

Devon has been awarded indicative funding of approx. £14 million.
This is split into £8.8m of capital funding and £5.3m of revenue funding.

The total funding allocation covers a three -year period from 2022/23 through to 2024/25. Whilst the funding allocation falls significantly short the original bid [over £100m for the three years], we are really pleased that Devon has been recognised in this highly competitive and considerably over subscribed process, particularly as many local authorities were not awarded any funding at all.

Confirmation of the final funding allocation is conditional on the submission and implementation of the Enhanced Partnership [EP] Plan and Scheme.
There are also a number of restrictions and priority areas stipulated by the DfT in relation to the use of the funding, which are set out in more detail in the report.

Capital Funding.

Bus Priority measures are the top priority. For funding to be confirmed LTAs need to demonstrate they intend to deliver significant bus priority or if it is not required.

Revenue Funding.

Ambitious and eye - catching initiatives that reduce and/ or simplify fares, at a pace Funding will be confirmed for plans that capture the imagination of potential users.
They are keen to see pilots plans that reduce fares, starting as soon as possible and expect to see LTA investment reduce as Patronage grows. Increased service frequencies and new/ expanded routes -including better evening and weekend services, new routes that serve identified priorities such as employment sites and new DRT.

Funding should not be used to support existing service levels and patterns.

DfT have made it clear in terms of measures that should not be funded with BSIP money. These are Schemes where it is not clear that the primary benefits accrue to buses.
Generic marketing or advertising costs that are not directly related to specific improvements.
Provision of on -bus hardware such as CCTV or audio- visual equipment DfT expect these to be operator led contributions. Investment in existing infrastructure [unless it directly tackles barriers to use safety.