



**TRANSPORT FOR GUILDFORD**

**SURREY COUNTY COUNCIL  
LOCAL COMMITTEE (GUILDFORD)**

**11<sup>th</sup> MARCH 2009**

**KEY ISSUE**

This report proposes the establishment of a new voluntary partnership “Transport for Guildford” to oversee the development of Guildford’s transport network.

**SUMMARY**

Surrey County Council is now coordinating its main transport policies and strategies through the new voluntary partnership “Transport for Surrey”. This proposal would establish a similar body to coordinate transport in Guildford, particularly the development of major transport schemes. The format would be along the lines of the recently established Transport for Woking partnership.

**Report by**

**Surrey Atlas Ref.**

HEAD OF TRANSPORT FOR SURREY

N/A

**GUILDFORD B.C. WARD (S)**

**COUNTY ELECTORAL DIVISION (S)**

ALL

ALL

## OFFICER RECOMMENDATIONS

The Committee is asked to agree:

- (i) that Transport for Guildford be established with the broad remit as shown in **ANNEXE A**.
- (ii) that the Transport for Guildford partnership should provide regular updates to the Local Committee, particularly to make proposals for a Guildford Hub major scheme and associated Highways Agency infrastructure.

## INTRODUCTION and BACKGROUND

- 1 The UK's transport system is complicated by the presence a variety of different operators and agencies in both the public and private sectors. The impact of transport can also have an impact on a wide range of stakeholders. This can make it very difficult to plan transport strategies and improvements due to the large number of interested parties.
- 2 To address this problem, a number of local authorities have established new governance arrangements to coordinate their transport activities through a single body. The most visible example of this is arguably Transport for London. Other metropolitan areas have similar arrangements, known as Passenger Transport Authorities.
- 3 In 2008, Surrey County Council introduced "Transport for Surrey". This is a county-wide voluntary partnership which brings together transport operators, such as the Highways Agency, bus and rail operators, borough councils, the Government Office, SEERA, SEEDA, the police and the Surrey Economic Partnership. The role of the partnership is to coordinate transport activities by the different partnerships where there is a clear overlap of interests.
- 4 Transport for Surrey is supported by a number of technical sub-groups. The Traffic Manager Board oversees the regulation of traffic, measures to tackle congestion and handling of incidents affecting the road network. The Passenger Transport Group coordinates inter alia bus and rail issues, such as timetables, passenger information and ticketing. The road safety group co-ordinates the actions of the police, Highways Agency, County Council and others in reducing casualties. A number of technical groups have been established to take forward different aspects of the Heathrow Airtrack scheme.
- 5 In addition to these topic groups, the Transport for Surrey Board has agreed that there should be a limited number of district-level area groups. In the main, these are focussed on the three hubs (Woking, Guildford, Reigate and Redhill) but there are also groups for Staines (as part of the Heathrow Airtrack work) and a Transport for Surrey Heath group looking at issues connected to the development of Camberley town centre.

**THE PROPOSED PARTNERSHIP**

- 6 The current proposal is that there should be a Guildford focussed voluntary partnership with the title of “Transport for Guildford” (TfG) and with a similar remit to the already established Transport for Surrey, Transport for Woking and Transport for Surrey Heath.
- 7 Transport for London and the Passenger Transport Authorities are established by statute. They have separate budgets, staff and decision-making powers. By contrast, TfG as proposed would be an entirely voluntary and non-statutory partnership. It would not have a separate budget or its own dedicated staff. Any decisions that it might reach would need to be ratified by each member’s own organisation. For the local authority officers on the TfG board, this means that their decisions would be covered by the same standing orders and need to consult members as their normal duties.
- 8 The precise operating procedures for TfG will need to be established with its partners. If it follows the same pattern as Transport for Woking, this would mean that the work would be managed by a board chaired by a senior Guildford Borough Council officer. The board would include representatives from the County Council, Highways Agency, police, bus/ rail companies and major transport users or stakeholders. This could include representatives from the University and hospitals.
- 9 The board may wish to establish sub-groups to tackle specific topics, or to arrange for existing meetings and groups to report to the board. The board would report to the overall Transport for Surrey board and also to the Local Committee, Borough Council and County Council. The chair of the TfG board is automatically a board member of Transport for Surrey.
- 10 One of the early tasks for TfG will be to develop proposals for major transport schemes. Surrey County Council has secured Regional Transport Board approval for a major hub scheme, although the precise scope of this scheme has yet to be established. This scheme would also need to be coordinated with associated works on the A3 by the Highways Agency. The intention is that the partnership would develop options to present to the partners and the Local Committee.
- 11 A guiding principle of these partnerships has been that they should evolve over time as the new concept becomes more familiar. This approach has worked well for Transport for Surrey and we would encourage it for TfG. It may be that TfG would develop slightly different working arrangements from the other “Transport for...” partnerships, if that suited local circumstances.
- 12 Draft terms of reference are attached at **ANNEXE A**. These will need to be agreed by the board at its first meeting, so are subject to change. The draft is based on the Transport for Woking terms of reference, which in turn were closely modelled on those for Transport for Surrey.

