC will support Kent's bus operators to develop their ETM and related back-office capabilities to enable the introduction of innovative and user-friendly ticketing offers including full network acceptance of contactless payments and fare capping.	YES
FTI 4	KCC will consider the fares, ticketing and backoffice requirements required to enable the introduction of ticketing solutions covering bus, rail and other modes to support the MaaS concept of service delivery.	
FTI 5	Through our EP Schemes, KCC and Kent's bus operators will seek to support the acceptance of multi-operator tickets on common sections of route.	
FTI 6	KCC will seek to continue to support home to school travel through initiatives such as the Kent Travel Saver, which make journeys more attractive and cost effective for the user.	YES

Reference	Infrastructure and Priority	Requires NBS Funding?
IPI 1	KCC will ensure that there is continuous focus on the quality of marked bus stops across Kent. KCC will look to provide high quality boarding and alighting points for passengers as far as possible and continue to drive forward improvements in accessibility and appearance across Kent's bus stop assets.	YES
IPI 2	Working with borough, district and parish councils, KCC will seek to deliver improvements in the provision and maintenance of bus shelters across the county, placing particular emphasis on using advances in technology to incorporate environmental benefits.	YES
IPI 3	Through working with borough and district councils, KCC will seek to ensure that as Kent's bus network develops it provides appropriate operator facilities such as bus stands and driver amenities.	YES
IPI 4	With a focus on integration, KCC will create a hierarchy for bus stops in Kent to identify key locations that have high levels of connectivity, either with other bus services or other transport modes. We will seek to deliver improvements beyond the 'standard' offer at these locations, with bike parking facilities, higher levels of passenger information, etc.	YES
IPI 5	KCC will use advances in technology to ensure Kent's bus stops are modern, safe and of a high standard of appearance, to enhance the user experience.	YES
IPI 6	KCC will look to evaluate the merits and feasibility of two bus priority schemes per year in each EP Scheme. These will take account of bus congestion modelling identifying pinch points that affect bus journey times, and consider local context and sensitivity, as well as potential network and passenger gain.	YES
IPI 7	KCC will support infrastructure and highway schemes to support the development of Bus Rapid Transit (BRT) projects in Kent.	YES

Reference	Environment and Air Quality	Requires NBS Funding?
EAQI 1	KCC and Kent's bus operators will explore all opportunities to secure funding to improve emission standards on buses operating across Kent, with a particular focus on moving parts of the network towards zero emissions.	YES
EAQI 2	KCC will form an air quality corridor hierarchy taking account of Kent Air Quality Management Areas, and use this as the basis on which to prioritise future funding for zero emission corridors.	YES
EAQI 3	KCC will use the EP process to establish minimum standards for emissions on buses operating in Kent, seeking to introduce a targeted approach to improve standards over the term of the EP Schemes.	
EAQI 4	KCC and Kent's bus operators will actively promote the environmental benefits of the bus through better promotion of the network and the comparable impact of bus use against other modes of transport.	

Reference	Innovation and Digital Accessibility	Requires NBS Funding?
IDA 1	KCC will support operators financially to help them secure enhanced ETMs, associated backoffice function and TransXChange and Real Time Information capability. This will support a range of initiatives in respect of Real Time Information, ticketing and reliability.	
IDA 2	KCC will embrace the use of modern technologies and software to support a dataled approach to network planning.	YES
IDA 3	KCC will deliver a MaaS pilot scheme in the North West Kent EP Scheme areas. We will look to expand the use of this platform to other parts of the county subject to the pilot providing a multi modal approach to service delivery.	YES
IDA 4	KCC will seek to embed the use of new innovation and technology to improve bus passenger experience, e.g. next stop announcement technology, the development of a passenger occupancy tool, audio announcements at bus stops and capital grants for supporting the introduction of RTI displays at strategic bus stop locations.	YES

Reference	Public Transport Information	Requires NBS Funding?
PTII 1	KCC will develop the Kent Connected journey planner in order to provide enhanced journey and route planning functionality.	
PTII 2	KCC will provide a one-stop-shop for Kent public transport information including an interactive bus map with pop up timetables, access to e-ticketing, links to bus operator websites, pop up timetables, ticketing and fares information available via web and app platforms.	YES
PTII 3	KCC will develop the use of bus stop QR codes to provide instant access to operators' websites, fares, timetables, RTI, journey planner and other facilities such as links to other websites, tickets and events.	YES
PTII 4	KCC and Kent's bus operators will establish an agreed minimum standard of information to be displayed at all marked bus stops.	YES
PTII 5	KCC and Kent's bus operators will proactively promote the bus network and the role of buses in supporting strategic priorities and other activity such as tourism, environmental benefits, road safety etc. We will work with key partners to ensure public transport is publicised with events.	YES
PTII 6	KCC and Kent's bus operators will look to agree a common identity and approach to the design of publicity relating to all bus services around the county.	YES

Reference	Highways & Network Management	Requires NBS Funding?
HNMI 1	KCC will ensure that new/upgraded road schemes delivered by the authority fully consider the requirements of buses with respect to access and design. In line with the NBS, KCC will also ensure that new/upgraded road schemes fully consider bus improvements or bus priority. If this is not possible, schemes will clearly detail why this is the case. KCC will strongly encourage its partners to follow similar principles for schemes not delivered by the LTA.	
HNMI 2	As part of its network management duty, KCC will actively consider how the punctuality and reliability of buses can be improved through the management of the network in terms of traffic signalling, junction changes, traffic flow control etc. The Kent County model will be used to identify congestion hotspots as part of this process to target where change is required.	YES
HNMI 3	KCC will re-purpose and re-launch its Punctuality Improvement Partnerships (PIPS) to ensure that they have the biggest impact on reliability/punctuality on the ground. KCC will work with bus operators to agree an appropriate format for the groups and closely link outputs to Enhanced Partnership targets.	
HNMI 4	Working with district partners KCC will actively consider the management of parking issues which cause bus routes to be blocked including a) illegitimate parking on existing restrictions and b) potential new restrictions to ease service flow.	
HNMI 5	KCC will establish a roadworks review taskforce (held quarterly), including representatives from KCC Highways, bus operators, utility companies, Highways England and any other key stakeholders. The meetings will focus on the link between works on the highway and bus service operation and will enable discussion at a strategic level, with key outputs subsequently picked up by PIPs for delivery.	
HNMI 6	KCC will continue to support the position of a Soft Landscapes Technical Support Officer for bus routes, to ensure that vegetation issues effecting bus passage are expedited as far as possible. A review will be undertaken on how emergency requests are dealt with.	

Reference	Highways & Network Management	Requires NBS Funding?
HNMI 7	KCC will continue to consider the most appropriate means of enforcing bus gates and bus lanes through liaison with district councils. The potential for KCC to manage a central common back office will be explored as part of this process.	YES
HNMI 8	To support the initiatives in this section, KCC is seeking to use NBS funding to secure dedicated staff resource and software to support highways issues. Posts are likely to include a Major Projects Highway Engineer focused on bus priority schemes and other more major bus projects, a Highway Engineer focused on smaller, more localised interventions to support bus reliability and access, and a Parking/ Roadworks Co-ordination Officer picking up enforcement issues through liaison with district councils and roadworks issues emerging from roadworks review meetings (see HNMI5).	YES
HNMI 9	KCC will work with district councils to undertake a countywide review of parking policy and its relationship with bus usage.	YES

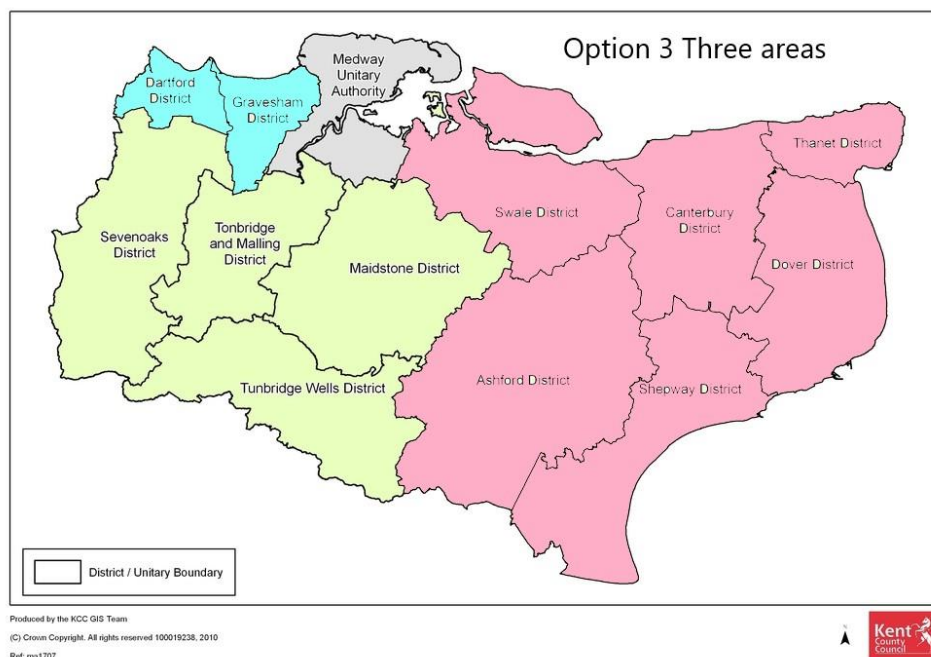
7. DELIVERY

As well as any additional funding that might be forthcoming, the EP plan represents a positive framework for supporting network recovery. Although it is not fundamentally changing the deregulated and commercial nature of the bus network, KCC is intent on forming Enhanced Partnership schemes that promote close working relationships with operators and stakeholders and permit more direct influence on standards and outcomes.

These are formal partnerships targeted at improving bus services. Although they are published by the local transport authority, they are close partnerships between bus operators and the local authorities. Other parties will play a part, including district councils, passenger groups and businesses, and there will be consultation, including obtaining public views, on what needs to be improved and what the priorities should be.

We have formed one **Enhanced Partnership Plan** for Kent (this plan), covering all of the county to take effect from April 2022. This will set out a strategic view on how the partners will improve bus services in Kent and will take most of its content from this BSIP. It will be updated every 5 years.

