

PROPOSED WIDENING OF THE MEMBERSHIP OF THE COMMITTEE

1. SUMMARY OF ISSUES

- 1.1. In response to the views of Members heard at the last meeting of the Committee, this report reconsiders the proposal to widen the Committee's membership to include representatives of organisations along the route of NET Phase Two.

2. RECOMMENDATION

- 2.1. The views of the Committee are sought.

3. PROPOSAL TO WIDEN MEMBERSHIP

- 3.1. As reported to the Committee at the meeting of 11th March 2014, the Greater Nottingham Light Rapid Transit Committee is established under the powers of the Nottingham Express Transit Order (2009) with the purpose of advising the promoter on the operation of the tramway. The members of the Committee are appointed by the promoter and are required to include representatives of the users of the system and members of the City Council and County Council.
- 3.2. When first established, the membership of the Committee comprised 5 City Councillors, 5 County Councillors and 5 independent members. These numbers have varied slightly over subsequent years, and there are currently 6 City Council, 4 County Council members, and 7 representatives of independent organisations.
- 3.3. With the opening of the two new routes for NET Phase Two, a substantial part of the tram system will run through Broxtowe Borough and it is therefore considered appropriate to now extend the membership of the Committee to include a representative of Broxtowe Borough Council. With the section of Line One already running through the District of Ashfield, it is also considered appropriate, at this time, to invite a representative of Ashfield District Council onto the membership.
- 3.4. Whilst Members indicated their support for the above proposals at the last meeting, concern was expressed that the Committee could become unwieldy and, in order to compensate for the proposed increase, it is therefore further proposed that there is a reduction in the number of City and County Councillors on the Committee, to 4 from each authority.
- 3.5. Whilst the suggestion of introducing additional independent members has also been considered, it is felt that the independent bodies that are already represented on the Committee will be sufficient to enable the views of users of the wider system to be considered. In addition, there exists a number of other means for individual organisations to express their views on the operation of the tramway to the tram operator and the Authority and there is therefore no proposal to increase the size of the independent membership of the Committee. This proposal can be reviewed in the future.

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