**EQUALITIES AND DIVERSITY IMPLICATIONS**

- 13 Greater use of this transport partnership should help to achieve a greater focus on the needs of all customers.

**CRIME AND DISORDER IMPLICATIONS**

- 14 This report has no direct implications for crime and disorder. However, the police would be invited to be a member of the board and may wish to use it to raise concerns about crime and disorder on the transport networks.

**SUSTAINABLE DEVELOPMENT IMPLICATIONS**

- 15 The intention is that the work of the partnership would be consistent with both County and Borough Councils' policies on sustainable development.

**CONSULTATIONS**

- 16 The partnership would be a suitable vehicle for consulting stakeholders on a wide range of transport issues.

**FINANCIAL AND VALUE FOR MONEY IMPLICATIONS**

- 17 The major cost of this partnership is in officer time. However, the arrangement can save money. Having all transport stakeholders in the same room can reduce the need for several separate meetings.

**CONCLUSIONS & REASONS FOR RECOMMENDATIONS**

- 18 The Transport for Surrey concept is working well. Extension of this concept to Guildford would allow transport improvements to be coordinated more effectively at minimum cost.

**WHAT HAPPENS NEXT**

- 19 Officers are in the process of drafting a report to be considered by Guildford Borough Council's Executive Committee, which will include the terms of reference and work programme. A programme of meetings will be set up so that the deadline for presenting ideas for major scheme funding is submitted to the DfT in accordance with the timetable in Summer 2009, with the intention of a formal bid for funds for detailed designs in 2010-11.

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**LEAD OFFICER**

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**BACKGROUND PAPERS**

None

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## Transport for Guildford – Draft Terms of Reference

### **Objectives**

Transport for Guildford is an advisory officer/ stakeholder multi agency partnership. Its aim is to coordinate transport strategies and measures to improve movement in and around the Borough of Guildford. The primary goal is to improve the quality of life for the residents of the Borough and surrounding areas.

### **Membership**

Transport for Guildford has a broad membership including (but not limited to):

- Guildford Borough Council.
- Surrey County Council.
- Highways Agency.
- Network Rail.
- Bus, rail and other transport operators, including Community Transport.
- Community, user and business representatives.

### **Outcomes**

The main outcomes for Transport for Guildford are:

- Collaboration to facilitate sustainable growth by enhancing safety, improving movement and managing capacity.
- A transport strategy for Guildford, which will be used consistently in: -
  - the Borough's Local Development Framework (LDF);
  - the Borough and County Sustainable Community Strategies;
  - the County's Local Transport Plan (or equivalent document); and
  - advice on transport in the development control process.
- The development and introduction of transport improvements whether by the members of the partnership or third parties.
- The ongoing management of the transport network and related issues, including the coordination of traffic management, road-works and public transport services.

## **Methodology**

Transport for Guildford is focussed on the prompt delivery of improvements. It is not a talking shop.

The structure and methodology of the partnership will develop over time. In its initial phase, Transport for Guildford will be a voluntary partnership with no executive powers or funding. Representatives of partner organisations will need to seek authority and funding from for partnership activities from within their respective organisations. Where joint initiatives are agreed one partner will need to take the lead and others make the appropriate contributions. For the Borough and County representatives, this will include ensuring full dialogue and accountability through elected members.

Members of the partnership will try to keep each other informed of relevant developments.

The chairmanship of the partnership shall be decided by the partnership and could rotate on a regular basis. The partnership may elect to form sub-groups to deal with specific issues.

The partnership will meet as frequently as it deems necessary. Meetings will be kept to a minimum to reduce costs. Where possible information will be distributed electronically or be placed in a shared work space.

Each member of the Partnership will be responsible for keeping their own organisation informed of the activities of the partnership.

## **Policies**

The policy objectives of the partnership will be consistent with the wider policies of the member organisations. With agreement, the partnership can work on initiatives that may seek to amend existing policies. However the partnership will not campaign publicly against any policy of a partnership member.

Although the partnership is focussed on transport, its role also encompasses relevant non-transport policies and improvements.