Sitting beneath our Kent Plan will be three **Enhanced Partnership Schemes** as shown in the map below:



The three areas would be:

1. **East Kent** covering Ashford, Canterbury, Dover, Folkestone and Hythe, Swale and Thanet

2. **West Kent** covering Maidstone, Sevenoaks, Tonbridge and Malling and Tunbridge Wells Districts.

3. **Kent Thameside** consisting of the Dartford and Gravesham Districts

These schemes provide a more tailored approach for each of these smaller areas setting out more detail of the plans for improvements to be made and taking on board local views. They will set out intentions for the following few years and will be updated from time to time as the degree of success of the early schemes become clear and the demand for bus services changes.

Current Quality Bus Partnerships

In many areas of Kent, voluntary Quality Bus Partnerships (QBPs) between the county and district councils and the local bus operators have been in place for a number of years. The Enhanced Partnership schemes will build on and in most cases carry forward the positive work achieved by these arrangements. The governance proposals are designed to ensure that groups are in place to reflect the legal requirements of the EP (e.g. overall EP Board, EP Scheme Monitoring Groups etc) but that these are complemented by more localised groups reflecting QBPs.

Improved bus services

The agreements with the bus operators will be aimed at bouncing back from the pandemic period, during which far fewer people used buses in Kent. Once pre-Covid levels of passengers have been achieved, the EP will be used to go for growth by increasing the bus share of the transport market and to position the bus as a green form of transport.

A summary of our proposed measures are below Our ability to introduce a number of these will depend on the availability of funding. The highlights are:

- Increased bus services including during the evenings and to out of town employment sites
- Lower fares, including more flexible seasons and better tickets where you need to use more than one operator
- More use of smartcards and mobile phone tickets to make purchases even easier, with rail tickets and even car hire available on the same app
- Better integration with other transport modes
- Innovative ways of retaining rural transport links, such as demand responsive services
- An expanded Fastrack, frequent and high-quality services and consideration of a 'Superbus' network
- Modern and comfortable buses and a move to zero-carbon vehicles
- Traffic management measures to speed up buses on the key radial routes
- Improvements to bus stops and the information shown at them
- Comprehensive bus and train information on a one-stop site
- Introduction of a bus passenger charter, with redress when things go wrong

Cross-boundary services

The extent of cross-boundary working with Kent's neighbouring authorities has been considered, particularly in terms of a potential joint EP Plan. The key neighbour is Medway, which is surrounded on three sides by Kent. As Medway has different priorities and urban geography to Kent, it is not proposed to undertake a joint plan. However, both authorities are working closely to minimise any cross-boundary issues that might arise and are looking at developing joint initiatives where suitable.

We will also liaise closely with East Sussex and Surrey councils and with Transport for London to ensure that cross boundary routes can continue to operate effectively.

Governance

The Enhanced Partnership Plan and schemes will be supported by a governance structure. This will cover:

- An executive board supplying strategic overview and carrying out the key decision-making process, including formal reviews of the contents of the schemes
- Monitoring groups in each of the three scheme areas, and reviewing progress of the local initiatives
- Network and bus punctuality improvement partnerships, concentrating on road network improvements and management
- Passenger charter groups in each scheme area monitoring progress of the charters and feeding back customer views
- Local focus groups in each district and borough, feeding the district views into the process and addressing issues previously covered by Quality Bus Partnerships.

Passenger charter

The EP will include a passenger charter developed initially by the targeted charter groups in each EP scheme area. These will set out the service that passengers can expect, the commitments made by both local authorities and bus operators and how any passenger issues will be addressed. Performance of services against the charter criteria will be monitored and complaints analysed to inform further actions in the EP Schemes.

8. ENGAGEMENT AND FUTURE REVIEW

This first version of the Kent Enhanced Partnership Plan is intended to cover a 5 year period from April 2022 until end of March 2027. The EP Board may propose variations to the Plan outside of the formal review dates, which if agreed will be subject to the statutory consultation process. Statutory consultees will be invited to sit on Kent's Enhanced Partnership scheme monitoring groups and as such have the opportunity to input into the success of the plan and inform any requirements for review or amendment.

In keeping with Kent's Bus Service Improvement Plan, this first version of the Kent EP Plan therefore remains aspirational assuming either receipt of the full NBS funding ask or that during this initial five-year period, there will be other opportunities to attract alternative funding or deliver initiatives in a different way or using the Council's own resources.

The process to review the EP Plan would commence at the start of the final year of the initial period (from April 2026) leading to adoption of a new plan and associated schemes from April 2027. Review of the Plan would be conducted using the established meeting and governance structure through EP Schemes Monitoring Groups making recommendations to the EP Board for approval. Targets will be reviewed through EP Schemes.

Changes to operational and financial circumstances will be reflected in updated versions of the Kent Bus Service Improvement Plan which will be subject to six monthly review and through the obligations and commitments made within our EP schemes which will be subject to a controlled but simple and responsive mechanism for variation.

PART 2 – EP SCHEME

THE EAST KENT ENHANCED PARTNERSHIP SCHEME FOR BUSES IS MADE IN ACCORDANCE WITH SECTION 138G(1) OF THE TRANSPORT ACT 2000 BY KENT COUNTY COUNCIL

Section 1 – EP Scheme Content

1.1 - This document fulfils the statutory requirements for an EP Scheme. In accordance with statutory requirements in section 138 of the Transport Act 2000, the EP Scheme document sets out:

Section 2 - Scope of the EP Scheme and commencement date

Section 3 - Obligations on the Local Authorities

Section 4 - Obligations on Bus Operators

Section 5 - Governance Arrangements

1.2 - The EP Scheme can only be put in place if an associated EP Plan has been made. Therefore, this document should be considered alongside the associated EP Plan.

1.3 - The EP Scheme has been jointly developed by Kent County Council (KCC), and those bus operators that provide local bus services in this EP Scheme area. It sets out commitments on both Local Authorities and operators of local services in order to achieve the intended improvements, with the aim of working towards the objectives of the associated EP Plan. The Lower Tier Authorities of Ashford Borough Council, Canterbury City Council, Dover District Council, Folkestone and Hythe District Council, Swale Borough Council and Thanet District Council were engaged in the development of Kent's BSIP, the principles of which form the basis of the EP Plan.

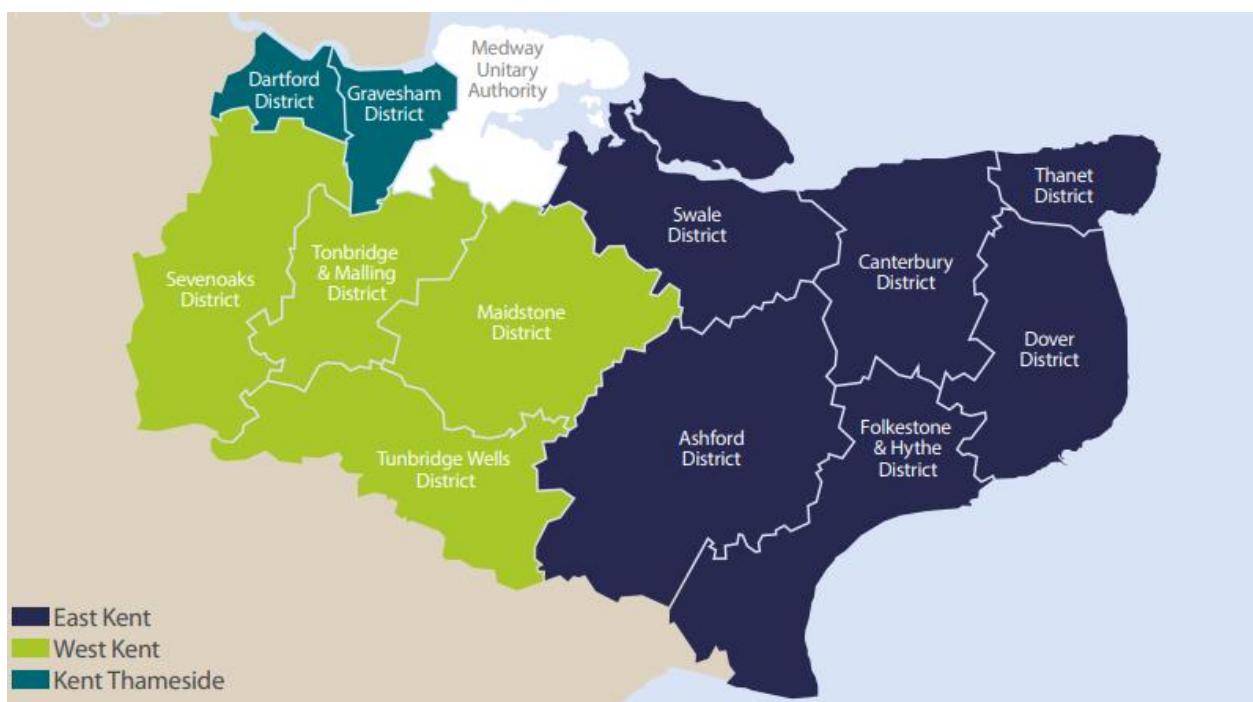
Section 2 - Scope of the EP Scheme and Commencement Date

Description of Geographical Coverage

2.1 - This EP Scheme will support the improvement of all local bus services operating in the following areas:

Ashford, Canterbury, Dover, Folkestone and Hythe, Swale and Thanet.

2.2 - Map of EP Plan and EP Scheme Areas



2.3 - Kent's EP Plan covers the whole of the area shown in the map (asides from Medway Unitary Authority which has formed its own EP).

2.4 – This East Kent EP Scheme covers the Boroughs / Districts shown in dark blue Two further schemes cover the West Kent and Kent Thameside areas.

Commencement Date

2.5 - The EP Plan and EP Scheme are made on 1st April 2022 The Plan will have no end date but will be reviewed every five years from the commencement date. The EP Board may propose variations to the Plan outside of the formal review dates, which if agreed will be subject to the statutory consultation process.

2.6 - The EP Scheme will have no specific end date but will be formally reviewed by the EP Board on an annual basis. Variations may be made to the EP Scheme outside of this formal review date as set out in section 5.

Exempted Services

2.7 - The following services are exempt from the requirements of the EP Scheme:

- Long distance or commuter services terminating in London.
- A service which is registered as a local service under section 6 of the Transport Act 1985 but which would otherwise be an excursion or tour within the meaning in section 137(1) of that Act is exempt.

