

## Operational Decision Record

Publication Date 17/06/2022	Decision Reference Number 4653
<b>Decision Title</b>	
UK Tram subscription	
<b>Decision Value</b>	
Up to £85,000	
<b>Revenue or Capital Spend?</b>	
Revenue	
<b>Department:</b>	
Growth and City Development	
<b>Contact Officer (Name, job title, and contact details)</b>	
Martin Williams, Commercial and Governance Manager, martin.williams@nottinghamcity.gov.uk	
<b>Decision Taken</b>	
To subscribe to membership of UK Trams for financial years 2022/23 and 2023/24.	
<b>Reasons for Decision and Background Information</b>	
<p>Local Authorities who operate tram systems in the UK are a member of an organisation called UK Tram, and the Light Rail Safety and Standards Board (LRSSB). The subscription provides membership to both organisations.</p> <p>UK Tram was set up to provide support and guidance to its members, and provides a wide range of services for its members, which include but are not limited to:</p> <ul style="list-style-type: none"> <li>• Advice on key health and safety issues that may be faced by a tram system. Recently they provided support around changes required on the system following the Sandilands crash on the Croydon tram system in 2016.</li> <li>• Lobbying government on behalf of their members – they took an active role in the recent coronavirus pandemic and worked hard with government and system promoters to secure an operating subsidy for all tram systems. Nottingham has to date received over £25m.</li> <li>• Advice and guidance on matters relating to light rail, e.g. new tram extensions, changes to or procurement of rolling stock, operating models, lifecycle costs etc.</li> <li>• Sharing best practice and identifying and engaging with industry experts and contacts for issues that arise.</li> </ul>	

- Acting as an industry consultee in progressing new legislation that impacts tram systems. As a result members get to know about any legislative changes early enough to allow sufficient planning to occur to allow change to be implemented in a timely manner.

The LRSSB was established as a recommendation by the Government and the Regulator following the Sandilands tram crash. The role of the LRSSB is to set standards for the light rail safety.

### **Other Options Considered and why these were rejected**

Being a member of UK Tram is very important to any organisation that operates a tram system – for the reasons specified above. There is no other organisation that provides this service, so the only other option would be to cease the Authorities membership to UK Tram and the LRSSB.

Not being a member of UK Tram and the LRSSB would leave the Authority open to a wide range of risks and potential costs, as a result this option has been rejected.

### **Reasons why this decision is classified as operational**

The decision is below £149,999 with budget approval for this type of spend. There are no policy implications.

### **Additional Information**

As this decision is regarding a subscription payment there is only a single supplier. As such approval has been granted to an exemption from the procurement regulations to subscribe to this organisation as a single supplier.

#### **Finance Comments**

This spend is required to provide the Authority with a level of information as described above. Thereby supporting Nottingham City Council's Transport Plan.

The expected cost should be managed with the NET budget as previously, and therefore will have no impact on the MTFP. This will be monitored by the service for any variance and reflected in the monthly forecast for the service.

Advice provided by Paul Rogers (Commercial Finance Business Partner)  
09/06/2022

### **Decision Maker (Name and Job Title)**

Sajeeda Rose – Corporate Director Growth and City Development

### **Scheme of Delegation Reference Number**

1. All functions within remit

### **Date Decision Taken**

15 June 2022