

Light Rail Case Study Nottingham



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Nottingham has a population of 320K, two Universities and a varied high-tech economy. High population density, a road system constrained by crossings of the River Trent, and a concentration of retail and entertainment outlets in the city centre led to growing road congestion. A modern tramway was built in 2004 to tackle road congestion and stimulate urban renewal.

Nottingham Express Transit is a 20 mile tram system consisting of 50 stations, which provides residents a core of green, convenient, reliable and affordable public transport.

... a green, convenient, reliable and affordable public transport system

The network covers all major employment sites, both Universities and Nottingham College as well as the main attractions and commercial centres.



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Nottingham Express Transit now carries over 14 million passengers per year

The first line proved extremely popular and ridership exceeded 10 million passengers per year by 2009, supporting the case for system expansion by two more lines in 2015. These linked the Toton Park & Ride and Beeston (bus interchange) and the Clifton South Park & Ride and Nottingham Rail Station with the city centre. Phase 2 was financed by Government, City Council (including a Workplace Parking Levy) and private investment.



facts

Case Study authors & date	Gordon Theobald (2024)
Location	UK
City population	320K
City area	29 m ²
Number of lines	two converging for central area
Number of stations	50
System length	20 miles
Length underground	None
Length on street	Some shared
Service frequency	Peak times 7.5 minutes. Off peak 15 minutes
Top speed	43 miles/hour
Track gauge	1,435 mm (4 ft 8+1/2 in)
Number of trams by supplier(s)	15 Bombardier Incentro AT6/5 22 Alstom Citadis 302
Opened (year)	2004 (extended in 2015)
Cost per mile	£22m (Phase 1)
Passengers / year	14m
Passengers / day	38k
Operating revenue (annual)	~£21m
Typical fare	Adult single ticket £3.20