-A service provided by operators using S19 or S22 permits

-Services operated by Transport for London (TfL)

--A service aimed primarily at the tourist or special event market utilising specialised vehicles – KCC will hold ultimate jurisdiction over which further services fall under this clause.

Section 3 - Obligations on the Authorities

3.1 - The following matrix sets out the specific interventions that authorities are required to deliver by subject area as part of the EP Scheme.

3.2 - All of the below obligations can be amended using the EP Scheme bespoke arrangements for varying or revoking the EP scheme as set out in Section 5.

3.3 - New obligations that relate to the principles and initiatives contained within the EP Plan are also subject to the bespoke arrangements for varying the EP scheme as set out in Section 5.

3.4 – KCC will seek to enter into Memorandums of Understanding (MoUs) with its Borough / District Councils in order to gain support against the measures and facilities identified under “supporting authorities” in the matrix below.

Key: Kent County Council (KCC), Ashford Borough Council (ABC) Canterbury City Council (CCC), Dover District Council (DDC), Folkestone and Hythe District Council (FHDC), Swale Borough Council (SBC) and Thanet District Council (TDC)

NETWORK DEVELOPMENT

Responsibility	Local Transport Authority	Supporting Authorities	Facility (F) or Measure (M)	Delivery Date
To review the criteria for the support of council-funded socially necessary services to meet the aims of the National Bus Strategy and the post pandemic environment.	KCC		M	By March 2023

To develop Kent transport modelling and a prioritisation methodology to identify appropriate 22/23 service enhancements (NDI2 in BSIP) and assist with identifying further areas of focus for network studies (NBI3 in BSIP) should NBS funding allow.	KCC		M	By March 2023
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Utilising the above methodology, to work with operators to deliver resulting 22/23 service enhancements (NDI2) and subsequent network studies / related network improvements (NDI3) as funding from the NBS allows.	KCC		M	Commence once funding known
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To ensure that appropriate bus service provision is actively considered as part of new planning applications, including housing schemes.	KCC	ABC CCC DDC FHDC SBC TDC	M	By March 2023
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SERVICE MANAGEMENT AND CUSTOMER CARE

Responsibility	Local Transport Authority	Supporting Authorities	Facility (F) or Measure (M)	Delivery Date
In conjunction with operators and passenger charter groups, develop and implement a single Kent passenger charter to cover all services within the EP and to ensure high operating and customer service standards.	KCC		M	By March 2023

To put passenger safety at the forefront of thinking with respect to operational / service management.	KCC		M	Ongoing
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FARES AND TICKETING

Responsibility	Local Transport Authority	Supporting Authorities	Facility (F) or Measure (M)	Delivery Date
KCC will help to identify and deliver specific fares and ticketing schemes, with a particular focus on initiatives which support recovery from the pandemic and access to tourism, employment opportunities and the support of Kent businesses.	KCC		M	Ongoing. Extent of obligation subject to change once NBS funding known.

As funding allows, KCC will continue to assist bus operators to invest in their ETMs and back-office systems to enable the introduction of innovative ticketing offers, including a fully contactless fleet and fare capping	KCC		M	Ongoing. Extent of obligation subject to change once NBS funding known.
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INFRASTRUCTURE AND PRIORITY

Responsibility	Local Transport Authority	Supporting Authorities	Facility (F) or Measure (M)	Delivery Date
To introduce new bus stops and upgrade existing bus stops (including poles, flags, timetable cases, raised/ dropped kerbing, clearways) to support the network and passenger / operator requests as funding permits.	KCC		F	Ongoing. Extent of obligation subject to change once NBS funding known.

When conducting civils work at bus stops to take the opportunity to bring them up to latest standards with respect to accessibility where practically possible.	KCC	ABC CCC DDC FHDC SBC TDC	F	Ongoing.
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To work with Borough / District Councils to establish whether revised shelter contracts could be introduced across EP areas to improve standards and consistency of offering.	KCC	ABC CCC DDC FHDC SBC TDC	M	March 2024 Extent of obligation subject to change once NBS funding known.
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To seek to offer the annual Rural Shelter Grant to support the delivery of improved shelters in more rural areas as funding commits.	KCC	ABC CCC DDC FHDC SBC TDC	M	Ongoing.
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Within funding constraints, to work with Borough / District Councils to identify and deliver bus standing and driver facilities to support network growth.	KCC	ABC CCC DDC FHDC SBC TDC	F	Ongoing. Extent of obligation subject to change once NBS funding known.
To produce a bus stop hierarchy to enable the prioritisation and delivery of mobility hubs, bus – bus interchanges to enhance integration etc as NBS funding permits.	KCC		M	By March 2023
To press (where appropriate based on modelling) for the inclusion of bus priority measures as part of new developments or funded highway schemes	KCC	ABC CCC DDC FHDC SBC TDC	M	Ongoing.
To refine the list of corridors where congestion has a high impact on bus reliability and work with operators to further prioritise focus areas, to allow delivery of feasibility studies and subsequent schemes as NBS funding permits.	KCC		M	By March 2023
To trial new technological solutions at bus stops where funding permits .	KCC		F	Ongoing.
Deliver already programmed infrastructure related to the Dover BRT Scheme	KCC	DDC	F	Ongoing

HIGHWAYS AND NETWORK MANAGEMENT

Responsibility	Local Transport Authority	Supporting Authorities	Facility (F) or Measure (M)	Delivery Date
Through KCC's new technical approvals process and the Kent Design Guide ensure that new and upgraded highway schemes fully consider buses with respect to access and design.	KCC	ABC CCC DDC FHDC SBC TDC	M	Ongoing.
For any new / upgraded highway schemes under KCC's control consider potential bus service improvements which would enhance reliability, service levels and accessibility and incorporate as funding permits. Ensure that these principles are encouraged (or enforced where applicable) for other non KCC schemes / developments.	KCC	ABC CCC DDC FHDC SBC TDC	M	Ongoing.
As funding permits seek to deliver highway interventions to aid bus punctuality coming out of PIPs, local transport focus groups or other sources.	KCC	ABC CCC DDC FHDC SBC TDC	F	Ongoing. Extent of obligation subject to change once NBS funding known.
Review, relaunch and lead new Punctuality Improvement Partnerships (PIP)	KCC		M	By March 2023
Through PIPs and local focus groups identify parking issues affecting buses and work with to introduce new restrictions and/ or enforce existing restrictions as funding & resource permits.	KCC	ABC CCC DDC FHDC SBC TDC	M	Ongoing.
Establish a roadworks taskforce – seeking to refine notification / communication processes. To support this work, KCC will secure and provide access for	KCC		M	By March 2023

operators and other stakeholders to a roadworks planning tool.				
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Continue to support buses with respect to soft landscaping issues	KCC		M	Ongoing.
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Work with Borough / District Councils to agree an approach to bus gate and bus lane ANPR enforcement, delivering solutions as funding permits.	KCC	ABC CCC DDC FHDC SBC TDC	M	Ongoing.
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ALTERNATIVE DELIVERY MODELS

Responsibility	Local Transport Authority	Supporting Authorities	Facility (F) or Measure (M)	Delivery Date
To continue with delivery of a new Fastrack route in Dover	KCC	DDC	M	Ongoing.

KCC will establish a policy to ensure further opportunities for BRT and Superbus schemes are explored, including the creation of a housing development triggerpoint for larger scale developments.	KCC		M	By March 2024
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To ensure that park & ride, coach services, community transport services and DRT schemes are integrated with the conventional bus network, including in marketing and ticketing schemes.	KCC	ABC CCC DDC FHDC SBC TDC	M	Ongoing.
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ENVIRONMENT AND AIR QUALITY

Responsibility	Local Transport Authority	Supporting Authorities	Facility (F) or Measure (M)	Delivery Date
Utilise DfT Zebra funding to deliver zero emission buses and charging infrastructure on Fastrack Dover.	KCC	DDC	M	Ongoing
Pursue any future funding opportunities to improve Kent's vehicle emission standards.	KCC	ABC CCC DDC FHDC SBC TDC	M	Ongoing.
Where funding permits deliver publicity campaigns to promote the role of the bus in meeting environmental challenges.	KCC	ABC CCC DDC FHDC SBC TDC	M	Ongoing.
Form an AQMA hierarchy in order to help to prioritise any future funding submissions linked to zero emission buses.	KCC	ABC CCC DDC FHDC SBC TDC	M	By March 2023
Set minimum emission standards for operation within EP scheme areas and negotiate with operators an appropriate programme for improving these standards.	KCC		M	Ongoing. Extent of obligation subject to change once NBS funding known.

INNOVATION AND DIGITAL ACCESSIBILITY

Responsibility	Local Transport Authority	Supporting Authorities	Facility (F) or Measure (M)	Delivery Date
As funding permits KCC will support operators to help them secure enhanced ETMs, associated back-office functionality and TransXChange / Real Time Information capability. This will support a range of initiatives in respect of Real Time Information, ticketing and reliability	KCC		M	Ongoing. Extent of obligation subject to change once NBS funding known.

As funding permits maximise the use of innovation in conjunction with operators – e.g. RTI, at stop audio announcements etc	KCC		F	Ongoing. Extent of obligation subject to change once NBS funding known.
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PUBLIC TRANSPORT INFORMATION

Responsibility	Local Transport Authority	Supporting Authorities	Facility (F) or Measure (M)	Delivery Date
Consider the development of the Kent Connected brand and its role as a Kent brand / its ability to deliver the “one stop shop” solution – see below.	KCC		M	By March 2023

Develop and deliver a “one stop shop” for Public Transport information including journey planning functionality, an interactive map and RTI.	KCC		F	By March 2023
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Agree with operators to set standards for at-stop bus timetables and printed publicity.	KCC		M	Ongoing.
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Conduct publicity campaigns (subject to funding) to encourage higher usage of the bus post recovery and to support strategic priorities	KCC	ABC CCC DDC FHDC SBC TDC	M	Ongoing. Extent of obligation subject to change once NBS funding known.
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Section 4 - Obligations on Local Bus Operators

4.1 - The below sets out the specific interventions that operators are required to deliver by subject area as part of this EP Scheme.

4.2 - All of the below obligations can be amended using the EP Scheme bespoke arrangements for varying the EP scheme as set out in Section 5.

