



Nottinghamshire
County Council

Beacon Council Scheme: Sustainable Energy

Case Study: Nottingham Express Transit & Robin Hood Line

Nottingham Express Transit (NET)

Nottingham's tram system, NET Line One, was launched in March 2004 and is now carrying around ten million passengers per year, an average of over 27,000 every day - and this figure is rising. Around two million of those passengers made use of the 14km system's 3,000 spaces at five Park & Ride sites - making a major contribution to tackling congestion in and around the city.

Trams are powered by electricity from overhead wires and are therefore a sustainable method of travel which does not cause local pollution. The trams use far less fuel per passenger than cars - and when they brake electricity is channelled back into the system, which further improves their energy efficiency.

By providing fast, reliable and attractive public transport with priority over traffic at junctions, NET encourages people to leave their cars at home or at its five large park and ride sites. Each tram can carry over 200 passengers - reducing congestion and local pollution. Buses link with NET, and interchanges with trains at Hucknall, Bulwell and Nottingham, which together with joint tickets, makes Line One part of an integrated transport network. Around 40% of tram passengers are using joint ticketing options.

In October 2006, the Government granted 'Programme Entry Approval' for a scheme for two more lines, meaning that the Government agrees that the scheme is value for money, and the best solution for the transport needs of Nottingham. In early 2007, Nottinghamshire Council, jointly with Nottingham City Council, decided to submit a Transport and Works Act Order for this second phase of NET.

If approved, these lines would run south and west of the city, doubling the length of the system, the number of stops and the size of the tram fleet, as well as adding two more Park & Rides just off the M1 and creating a state-of-the-art interchange above Nottingham Station.

Robin Hood Line

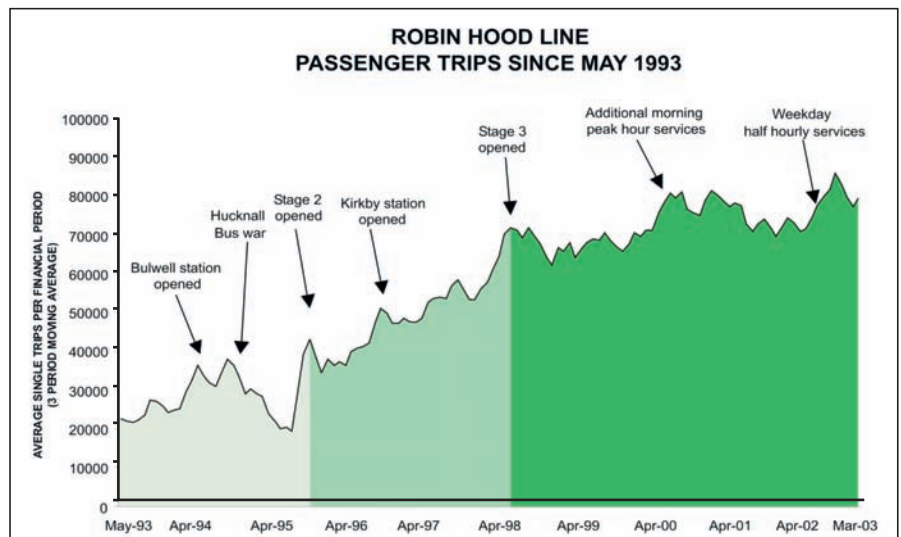
The £28 million Robin Hood Line developed by the County Council as lead authority is nationally renowned for encouraging local passenger rail use. The 32 mile line between Nottingham and Worksop was opened on a phased basis between 1993 and 1998. It included the construction of a new 2.5 mile rail link between Newstead and Kirkby, the first of its kind ever to be built by a local authority. The Line was developed in partnership with Railtrack, Central Trains, the City Council and six other local authorities.

The Line has been highly successful and patronage levels have continued to grow. Problems with over-crowding led to the introduction of additional morning peak and shoppers services from summer 2000.

Through the Robin Hood Line experience the authorities have seen that rail can:

- Achieve modal shift. 27% of passengers made their journey by car before the line opened;
- Provide decongestion and environmental benefits. Over 26% of RHL passengers access the line by car, taking advantage of good secure parking at stations;
- Assist community regeneration. 48% of work trips from Stage Two stations were not made before the stage opened, indicating widening journey to work horizons;
- Attract passengers through high quality facilities, including high quality trains with regular departure times, attractive station environment with block paving, CCTV with 24-hour surveillance of all platforms, car parks and accesses, live passenger information and telephones;
- Provide good access for people with disabilities, including portable ramps on trains.

The Robin Hood line has therefore had major benefits with regard to the environment, economy, accessibility and integration.





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