

of the control area for the same period. As to be expected, the economic recession in the post-2007 phase caused the rate of transactions to decline further for both corridors, although this again was more substantial in the light-rail corridor.

**Figure 3.4** - Change in Average Price Paid 2001 - 2011 (Index = 100)

**Figure 3.5** Change in Property Turnover/Transactions 2001 - 2011 (Index = 100)

### 3.2.2 Comparison of Social Indicators of Gentrification

The analysis of the change in social indicators of gentrification revealed that there was evidence to suggest that the tram corridor had underperformed on all accounts. Table 3.3 highlights how the growth in the number of residents along the control corridor increased by 7.22% in the control corridor and 7.10% in the wider urban area, almost 5% higher than that of the tram corridor. Similar results were found for all of the other indicators including changes in socio-economic occupations, where the tram corridor increased by 1.22% comparable against the control corridor of 2.25% and the wider city of Nottingham at 2.52%. Lower managerial occupations increased in comparator areas, but decreased by -0.48% in the tram corridor, with a similar pattern observed for the change in the number of residents who directly own their property.

**Table 3.3**

Change 2001 – 2011 (%)	N.E.T Corridor	Control Corridor	City of Nottingham
Educational Attainment (Level 4)	2.54%	7.22%	7.10%
Higher Level Occupations	1.22%	2.25%	2.52%
Lower Managerial Occupations	-0.48%	1.91%	1.17%
Self-Owned Housing	-0.77%	1.82%	1.67%

**Table 3.3** - Change in socio-economic indicators by study area

These findings are a major component of answering the overall research aim of this study. Although stronger evidence exists that is suggestive of gentrification in the analysis of capital variables, defining these changes can only be done when a combination of both capital and socio-economic variables are observed on all accounts (Hamnett, 1991). However, unlike the capital variables analysed in section 3.2.1 the socio-economic data was not available on an annual basis, meaning that short-term trends may have yielded different results.

### 3.2.3 Comparison by N.E.T Stop

To increase the detail of the comparison, individual stops were compared between the control corridor and the tram corridor based on the similarity of gentrification precursors and distance from the city centre. As gentrification is more likely to occur within inner-city areas, it is important to ensure that both stops within each corridor have a similar competitive position to each other. Four different stops with different land use characteristics were compared along each corridor, which are outlined in Table 3.4.