4.3 - New obligations that relate to the principles and initiatives contained within the EP Plan are also subject to the bespoke arrangements for varying the EP scheme as set out in Section 5.

4.4 – Bus operators operating within the geographical area covered by this EP scheme will provide representation at every EPSMG meeting.

NETWORK DEVELOPMENT

Responsibility	Action	Delivery Date
Operators	To work with KCC to identify and implement opportunities to improve local bus services in Kent, particularly to underserved communities and at times of day when service levels are poor	Ongoing
Operators	To work with KCC to develop a unified bus network, making best endeavours to co-ordinate timetables and introduce simple ticketing to enable interchanging between services.	Ongoing
Operators	To work with KCC, neighbouring local authorities, the rail industry and other service providers to seek opportunities to better develop and deliver coordinated services and facilities between bus, rail and other modes across the Scheme area where practically possible	Ongoing
Operators	To agree to work with KCC and neighbouring local authorities to work towards a set of common registration / timetable change dates per year (for the benefit of co-ordinated information etc), recognising the need for exemptions.	By March 2023
Operators	To work openly and transparently with KCC with respect to any planned service changes, ensuring that notification and discussion takes place ahead of the statutory registration window.	By March 2023

Operators	To work with KCC to deliver 22/23 NBS service enhancements (NDI2) and subsequent network studies and related network improvements (NDI3) as funding from the NBS allows.	Commence once funding known

SERVICE MANAGEMENT AND CUSTOMER CARE

Responsibility	Action	Delivery Date
Operators	In conjunction with KCC and passenger charter groups, develop and implement a single Kent passenger charter to cover all services within the EP and to ensure high operating and customer service standards through such measures as high-quality staff training.	By March 2023
Operators	Through high levels of operational management (e.g. vehicle contingency, network planning, scheduling, roadworks planning etc) work to deliver the highest possible levels of reliability and operational standards. These will be included in the Passenger Charter and EP targets.	Ongoing
Operators	To put passenger safety at the forefront of thinking with respect to operational / service management.	Ongoing
Operators	To raise any safety concerns regarding stopping arrangements in the county, including marked bus stops and hail and ride stopping practices with KCC.	Ongoing

FARES AND TICKETING

Responsibility	Action	Delivery Date
Operators	To work with KCC to deliver specific fares and ticketing schemes, with a particular focus on initiatives which support recovery from the pandemic and access to tourism, employment opportunities and the support of Kent businesses	Ongoing. Extent of obligation subject to change once NBS funding known
Operators	To improve the capability of ETMs whenever possible to support contactless bus ticketing and innovative new products	Ongoing.

Operators	To ensure that return tickets are accepted by all operators on common sections of route, subject to a separate ticketing agreement, and to work with KCC to improve ticket acceptance of period passes.	Return tickets – Summer 2022 Period tickets – subject to funding
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INFRASTRUCTURE AND PRIORITY

Responsibility	Action	Delivery Date
Operators	Provide feedback to KCC on bus stop condition to allow for quick and efficient action to be taken.	Ongoing
Operators	To ensure that buses are using infrastructure appropriately (e.g. position of bus at raised kerb) to support accessible boarding.	Ongoing
Operators	If through agreement with KCC operators are delivering bus stop infrastructure directly (e.g. flags, cases), operators will work to conditions and standards agreed by KCC.	Ongoing
Operators	When laying over between journeys, ensure buses are parked up at appropriate positions which are communicated with KCC and Borough / District Councils.	Ongoing
Operators	Where new standing & or driver meal break / toilet facilities are provided, to propose reciprocal operational benefits where achievable	Ongoing.
Operators	To work with KCC to trial new technologies at bus stops where funding permits	Ongoing.
Operators	Work with KCC to refine the list of corridors where congestion has a high impact on bus reliability and through use of data consider reciprocal network benefits which could be offered up if improvements were delivered.	Ongoing. Extent of obligation subject to change once NBS funding known

HIGHWAY AND NETWORK MANAGEMENT

Responsibility	Action	Delivery Date
Operators	Where highway network changes are made that result in resource savings as a result of faster journey times operators will reinvest some of the benefit in more frequent services, new or newer buses, or other improvements of mutually agreed value in conjunction with local network reviews	Ongoing.
Operators	Engage fully with KCC when consulted on new road schemes and their operational impacts	Ongoing.
Operators	Send appropriate representation to PIPs, Roadworks Taskforce meetings etc and work constructively with KCC, including providing supporting data, to identify areas of concern and to deliver solutions within budget constraints.	Ongoing.
Operators	Report on soft landscaping issues affecting buses in a timely manner.	Ongoing.
Operators	Through use of roadworks planning tool, ensure roadworks diversions / stop suspensions are appropriately planned and communicated to passengers.	Ongoing.

ALTERNATIVE DELIVERY MODELS

Responsibility	Action	Delivery Date
Operators	To work to ensure that the Fastrack bus network and surrounding local bus networks are organised in a way to complement each other. Operators must take part in seamless ticketing products to enhance these links.	<i>Ongoing.</i>
Operators	To work with KCC to ensure that park & ride, coach services, community transport services and DRT schemes are integrated with the conventional bus network, including in marketing and ticketing schemes.	Ongoing.

ENVIRONMENT AND AIR QUALITY

Responsibility	Action	Delivery Date
Operators	Seek to continuously improve bus emission standards through new investment in fleets, as funding permits.	Ongoing.
Operators	Work with KCC and Borough / District Councils as appropriate to form bids to any future funding sources to support conversion to zero emission vehicles	Ongoing.
Operators	To commit to minimise idling when at bus stops and stands or in queuing traffic.	By March 2023.
Operators	To work with KCC on advertising campaigns to promote the role of the bus in meeting environmental challenges as funding permits.	Ongoing.

INNOVATION AND DIGITAL ACCESSIBILITY

Responsibility	Action	Delivery Date
Operators	Maximise the use of innovation in conjunction with KCC as funding permits or legislation requires – e.g. audio / visual on bus announcements, passenger occupancy tools etc.	Ongoing. Extent of obligation subject to change once NBS funding known
Operators	To improve the capability of ETMs whenever possible to provide contactless bus ticketing and innovative new products	Ongoing.
Operators	To ensure that live information feeds to BODS and other real time systems cover all local bus services	Ongoing.

PUBLIC TRANSPORT INFORMATION

Responsibility	Action	Delivery Date
Operators	Ensure that appropriate and up to date data feeds are being fed into KCC / BODS to meet legislation and support a one stop shop website	March 2022
Operators	To conduct publicity campaigns (subject to funding) in partnership with KCC to encourage higher use of the bus post recovery and to support key strategic priorities. This will incorporate any agreed brand.	Ongoing. Extent of obligation subject to change once NBS funding known
Operators	To ensure that publicity postings comply with minimum standards set within the EP	Ongoing.
Operators	To provide and support a website which includes clear, accurate and up to date information, including but not limited to, timetables, contact details and provide a link and promotion to the KCC “one stop shop” site	Ongoing.
Operators	To agree any numbering for new services with KCC to avoid passenger confusion or duplication.	Ongoing.

Section 5 – Governance Arrangements

5.1 An Enhanced Partnership Board (EPB) has been formed which has the role of overseeing such matters as the success and fitness for purpose, variation and revocation of the Enhanced Partnership Plan, Enhanced Partnership Schemes and downward governance structures, through formal voting and variation mechanisms.

Kent has three EP Schemes in place and as such an Enhanced Partnership Scheme Monitoring Group (EPSMG) will also be formed for each EP Scheme area.

The EPB will:

- Oversee the formation and content of the EP Plan, ensuring consistency with the Kent Bus Service Improvement Plan (BSIP)
- Oversee the introduction and continuously monitor the progress of Kent’s EP Plan and three EP Schemes ensuring consistency across the county
- Form and agree terms of reference for each EPSMG and ensure they are delivering EP Scheme outcomes.
- Table and vote on measures, facilities and obligations for inclusion in the EP Schemes, which will subsequently be subject to formal variation.

- Consider proposals for variation from Kent's three EPSMGs for changes effecting the county as a whole (i.e., applicable to all EP Schemes)
- Consider reports and proposals for variation affecting individual EP Schemes, proposed by the relevant EPSMG.
- Review progress against BSIP Targets (see Annex B)
- Ensure that each party is fulfilling its obligations within the overall EP.

The EPSMGs will:

- Oversee the delivery of existing measures, facilities and obligations in the EP Schemes, with reference to the EP Board.
- Provide reports to the EPB on EP Scheme progress and performance against all targets.
- Give consideration to how well the EP Plan and EP Schemes are working and recommend any potential changes required to the EPB.
- Agree and promote items for potential EP Scheme variation to the EPB, which may be applicable to the EP as a whole or the relevant EP Scheme.
- Address feedback from the EP Scheme Passenger Charter Group, Punctuality Improvement Partnership (PIP) and Local Focus Group.

5.2 - The EPB will consist of a maximum of nine (9) persons representing voting Core Members, those persons being the below (or a substitute attendee nominated by the core member who has authority to vote):

1. The KCC Cabinet member
2. The KCC Director of Highways and Transportation
3. The KCC Head of Public Transport
4. The KCC Traffic Manager
5. Five (5) operator attendees. This will include an automatic invite to any operator operating over 25% of scheduled mileage in Kent. Any remaining operator positions will be subject to nomination by an operator agreed process with the aim of ensuring coverage of all EP Scheme areas and inclusive representation for all operator types – i.e., inclusive of group and smaller, independent operators.

5.3 – The following will be invited to all EPB meetings:

1. Transport Focus
2. Traffic Commissioner for the South-East and Metropolitan traffic area
3. A Borough / District representative nominated by each EPSMG.

Additional non-voting Members will be subject to invitation to the EPB dependent on the content of meetings (e.g. Medway Council, KALC, TfL etc) as agreed by EP Core Members.

5.4 - The EPB will meet at least every 6 months with meeting dates agreed in advance of the relevant financial year (April – March). Extraordinary meetings may be proposed by any EPB member. Voting Core Members should advise of attendance within 7 days of the scheduled meeting with 80% of attendees needing to be present for the meeting to proceed.

