

11. FUNDING

- 11.1 Funding of the recommended Transport Plan is fundamental to its effective delivery. In developing the recommended plan significant emphasis has been placed on sustainability. This applies to finance and economics as well as to environmental matters. The funding requirements of all schemes included in the recommended plan has been assessed. Table 11.1 shows estimated costs.
- 11.2 It is envisaged that the majority of funding will come from Central Government either through the 10 year Transport Plan or from the Strategic Rail Authority's (SRA) plans for freight and passenger transport. Funding through Local Transport Plans will enable significant Local Authority funds to be targeted to the local elements of the recommended plan. In addition there is significant scope for private sector investment particularly in respect of the public transport schemes. Financial support for public transport, particularly in the early years, could be provided from the revenue derived from the work place parking levy (or similar fiscal intervention).
- 11.3 The main funding requirement is for the Nottingham Express Transit (NET) lines to Clifton and Beeston/A52. NET line One was funded by the private sector but with aid from substantial Government grant. Having established the financial mechanism to implement and maintain Line One, it should be possible to raise funds for subsequent lines based on a sound business case. Central Government Grant would potentially be available towards the capital cost of the schemes subject to satisfying the criteria for such major schemes as part of the Local Transport Plan process. Any deficit in operational revenue could potentially be supported from the work place parking levy in the first instance.
- 11.4 The park and ride sites and bus public transport schemes should be funded through the Local Transport Plan as part of the Local Authorities long term transport strategies. Again the Workplace Parking Levy could potentially contribute towards this aspect of the Plan. Whilst two of the existing Park and Ride sites currently require revenue support, the substantial investment in public transport as part of the Transport Plan and the envisaged increased in use means that consideration could be given to private sector involvement in the development of park and ride sites. Using a Private Finance Initiative (PFI) approach it would be possible to encourage the private sector to build and maintain these facilities in exchange for collecting and retaining the revenues for a defined period appropriate to a business case.
- 11.5 The heavy rail schemes are all supported by the SRA and are either part of the strategic improvements to rail services, which for Nottingham Station improvement are combined with agreed highway support infrastructure and private development. Car park improvements at stations should be funded by the train/station operators with capital expenditure offset by increased parking revenue.
- 11.6 The reduction in transport fares offers the biggest challenge to funding. The Study shows that the modal shift encouraged by the whole recommended Transport Plan would generate a self funding reduction. The recommended Plan modelled a 7½% reduction by 2011 and a further 7½% by 2021. However it is recognised that there is a commercial risk in pursuing fare reductions without guaranteed increase in patronage. The income from the Workplace Parking Levy provides a potential source of income that the Local Authorities could use to underwrite the initial years of fare reduction.

Working in partnership with local bus operators, on an open book basis, it would be possible to develop a Quality Bus Initiative throughout the citywide service. Should such an approach not be successful it may be appropriate to seek the introduction of a Quality Contract for Local Bus Services, under the provisions of the Transport Act 2000, whereby the Local Authority can stipulate service levels (including fares) on a “franchise” basis.

- 11.7 The reduction in fares on local commuter rail services should be developed as a partnership between the Local Authorities, Train Operating Companies and SRA. Again the potential exists for Local Authorities to underwrite any early year losses from the income from the Workplace Parking Levy. As an alternative could this be underwritten by the SRA as an experimental RPP Scheme to determine benefits of the approach and its applicability elsewhere.
- 11.8 Through consultation it is apparent that the removal/ reduction in rural bus services has hit local villages in the A453 corridor quite hard. Private car transport is the only means of travel left for many of these local rural residents. Improved rural bus services are likely to require ongoing revenue support and again the income from the Workplace Parking Levy could potentially be used to subsidise these services.

We recommend collaboration between Nottingham City and Nottinghamshire. County Councils to allocate income from Workplace Parking Levy so that problems such as subsidising services for villages outside the City can be tackled effectively.

- 11.9 Funding for the walk and cycle schemes is currently being provided by both Nottingham City and Nottinghamshire County Councils. Continuing improvements should be funded from a continuing provision through the Local Transport Plans. The recommended landmark footbridge/cycle bridge over the River Trent from Clifton to Beeston will require special consideration and it is suggested that Sustrans should seek a local champion or champions to progress this much supported scheme. Lottery funding could provide one solution.
- 11.10 Throughout the range of recommended schemes the possibility of contributions from developers may arise. For example, this source could fund the higher level and standard of facilities for pedestrians and cyclists in new building development.
- 11.11 Funding for the A453 Trunk Road improvements would traditionally come through the Highways Agency’s Roads Programme. The quick win safety schemes on the rural section of the A453 should be processed and funded in this traditional way. Given the short length of A453 involved, it is unlikely that it could be funded through a DBFO approach. It may be possible to examine this on a package basis with other schemes in the locality, or treat it as a spur related to an M1 DBFO scheme if that were appropriate.