5.5 – It is expected that the EPB will predominantly meet virtually

5.6 – In the interest of transparency and to enable all stakeholders the ability to comment and inform the considerations of the board and their resulting decisions, meeting papers for the EPB will be circulated to all board members and scheme monitoring group members fourteen (14) days prior to the meeting date, with items subject to formal vote and potential variation clearly identified.

5.7 – The EPB will undertake to consider all comments received from any party referenced in 5.6, so long as comments are received no less than 5 days prior to the meeting date.

5.8 – Meeting notes (including action points and variations to be enacted) will be circulated within 14 days of the meeting date and published on the EP website. Meeting notes will be subject to KCC's normal FOI procedures.

5.9 – Meetings will be administered by KCC.

5.10 - Decisions of substance or with financial impacts on KCC will be subject to the KCC constitution and governance policies and processes, which may affect the timing items are brought to the EPB

Review of EP Scheme

5.11 - Once the EP Scheme is made, its progress and any potential variations will be reviewed by the EPB through its meetings - see 5.1. Any review will consider as a minimum the effectiveness of the measures taken, facilities provided, and requirements imposed on operators - particularly in relation to their impact on the objectives for improving services set in the EP plan and BSIP and, if relevant, on bus journey times, passenger satisfaction and growth of the market.

5.12 - Once the EP Scheme is made, it will be formally reviewed by the EP Board on an annual basis. Variations may be made to the EP Scheme outside of this formal review date as set out in section 5.13. Reviews will ensure any necessary action is taken to deliver the targets set out in the BSIP. Kent County Council will initiate each review.

Bespoke Arrangements for Varying the Enhanced Partnership Scheme

5.13 - Under powers at s.138E of the Transport Act 2000, Enhanced Partnership Scheme Variations relating to commitments in sections 3, 4 and associated annexes

where section 5.13 is quoted, will be subject to the bespoke voting mechanism also set out in section 5.16.

5.14 – If changes to or new flexibility provisions under s.138E of the Transport Act 2000 are not in the existing EP Plan they must satisfy the statutory objection mechanism as set out in The Enhanced Partnership Plans and Schemes (Objections) Regulations 2018

Proposer of a variation

5.15 - Consideration will be given to potential EP Scheme variations, highlighted by one of the organisations represented on the EPB, or proposed by a EPSMG. The proposer of a variation should demonstrate how this might contribute to achieving the objectives set out in the BSIP, EP Plan or current local transport policies. Such requests should be in writing and submitted to nbs@kent.gov.uk KCC will forward all requests onto all EPB members for information and arrange for an agenda item at the next available EPB meeting.

Decision-making process and bespoke variation mechanism

5.16 – Any material change affecting any EP scheme, including variations, will be subject to a vote by the Operator members at the EPB. If the proposed variation is agreed by the majority of bus operators, and if KCC are also in full agreement, the EP Scheme variation will be made within ten working days and the revised EP scheme will be published on the KCC website. If the agreed variation is not related to one of the elements of the EP scheme where the bespoke variation method is applicable (as detailed in section 5.13 and 5.14) they must satisfy the statutory objection mechanism as set out in The Enhanced Partnership Plans and Schemes (Objections) Regulations 2018. All operator reps need to have voted either in person at the meeting or remotely in advance of the meeting. To avoid a tie, any operator abstaining from the vote will be deemed to have voted in favour of the decision.

Revocation of an EP Scheme

5.17 - If a member of the EPB believes it is necessary to revoke the EP Scheme, the EPB will be reconvened. If the decision is taken to revoke the EP Scheme, it will follow the full formal statutory process and not the bespoke arrangements.

5.18 - Any data required for the operation of the EP Scheme will be confidential between the parties, Data shall only be shared to the extent permitted by competition law and subject to any UK GDPR.

5.19 - Information provided to KCC under Section 143 of the Transport Act 2000 and associated secondary legislation will remain confidential, unless otherwise agreed or required by law.

ANNEX A - GLOSSARY AND DEFINITIONS

The following terms have been used in the Enhanced Partnership Plan and Scheme documents in Kent:

ABODS/BODS – The Government’s Analyse Bus Open Data service brings together data from bus operator systems, including ticket machines, to collate and summarise bus reliability by individual services.

AQMA – Air Quality Management Areas are defined areas where action is being taken to reduce air pollution.

ANPR – Automatic number plate recognition cameras may be used for bus lane enforcement, see below.

Bespoke Variation – A means to vary the requirements of the Enhanced Partnership Scheme, described in Section 5, without invoking the full requirements of Section 138 of the Transport Act 2000.

BRT – Bus Rapid Transit systems offer high quality and frequent bus services on routes with a high level of bus priority measures which often include segregated bus lanes.

Bus Gate – A short stretch of road carriageway that is restricted to use by buses and (where specified) taxis and other authorised vehicles as indicated on appropriate signage on the approach.

Bus Lane – A signposted lane, designated for use by registered local bus services and (where specified) taxis and other authorised vehicles, at the times also indicated by signage.

Bus Lane Enforcement – action taken to ensure that bus lanes and bus gates are used only by authorised vehicles. This is often carried out by using cameras to record unauthorised use, with the issue of civil penalties to offenders under section 144 of the Transport Act 2000

Bus Service Improvement Plan (BSIP) – A document published in June 2021 containing proposals to improve bus services, available to download at kent.gov.uk/busfuture

Bus Stand – A bus stop clearway which permits a local bus to stand within the carriageway for as long as may be necessary up to a period of 10 minutes.

DRT – Demand responsive transport schemes are flexible bus services using pre-booking via an app or telephone booking line.

Enhanced Partnerships – Formal partnerships between local authorities and bus operators created under the Bus Services Act 2017, designed to improve bus services by setting out firm commitments which are binding on both authorities and operators.

Enhanced Partnership Board – The committee of operators and the LTA responsible for managing the Enhanced Partnership, including decision making.

Enhanced Partnership Scheme Monitoring Group – The group formed of local authorities and all bus operators running in this EP Scheme area to oversee the

delivery of existing commitments and to promote potential variations to the Scheme to the EP Board.

Enhanced Partnership Plan – The document made pursuant to section 138A of the Transport Act 2000 and which is required to be in place for an EP Scheme to be made.

Enhanced Partnership Scheme Area – The area to which this EP Scheme document applies.

Facilities – physical assets that are provided at specific locations along particular routes (or parts of routes) within the EP scheme area or new and improved bus priority measures. This is deemed for such purposes of section 138D(1) of the Transport Act 2000.

Fare Capping – A multi-operator ticketing scheme which will cap a user's travel cost according to the lowest price available for the journeys made.

Fastrack – Kent's well established and successful BRT service.

LTA – Local Transport Authorities have responsibility for transport matters in their area. In the case of this EP Scheme, this means Kent County Council.

Local Focus Group – Each borough or district in Kent will have a local focus group, looking at their local bus services and how they can be improved. This group will replace Quality Bus Partnerships, where these exist.

MaaS – Mobility as a service platforms bring together a number of transport modes on one app, offering details of each service together with ticket booking facilities.

Measures – improvements with the aim of:

- Increasing the use of local bus service serving the routes to which the measures relate or ending or reducing a decline in their use; or
- Improving the quality of local bus service.

Memorandum of Understanding – In this case, an agreement between KCC and each borough or district council to work closely together on issues such as planning in relation to bus services, roadworks, bus stop infrastructure and bus priority measures.

Multi-Operator Ticketing – common fares and ticketing products applied and accepted by multiple operators.

National Bus Strategy – The national strategy for England as set out in the Government document "Bus Back Better"

Passenger Charter – A document setting out bus users' rights to defined standards of service including a mechanism for redress. The Passenger Charter will be a single Countywide document. Each EP Scheme will have its own Passenger Charter Group to monitor the performance of local bus services.

Passenger Charter Group – An independently hosted group consisting of a range of stakeholders and user groups formed to monitor fulfilment of the Passenger Charter in each EP Scheme area.

PIPs – Punctuality Improvement Partnerships are forums where bus operators and local authorities discuss locations where bus services are regularly delayed and seek to find solutions to reduce these delays.

Quality Bus Partnerships – Voluntary agreements between KCC, borough or district councils and bus operators in that district designed to work closely together to improve local bus services.

Real Time Information – Technology used to track the location of buses in real time. Information is transmitted to bus stops or devices to indicate to passengers the predicted arrival time at a particular point.

Rural Shelter Grant – A KCC scheme designed to assist in providing improved bus shelters in rural areas.

Soft Landscaping – Features such as trees and bushes that can obstruct the highway.

Superbus Network – A well promoted network of higher frequency, lower fare bus services, ideally in intermediate areas, such as a group of individual towns.

TransXChange – A common standard that ensures that timetable information can be exported by bus operators into service information portals.

UK GDPR: the retained EU law version of the General Data Protection Regulation ((EU) 2016/679).

Zebra Funding – A Government scheme designed to implement a comprehensive zero-emission bus network in a defined area.

Zero Emission Vehicle – A vehicle that emits no pollution from its tailpipe.

ANNEX B – TARGETS

This annex may be varied using the Bespoke variation method described in Section 5 of this EP Scheme.

Kent's Bus Service Improvement Plan (BSIP) included high level aspirational targets covering the following areas – Passenger numbers, journey time (bus speeds), reliability (service timekeeping), reliability (service actually operating), passenger satisfaction and vehicle emissions.

Once Kent's NBS allocation is known it is intended to include figures for the above targets within this scheme annex through variation.

ANNEX C – DETAIL ON MEASURES, FACILITIES AND OBLIGATIONS

This annex may be varied using the Bespoke variation method described in Section 5 of this EP Scheme.

When further detail has been agreed concerning the facilities, measures and obligations set out in sections 3 and 4 of this EP Scheme, this will be included as schedules within this annex.

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Matters Arising – Appendix 2

Sheerness Town Centre Regeneration

Levelling-Up Fund bid:

The £20m LUF bid, known as “Sheerness Revival” was submitted to government in advance of the 2nd August deadline (postponed by government from the original deadline of 6th July). The bid consists of three complementary regeneration projects:

1. Beachfields - upgraded and expanded health, wellbeing, community, leisure and visitor facilities will be supported by public realm improvements, in particular from the train station to the site. This includes relocating an expanded GP offer to the ground floor, and the addition of soft play, TAGActive and a new cafeteria on the ground floor, as well as adventure golf outside.
2. Sheppey College extension – the College will expand on to the adjacent car park, delivering new creative & digital and Junior College teaching facilities alongside additional adult and community learning.
3. Masters House workspace - The conversion and environmental upgrade of the main house currently being delivered would be supported by LUF investment in the studios to the rear, supporting local business and job creation.

We expect to hear during the autumn whether our bid has been successful. Swale’s priority 1 status puts our bid in a strong position (all local authorities were allocated to one of three bands according to levelling-up potential: Swale is in the highest band).

High Streets Task Force:

The work with the High Street Task Force (HSTF) on Sheerness Town Centre culminated in a workshop with local Stakeholders in June 2022. This was focused on what positive practical steps could be agreed upon and was led by the HSTF’s appointed expert.

The key areas of discussion for action were around the desire to see a public transport hub and the cost and frequency for connectivity of public transport; connectivity within Sheerness and with the wider Island community; parking; the need for improved street scene and shop fronts and tackling anti-social behaviour. There was also a desire to see activity which supported footfall within the towns, such as events.

Based on the workshops elements of the session and the views that stakeholders expressed, which were wide ranging, the HSTF expert concluded that to make progress the resourcing of a Place Manager should be investigated, with oversight provided by a new local town partnership. Provision of a Place Manager presents a resource challenge for local partners, which is not resolved by the report.

UK Shared Prosperity Fund:

Through the UK Shared Prosperity Fund an initial allocation of £1.169m was made for the Borough for the period 2022/23-2024/25. This was largely revenue funding focused, but with minimum capital spend required across each of the three years.

A Local Investment Plan, required to unlock the funding, was submitted by the deadline of 1st August 2022 and was developed with the support of a Member Working Group.

Swale Borough Council awaits government feedback on the Plan, and ultimately sign off, prior to the funding being released. This is currently expected to be in late autumn 2022.

Project detail was not required by Government at submission stage project, but through the work with Members, specific funding areas identified for Sheppey included support for town centre activity to increase footfall and deliver some physical improvements; support for the Levelling Up Fund bid; display of the Montgomery masts, if secured and a strategic brown signage scheme to promote the Island from the trunk road network.

Further Borough-wide interventions identified were aimed at support for the local CVS, the development of the visitor economy, supporting decarbonisation projects and employment support, digital inclusion and engaging employers in upskilling staff

On 3rd September, an unexpected Government announcement was made allocating Rural Prosperity funding. Swale received an allocation of £501,000 and a further plan is required to be submitted to government before 30th November 2022 to unlock this allocation. We are currently establishing more details about the fund.

Joanne Johnson
Head of Regeneration, Economic Development & Property
September 2022

Queenborough & Rushenden Regeneration

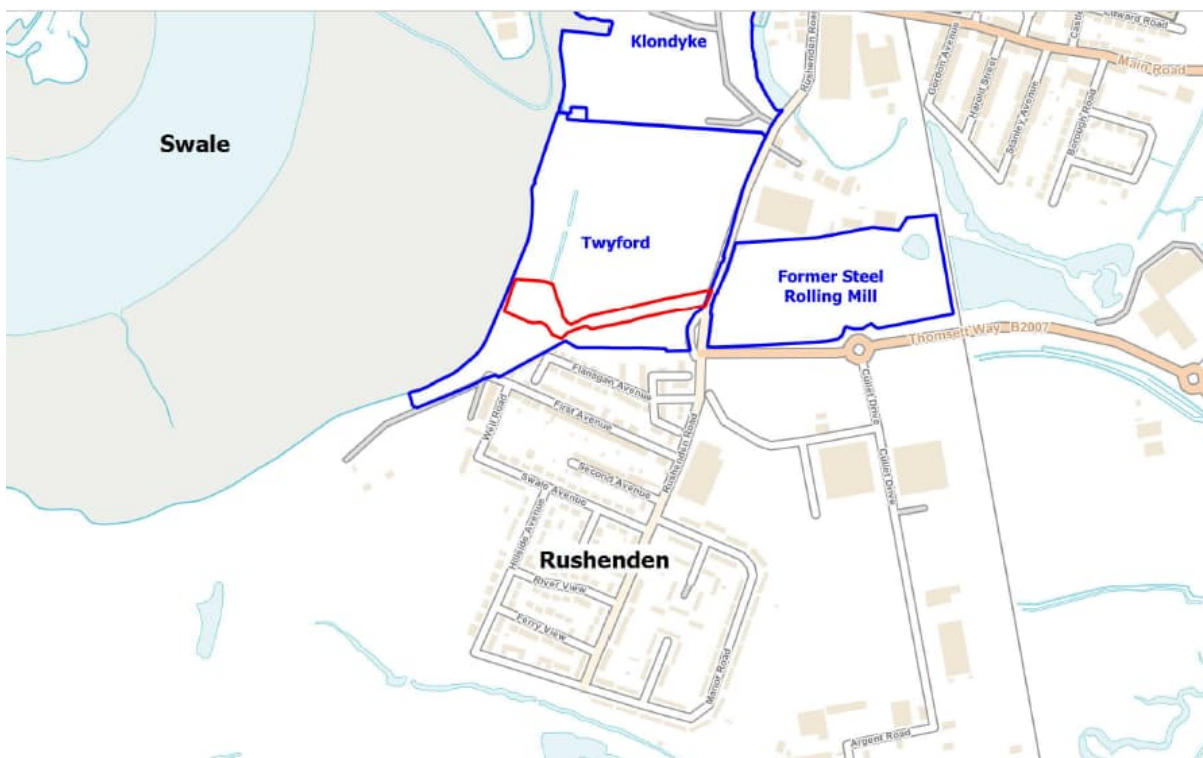
Community update

18th August 2022

This letter is intended to provide local residents and businesses with an update of the latest regeneration works in Queenborough & Rushenden.

Twyford Site – Construction of new surface water pumping station

Local residents will have noticed works have commenced in the location of the former Brett Aggregates plant on the south-west of the Twyford site as broadly shown in red below.



The new surface water pumping station is being funded by Homes England's Housing Infrastructure Fund (HIF) and will replace the existing Lower Medway Internal Drainage Board (LMIDB) pumping station on the Twyford site which is now over 40-years old and beyond its life cycle.

The new pumping station is a piece of strategic infrastructure that will effectively drain Southern Water's surface water drainage network within large parts of Queenborough and Rushenden. Without this pumping station, surface water would not be able to drain away and this would result in flooding. It has been designed to increase the robustness, efficiency and capacity of discharging surface water run-off from Queenborough and Rushenden into the Swale Estuary.

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The principal contractor ([UKDN Waterflow \(LG\) Ltd](#)) has been appointed to construct the pumping station, following an open market tender and several months of planning and design work.

The works are scheduled to be undertaken over a period of 20 weeks, with target completion set for **October 2022**. It will involve the following activities:

- Vegetation clearance & relocation of existing topsoil stockpile
- Construction of the pumping station complex with associated rising and gravity main discharging through the Environment Agency (EA) earth flood embankment to the Swale Estuary
- Construction of a new attenuation pond
- Replacement of existing 975 mm culvert connecting the existing drainage ditches that crosses the former mineral railway corridor; and,
- Landscaping and timber fencing of sloping drainage ditches/pond.

The team are well underway with installing the rising main, gravity pipework and outfall that will pump up and through the EA flood bund (see right). The new attention pond (see below) is largely complete and the new culvert connecting the existing ditches is half complete. Please be assured the works are being undertaken in accordance with the Environmental Permit obtained from the EA and that the flood defence continue to be fully operational.



Please note that the public right of way (footpath ZB49), along the former mineral railway corridor will remain open throughout the duration of the works and residents are encouraged to use the footpath as signposted by UKDN. Footpath ZB48 along the stretch of the EA flood bund will be closed until later this year, but it is anticipated that it will be reopened following completion of the new pumping station.

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UKDN's working hours will be Monday – Friday: 8am to 6pm and Saturday: 8am to 1pm, in accordance with the planning permission. No works shall take place on Sundays or Bank/Public Holidays. All works outside these hours (which currently is not anticipated) shall be subject to prior agreement with Swale Borough Council and all other relevant statutory authorities, with reasonable notice provided to affected residents.

During the project, there will be a small increase of traffic and noise on side roads leading to the site; due to delivery of materials / plant as well as movement of site personnel vehicles. To minimise any disruption, deliveries will be planned and scheduled in advance; with suppliers advised in advance of delivery time slot and a 'no waiting' restriction around the site. Also, all construction traffic will be directed through the main access off Rushenden Road, so there will be no impact on adjacent homes.

At times there will be unavoidable noise and dust, but the team will be keeping a close eye on this and during this period of very dry weather, a water bowser will be deployed to keep dust to a minimum. With regards to noisy works the team are trying to keep this around midday to minimise disruption to local residents.

Residents at Flanagan Avenue will notice machinery and plant working close to the LMIDB drainage ditch over the next couple of weeks – this is to facilitate the installation/construction of the new concrete culvert which will drain water to the new attenuation pond. There will be at times unavoidable noise and some vibration but the works will be completed sensitively and as quietly as possible. This work is due to complete in the next 1-2 weeks.

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If you have any questions or would like to meet with the project team, please do not hesitate to contact UKDN enquiries@ukdnwaterflow.co.uk with email title starting with “Twyford Pumping Station” or call 0333 344 2937.

Former Steel Rolling Mill Site – Land raising works

Local residents will have noticed earth lorry movements to and from the Mill Site. Cognition Land and Water are busy placing and engineering the soils to create a new raised development platform to provide a future developer a ‘shovel ready’ site that has been remediated and enhances the flood protection to the site.



Approximately 100,000m³ of surplus soils have been imported, sustainably reused and engineered from the M2 Junction 5 works over the recent months. These soils would have otherwise been potentially disposed of at landfill.

Works are nearly complete. The current estimated completion date is the early part of **September 2022**.

Works are carefully being managed, particularly mud deposition on the local road network with road sweepers being deployed on a daily basis.

Working hours are the same as those mentioned above.

If you have any questions or would like to meet with our project team, please do not hesitate to contact Cognition Land and Water at enquires@cognitionltd.com or call 01932 246600.

Klondyke Site – Land remediation and raising

Works are largely complete with residual works to be completed this summer, including the infilling of Chalk Wharf Road, but are dependent on UKPN attending site to divert high-voltage below ground cables.