Table 11.1 Scheme costs

TOTAL COST SHOWN IS TOTAL OF PUBLIC AND PRIVATE CONTRIBUTIONS																				
ONGOING OPERATING COSTS																				
Ref. no	SCHEME	TOTAL COST	2003 -2006				2007 -2011				2012 - 2016					2017 - 2021				Operating Cost £m/yr.
B2b	Replacement Rolling Stock Central Trains 16% of total	1.8		.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1
B3 i)	Trent PSB (Parkway-Nottingham) signalling and track impts.	10					10													
B3 ii)	Trent PSB (Attenborough South) Flyovers	16.3							8	8.3										
B5	Car parking at local stations	0.2					.2													
B6	Nottingham – Parkway train service	Nil																		
B7	Local Park & Ride facility at EM Parkway Station	0.3	.3																	
B8	Nottingham-Derby improved train service 75% of total	8.1	.45	.45	.45	.45	.45	.45	.45	.45	.45	.45	.45	.45	.45	.45	.45	.45	.45	.45
B9/11	Station upgrades to modern standards inc. Real Time information	1.5	.5	.5	.5															
B14	Multi Mode smartcard ticketing 20% of total	.2					.1	.1												
B13, 15	Nottingham Station Masterplan redevelopment with extra platform	16						4	10	2										
B17	Gedling Station & Park & Ride service	9						3	5	1										
C2	NET extension to Clifton	94					4	10	20	50	10									
C3	NET/bus/rail interchanges	1								1										
C4	NET extension to Beeston	90							2	8	20	50	10							
C13	Clifton South Park and Ride	3						1	2											
C17	NET extension Beeston to A52 Bramcote roundabout	40										2	8	25	5					
D2	Bus lanes A453 Farnborough Road to Silverdale Flyover	1												1						
D4	M1 Junction 24 bus priority	0.7			.7															
D5	Clifton local bus service improvements	1		1																
D8	Bus Real Time information	2	1	1																
D10c	Bus service to Clifton Village	0.2		.2																
D12	Bus marketing (Costed as part of K2/4/6)																			
D14	Renewal of bus fleet	5.7	.3	.3	.3	.3	.3	.3	.3	.3	.3	.3	.3	.3	.3	.3	.3	.3	.3	
D15,16, 17	A453 express bus services Kegworth - Nottingham	0.19	.01	.01	.01	.01	.01	.01	.01	.01	.01	.01	.01	.01	.01	.01	.01	.01	.01	
D11,18	Bus/NET/Rail integration of services 20% of total	.2								.2										
D20a	City bound Bus lane Clifton Lane C4 Gotham road to Crusader Rdbt.	0.5								.5										
D21	Local parking at major bus stops	0.1		.1																
D23	New generation bus stops	0.1		.1																

Ref no.	SCHEME	TOTAL COST	2003-2006			2007-2011					2012-2017				2017-2021				Operating cost/year
E2	M1 – Clifton dual carriageway scheme	29				2	9	15	4										.1
E13	M1 junction major improvement with A453-A453 flyover	15					6	8	1										
E14	M1 junction 24 traffic signals scheme	4	1	3															
E24	A453 Clifton single 4 lane improvement	10					2	8											
E28	A453 Barton Lodge safety improvement	2				2													
E29	A452 Crusader Roundabout addition of traffic signals	1	1																
F5	Extension of Urban Traffic Control system to A453 Crusader roundabout	1			1														
F13	30 mph speed limit on A453 through Clifton	0.1			.1														
G	Cycling schemes: Separate network of tracks, signing, safety schemes, cycle parks, re- surfacing of tracks.	2	.5	.5	.5	.5													
H	Pedestrian schemes: Segregation, Security with CCTV, priority, traffic calming, more crossings, safer school routes	1	.5	.5															
J5	Rail heads and sidings for road/rail transfer. 20% of total	8										2	2	2	2				
I2	Workplace parking levy	8.5	2	2	2	2	.5												
I3	HGV bans on unsuitable roads	0.5	.5																
I4	Further parking controls	-																	
I5	Further parking charges	0.5			.5														
I9	Planning controls to encourage public transport & walking/cycling	-																	
K2	Travel Education	0.6																	
K4	Green commuter plans	0.8	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1
K6	Information	0.6																	
K8	Reduce public transport fares	10	5	5															