Once complete this allow the Twyford and Klondyke sites to be linked together providing a continuous level development platform.

A new electricity sub-station is being constructed to provide future electrical capacity for the forthcoming mixed-use development.

Landscaping and footpath creation works are also to be completed and Cognition Land and Water will be completing these works over the coming months. There should be no disturbance to local residents or businesses.

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If you have any questions or would like to meet with our project team, please do not hesitate to contact Cognition Land and Water at enquires@cognitionltd.com or call 01932 246600.

So what's next?

Once the majority of the enabling works are completed in autumn Homes England are intending to undertake soft-market testing with their panel of approved housing developers and potentially refresh the masterplan as the adopted masterplan (shown below) is now 7 years old. This will inform the next steps of the regeneration strategy for 2023 onwards.



Who to contact for further queries?

If you have any general or further queries, please email Petra.Clarke@homesengland.gov.uk at Homes England.

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Cover Report for Sheppey Area Committee Funding Scheme

Introduction

The Sheppey Area Committee has been allocated a total of £47,000.00 for the financial year 2022/23.

The process proposed by the Area Committee Review Working Group, and agreed by Area Committee Chairs, was to carry out a scoring process on applications received for Area Committee Funding. The deadline for applications was Monday 1 August 2022 and £38,412.10 of bids were received for consideration by the Committee. This means that there is potentially £8,587.90 worth of funding remaining. All applications have been assessed for eligibility by officers and a scoring process carried out.

Three impartial officers have independently considered each application and given them a score against the criteria set out in the Applicant Guidance Notes. Each criteria were scored as follows High – 3, Adequate – 2, Limited – 1, None – 0. All three officers scores were added together and presented to Committee Members in Appendix 1. Also attached to this paper is the summary report on applications received which contain the full text provided by applicants describing projects/activities (Appendix 2).

Committee Members were given the opportunity to challenge the scores and request a review. One challenge was received for bid SHEP018 - Youth Resilience UK CIC – *“although the bid says it will benefit the whole of Swale there is no formal mention of benefiting Sheppey.”* The applicant was contacted who confirmed that schools on Sheppey would benefit from the project. The score was reviewed by two officers not involved in the scoring and agreed that as students living on Sheppey would benefit from the project, the maximum score of 9 that was awarded was fair and should remain unchanged.

Bid reference SHEP021 Queenborough Town Council, Neats Court footpath lighting, was withdrawn by the applicant.

Proposal

Having considered the summary report and supporting papers, along with the scoring and background information, officers would like to submit 3 options for allocating funds for the Committee to vote on.

The Sheppey Area Committee may wish this evening to consider how they would like any remaining funding to be allocated. Any proposals agreed this evening will be taken away by officers to go through the assessment procedure described above and brought back to the December 2022 meeting for approval.

Option 1:

This option would allow all applicants to receive 100% of funding regardless of their score as the total bids received is less than the annual allocation to the Sheppey Area Committee. This will leave £8,587.90 funding remaining:

Applicant	Score	Funding request	Proposed allocation
Youth Resilience UK CIC - SHEP018	24	£1,560.00	£1,560.00
Sheppey Matters - SHEP019	29	£6,585.42	£6,585.42
Queenborough Town Community Centre Ltd, Castle Connections - SHEP020	27	£5,045.00	£5,045.00
Song Signing - SHEP022	19	£3,936.00	£3,936.00
Member bid – Cllr Elliott Jayes - SHEP023	30	£20,000.00	£20,000.00
Queenborough Town Council - SHEP024	20	£1,285.68	£1,285.68
Total			£38,412.10

Option 2:

This option would allow all applicants, except for bid SHEP023, to receive 100% of funding regardless of their score. This will leave £28,587.90 funding remaining. The reason for removing this bid is that the Constitution states that “*Any funding allocation agreed by the committee but unspent by the end of each electoral cycle (i.e. by May 2023) will be forfeited*”. As there is a risk that the project may not be completed by May 2023 and the funding remaining unspent, should this happen the funding would be forfeited.

Applicant	Score	Funding request	Proposed allocation
Youth Resilience UK CIC - SHEP018	24	£1,560.00	£1,560.00
Sheppey Matters - SHEP019	29	£6,585.42	£6,585.42
Queenborough Town Community Centre Ltd, Castle Connections - SHEP020	27	£5,045.00	£5,045.00
Song Signing - SHEP022	19	£3,936.00	£3,936.00
Queenborough Town Council - SHEP024	20	£1,285.68	£1,285.68
Total			£18,412.10

Option 3

So that all possible options are presented for Committee Members to vote on, the final option is to award no funding to any bid. As the funding cannot be rolled forward to the year 2023/24, any unallocated funding by the end of the financial year would be forfeited and recorded as a saving for 2022/23. Additionally, any allocated but unspent funding by the end of this electoral cycle would be forfeited.

Sheppey Area Committee Members are invited to vote on the above options.

Janet Dart
Policy & Engagement Officer
September 2022

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Sheppey Area Committee Funding Scheme

Summary of applications received for the September 2022 meeting

Area Committee's allocation for 2022-23 - £47,000.00

There have been no previously agreed allocations by Sheppey Area Committee

Available to allocate at the September 2022 meeting - £47,000.00

(Applications arranged in the order they were received)

Reference:	SHEP018
Organisation:	Youth Resilience UK CIC
Applicant Name:	James Walker – Operations Director
Status of organisation:	Social Enterprise
Details of project/activity:	<p>We would like to fund continued delivery of one-to-one support sessions for young people in Swale within their schools or alternative education settings that support them in remaining engaged with their formal education. Our sessions are tailored for each young person to help them maintain and improve their mental health and wellbeing so that they are able to make better decisions and choices that impact their behaviour. Our ultimate goal is to allow vulnerable and at-risk young people to maintain their places in school and not become excluded or moved onto alternative curriculum programs where they will be highly unlikely to achieve the true potential and this will then impact on their whole lives going forward. We work with young people that are struggling and often in a position of extreme risk regarding being involved in crime and anti-social behaviours. Our work allows these young people to better understand the impact of their decisions so they can make more informed choices. By achieving better academic engagement and gaining formal qualifications this will directly lessen the chances that these young people remain trapped in the cycle of deprivation that their families often face and also help them avoid entanglement with the criminal justice system at an early age.</p> <p>A large part of the work we do also involves linking these young people to the relevant services and advocating for them when they need additional support, for example when a young person clearly has mental health problems but cannot get accepted by their local CAMHS provider we can provide links to self-support and community groups that can assist whilst we help advocate for their need for clinical support. We have also been working with the KCC Talents and Interests programme and the Children In Need essential items programme to provide local gym memberships for young people to improve their physical and mental health.</p>

	<p>This grant would allow us to continue working in local schools with our very successful interventions until the end of this 2022/23 academic year providing vital opportunities to some of the most vulnerable and deprived young people across Swale. Our work meets Swale's Strategic Priority 3 as it looks to tackle inequalities for deprived young people by offering them support and interventions services to improve their physical and mental wellbeing using local activity and resource providers. By ensuring these youths remaining engaged in education we will enhance their opportunities to success in life and not become social disconnected or NEET, which can in turn increase the likelihood of anti-social behaviours.</p> <p>We pride ourselves on being an active part of the Swale voluntary sector and seek to work collaboratively with our sector colleagues and the local authorities to provide joined up support for all. We would like the area committees to consider jointly funding this initiative so that we can provide the support to young people in Swale regardless of their postcode, however if applications need to area specific we would look to apply for one third of the costs at each area and deliver for the benefit of those young people where we might be awarded funds.</p> <p>We have already been awarded funding from Awards for All and Children In Need to provide Mental Health First Aid training which we would offer to local schools for free as part of this support project. We will also be offering the opportunity for young people we have previously supported to undertake a volunteering role on this project to gain experience for the CV and YRUK will cover these expenses with the hopes that this may develop into an apprenticeship opportunity for the young people with our organisation.</p> <p><i>Additional information provided – Youth Resilience UK CIC advised they will be working with students at the Oasis Academy at both sites as well as Fulston Manor, The Sittingbourne School, Borden Grammar and Abbey School. They are more than willing to make additional links to new schools if any of the councillors feel that would be appropriate.</i></p>
Quote provided	<p>The main costs we are asking for is staffing so I could send payslips to show their earning after the project is complete or give you details of salaries.</p> <p>The MHFA costs are based on £300 per person for 16 people training in MHFA Youth Two Day and £150 per person for 16 people training in MHFA Youth One Day.</p>
Total project expenditure:	<p>Staffing – 1-1 support sessions - £4,200.00 Resources for managing behaviour and wellbeing - £300.00 Travel expenses to schools across Swale - £180.00</p>

	<p>MHFA training courses for adults and youths - £3,900.00 Volunteer placement for a young person - £300.00 Total Project Expenditure - £8,880.00</p>
<p>Total project income (addition sources of income including cash/in kind):</p>	<p>Volunteering expenses – met by YRUK - £300 Staff Training in MHFA – subsidised by Children in Need £1,500 Pupil Training in MHFA – subsidised by National Lottery £2,400 Total project income - £4,200.00 <i>NB Identical bids have been submitted to Sittingbourne and Eastern Area Committees, splitting the cost 3 ways.</i></p>
<p>Funding request:</p>	<p>£1,560.00</p>

Reference:	SHEP019
Organisation:	Sheppey Matters
Applicant Name:	Julie Nicholls – Project Manager for TIC/Sheppey FM
Status of organisation:	Registered Charity
Details of project/activity:	<p>The new Isle of Sheppey 'Tourist Information Centre' (TIC) was officially launched during British Tourism Week in May 2021 by our local MP Gordon Henderson and many guests and businesses attended that have a tourism offer on the Island. Although it was a 'soft' launch due to covid restrictions still in place, we feel it is the beginning of a very exciting adventure for the Island.</p> <p>The new TIC is in the beautiful heritage Pavilion building and ideally situated next to the beach and Healthy Living Centre. In 2024 the Pavilion will be 100 years old, and we intend to celebrate its anniversary in style!!</p> <p>We have been extremely busy over the summer seasons with visitors from across the UK and local residents alike. We have directed people to places of beauty or interest, places to eat or stay, activities for families to enjoy and local museums and theatres. Demand has also been high for the wonderful free 'hoppa' bus timetable which has proven very popular. We have also been supplying the local libraries and various business outlets with these timetables, along with maps of the Island, provided by 'Visit Kent', who we work closely with, alongside 'Visit Swale'.</p> <p>We have created a 'Visit Sheppey Facebook page which again, is proving popular for people requiring information about the Island. This is updated by volunteers on a daily basis. We frequently phone local businesses to check their opening hours (due to covid restrictions some have reduced their availability) and to make reservations for people. We also print off promotional flyers for companies and charities that are struggling with costs.</p> <p>We are keeping a record of visitor numbers and noting any issues they may raise. For example, when the weather is bad there is a need for a cinema and indoor activities for children. We feel that the new TIC is very timely, taking into consideration the Chris Whitty report on coastal communities and how they have been overlooked. There is a substantial need to reinvent and regenerate our cultural and tourism offer and recreate the excitement for staycations, especially with the rising cost of living and current chaos with foreign travel. We are spearheading new ideas with like-minded groups such as the Sheerness Town Team and Sheerness Town Council, the Criterion Theatre and the Swale Community Development Forum (which has a splinter group concentrating on developing tourism) We are passionate about the Island and wish to boost</p>

	<p>its local offer, after the disruption caused by the pandemic and to get 'back on track'.</p> <p>The TIC is beneficial to local businesses with a tourism offer and an increased footfall of visitors is beneficial to shops, hotels, cafes, pubs and entertainment venues. Local residents also visit the TIC and many are unaware of the hidden jewels the Island has to offer, with the scenic beauty of our nature reserves, cycling and walking routes, and our blue flag beaches are some of the best in Kent.</p> <p>Kent County Council and Swale Borough Council have the same ambitions to promote and progress local tourism and the new TIC is a big step towards this goal.</p> <p>Any funding would be gratefully received and put towards the building's running costs, phone and copying/printing costs, as the TIC is not subsidised and is run entirely by the good will of local volunteers.</p>
Quote provided?	Yes
Total project expenditure:	TIC running costs - £9,800.00 Total project expenditure - £9,800.00
Total project income (addition sources of income including cash/in kind):	Volunteer Hours £2,434.33 Financial Administration £780.25 Total project income £3,214.58
Funding request:	£6,585.42

Reference:	SHEP020
Organisation:	Queenborough Town community Centre Ltd, Castle Connections
Applicant Name:	Karen Friday - Trustee
Status of organisation:	Registered Charity
Details of project/activity:	<p>Bump, Baby & Beyond is a community project with breastfeeding support at its heart. The UK has one of the lowest rates in breastfeeding and this is particularly prevalent amongst low socio-economic groups, perpetuating health inequalities from birth. We aim to overcome this through specialists and peer supporters offering evidence-based information from pregnancy onwards, in a relaxed and sociable setting. Volunteer peer supporters help families reach their parenting goals, which in turn empowers them and can lead to improved outcomes in other areas of their lives. We work in partnership with local NHS professionals such as midwives and health visitors, providing a valued complement to their services and assisting parents' access to referral-only services including tongue-tie clinics.</p> <p>We also have a sling/baby carrier library, with trained supporters on hand to help parents with their correct use. Babywearing offers a range of benefits to babies and their parents, including regulation of temperature and breathing, improvement of physical, emotional and cognitive development and supports parent-child bonding. It also promotes breastfeeding, and encourages physical exercise in the open air. With the price of many baby carriers starting at around £130, and not all carriers being suitable for all bodies, finding the right one can be extremely expensive, or even unattainable to those on low incomes. The sling/baby carrier library offers rentals at a very low cost and volunteers can help support to find the right one.</p> <p>We offer breast pump rental, a vital aid to some mums in the early days of establishing breastfeeding or when returning to the workplace. Again, many breast pumps are very expensive and often not an option for low socio-economic groups, putting breastfeeding at risk. These rental services generate income for the project but are free to families in receipt of Healthy Start vouchers.</p> <p>Other services which generate donations are our regular pre-loved baby clothes/toys sales, which also encourage recycling and help families on a restricted budget, and our library of trusted reference books.</p> <p>Our volunteer training opportunities have given the attendees confidence and valuable work-related skills. We have also provided a free Paediatric First Aid training course.</p>

	<p>Bump, Baby and Beyond also offers an informal social group for parents to chat with each other, share tips, meet new people and generally relax. 40% of parents in the UK experience loneliness in the first month after giving birth and 63% of parents of young children report feeling lonely. Our friendly volunteers are always available to offer a listening ear or to share a cup of tea, helping to reduce social isolation as set out in the Area Committee's agreed criteria.</p> <p>Over our first year of operating, we have invested in training and equipment which we feel form the foundations of a robust project. Moving forward we would like to expand our services (a cloth nappy library is one suggestion, approx. 3bn nappies are thrown away each year accounting for 2-3% of all household waste), keep our training current and build connections in other areas of Swale by running some outreach sessions. We have so far reached a significant number of families, with almost 200 attendances in the first year (many repeated attendances), a weekly attendance of 5-10, 12 trained volunteers and an active social media community of around 80 parents.</p> <p>With many breastfeeding support services now closed or defunded, Bump, Baby and Beyond is a crucial service for those living in Sheppey, Sittingbourne and the surrounding areas. We will support the Borough Council's Strategic Priority 3 by offering outreach in areas identified as being most deprived as these are likely to see the lowest amount of breastfeeding. We are committed to providing free access for all families who need us and to creating a community of healthy and supported parents.</p> <p><i>What our parents say:</i> <i>"Bump, Baby and Beyond was one of the first baby groups I joined. I was so nervous before going in because I was suffering from PND and was scared about being out of the house with my newborn. Sarah's group was so welcoming that the feeling instantly went away and I was able to chat to some lovely mums. I've since recommended the group to other mums/mums to be and I have found the sling library invaluable as they are so expensive to buy, I didn't want to buy the wrong one when SMP is so low."</i></p> <p><i>"I had previously breastfed relatively stress-free with my first child, but with my second I found it very difficult and had received conflicting advice from health visitors and midwives. I reached out to Sarah who was able to support me with getting a diagnosis of tongue-tie and saved my breastfeeding journey. I've made life long friends at the Friday group and am now preparing to be a volunteer peer supporter myself and am helping put together the cloth nappy library."</i></p>
Quote provided?	Estimate

Total project expenditure:	Salaries – specialist clinicians & administration - £6,320.00 Venue hire - £17.50 ph for 50 weeks per annum - £1,750.00 Training – ongoing for volunteers and parents - £1,000.00 Insurance – public liability for all activities - £125.00 Other – advertising, printing, refreshments, pump kits - £700.00 Total project expenditure - £9,895.00
Total project income (addition sources of income including cash/in kind):	Grant – Queenborough Fishery Trust - £4,000.00 Members Grants – SBC Councillors - £850.00 Total project income - £4,850.00
Funding request:	£5,045.00

Reference:	SHEP022
Organisation:	Song Signing
Applicant Name:	Rebecca Breiner – CEO/Creative Director
Status of organisation:	Unincorporated Association (Community Group)
Details of project/activity:	<p>Song Signing would like to request funds to start up a new community group in the eastern end of Sheppey. Residents will be invited to come along to enjoy music, build friendships, eradicate low self-esteem, increase confidence, promote social inclusion and learn a new way to communicate using sign language. In order to trial this I would like to propose the first group to start at the eastern end of the Island with the hopes of growing across the island and into Swale so that we can improve as many lives as we can.</p> <p>I am a level 3 qualified signer who has a severe hearing disability and knows first-hand what it is like to struggle in today's society. These groups are not made just for the hard of hearing and deaf. They provide a communication tool for many walks of life.</p> <p>In the past 3 years we have run a workshop in Sheerness Healthy Living Centre. This workshop has proven to be a success in providing a safe space for equality and social inclusion.</p> <p>Song Signing enables people to increase their confidence and self-esteem, in turn, giving people the inner-power to live a happier and healthier life, stimulating healthy brain activity, enabling individuals to live more content and functional lifestyles.</p> <p>The Song Signing workshops use music to help those learn the language whilst also having the therapy of Melodic Intonation Therapy (MIT). MIT uses the power of music to coax portions of the brain into taking over for those with brain capacity difficulties. In some cases, MIT has been used to help people suffering with Aphasia and Apraxia to regain the ability to speak.</p>
Quote provided?	Estimate
Total project expenditure:	Venue hire - £960.00 Refreshments - £240.00 Stationery - £150.00 Equipment (projector, screen, MacBook, Apple music, amplifier £1,305.00 Transport - £528.00 Insurance - £187.00 First aid kit - £15.00 Workers fee - £1,920.00 Training - £156.00 Advertisement - £75.00 Total project expenditure £5,536.00

Total project income (<i>addition sources of income including cash/in kind</i>):	Swale Borough Council Member Grant - £1,600.00
Funding request:	£3,936.00

Reference:	SHEP023
Organisation:	Swale Borough Council
Applicant Name:	Member bid – Cllr Elliott Jayes
Status of organisation:	Borough Council
Details of project/activity:	<p>New Road Play Park, Minster on Sea Improvements</p> <p>To spend £20,000 on new equipment for this park which has seen no investment in many years. This will be used to install additional equipment at New Road or other parks in Minster's should issues arise.</p> <p>It will improve the appearance and facilities of the area.</p>
Quote provided?	No
Total project expenditure:	£20,000.00
Total project income (addition sources of income including cash/in kind):	None
Funding request:	£20,000.00

Reference:	SHEP024
Organisation:	Queenborough Town Council
Applicant Name:	Lisa Gransden – Town Clerk
Status of organisation:	Town Council
Details of project/activity:	<p>Queenborough Railway Station Building</p> <p>The building at the railway station houses window murals on boards, these were once colourful and block up the windows of the upper floor of the building. The murals are in need of a revamp as a 'Welcome to Queenborough' for visitors and residents, especially those traveling by rail.</p> <p>QTC would like to replace the boards with a gloss laminate with hi resolution artwork designed by the local community. The laminate will withstand longer against the weather and give a bright refresh to this part of the Town.</p>
Quote provided?	Yes
Total project expenditure:	Signs & Imaging - £1,071.40 VAT - £214.28 Total project expenditure £1,285.68
Total project income (addition sources of income including cash/in kind):	None
Funding request:	£1,285.68