

DRAFT

Minutes of the meeting of the
Woking JOINT COMMITTEE
held at 6.00 pm on 21 September 2016
at Woking Borough Council Civic Offices, Gloucester Square, Woking GU21
6YL.

Surrey County Council Members:

- * Mrs Liz Bowes (Chairman)
- * Mr Ben Carasco
- * Mr Will Forster
- * Mrs Linda Kemeny
- * Mr Saj Hussain
- * Mr Colin Kemp
- * Mr Richard Wilson

Borough / District Members:

- Cllr John Bond
- * Cllr Deborah Hughes
- * Cllr Ian Johnson
- * Cllr Beryl Hunwicks
- Cllr Melanie Whitehand
- * Cllr John Kingsbury (Vice-Chairman)
- * Cllr Graham Chrystie

* In attendance

Notes from Open Public Questions (Annex)

32/16 APOLOGIES FOR ABSENCE [Item 1]

Apologies were received from Cllr Melanie Whitehand and Cllr John Bond.

33/16 MINUTES OF PREVIOUS MEETING [Item 2]

The minutes from the last meeting held on 29 June were agreed and signed.

34/16 DECLARATIONS OF INTEREST [Item 3]

There were no declarations of interest.

35/16 PETITIONS [Item 4]

There were no petitions received.

36/16 WRITTEN PUBLIC QUESTIONS [Item 5]

Two public questions were received and tabled. A copy of the questions and answers are annexed to these minutes. The supplementary questions and responses are below:

Question 2:

The local member noted that he will take up the issue of the removal of the parking bay with the Parking Team.

37/16 WRITTEN MEMBER QUESTIONS [Item 6]

Three member questions were received and tabled. A copy of the questions and answers are annexed to these minutes. The supplementary questions and responses are set out below:

Question 1:

Cllr Cundy asked for further confirmation that the new 28 service will go via St Johns. Officers would confirm outside the meeting, but it was understood the route would be the same as the previous service.

Question 2:

Cllr Hunwicks was disappointed that it was not possible to have a Vehicle Activated Sign. It was noted that the Speed Management Plan lists sites of concern put forward by officers, councillors and the Police. It is prioritised and reviewed quarterly and is used as the basis for localised speed checks and enforcement. The document would be shared with members of the committee.

Question 3:

Cllr Chrystie noted that there had been a survey previously carried out on the junction in West Byfleet and Andrew Milne agreed to see whether there is any data showing whether the traffic at the junction was getting worse or not.

It was agreed that Jason Russell and Dominic Forbes would be asked the following question:

Members are interested in the cumulative impact of a number of developments on certain roads rather than individual developments. They queried the process and asked how highways would be able to have their say on anything that could have a highways impact, such as change of usage, even if they were not a statutory consultee?

38/16 ENTERPRISE M3 (FOR INFORMATION) [Item 7]

The Chairman and Vice Chairman welcomed Kathy Slack, Executive Director of Enterprise M3 to the meeting.

Kathy gave a very interesting and detailed presentation to the committee, which covered the structure and aims of Enterprise M3, funding allocated, key themes and how the Local Enterprise Partnership has supported Woking's economy.

Key points raised in the discussion included:

- EM3 are considering the impact of Brexit on the LEP area and future funding.

- It is important to explain to residents the importance of economic growth and what it will mean to them.
- LEPs work together around infrastructure across boundaries, for example they are working across the Thames Valley on the A320. Members asked whether the A322 could also be looked at.
- An update will be provided by the Transport Manager after the meeting on the North Downs Line and the Woking Station upgrade.
- Focus on STEM (Science, Technology, Engineering and Maths) for young people is important to ensure good future talent. EM3 has an active higher education group which gives some funding and is involved in Post 16 reviews. EM3 is supporting of University Technical Colleges. Value can be added by working with the business sector and getting them to work with teachers/young people on the Skills and Employment Board.
- The Digital High Street Skills Programme supports niche retailers. The digital skills agenda is key –need to think how things could be improved in terms of digital technology – need to look at everything through a digital lens.

The Chairman and the committee thanked Kathy very much for her interesting and informative presentation.

39/16 HIGHWAYS UPDATE (EXECUTIVE FUNCTION) [Item 8]

Andrew Milne introduced the report which updated the committee on highway schemes within the borough.

Members had a discussion on the process of the parking review and the length of time it took from decision at the Committee to the time when lines are put down on the ground. The revised parking policy stated that the lines would be down 6 months after decision but this has not been the case in Woking.

The Chairman sought the committees' views on the possibility of putting the responsibility of the Parking Review with Woking Borough Council.

Members generally thought this would be a good way forward and could possibly be an annex to the Woking Town Centre Management agreement. Currently, they were concerned that residents' expectations were not being met.

Additional points made include during the discussion included:

- If this was delegated to Woking Borough Council then the funding would need to be delegated too.
- The need to lobby the local MP for a change in legislation around TROs to make the process quicker.
- The process needs to be transparent and members and residents should be aware of when decisions will be implemented.
- The current process of carrying out the review works well, it is the implementation which is a problem.

It was suggested that a meeting should be organised to look at this issue further and for officers to bring a report back to a future informal meeting for further consideration.

Other issues raised included:

- It was agreed to discuss bridge maintenance over the Basingstoke Canal outside the meeting.
- Confirmation was given that the funding for the maintenance of the Rive Ditch had been transferred to Runnymede Borough Council.
- The timing of the delivery of schemes was raised, and it was agreed that this would be looked at further within an informal meeting.
- It was requested that future updates on gully cleansing would reflect the new ward boundaries.

It was noted that under Table 4, Bateson Way was not part of the Sheerwater Regeneration Scheme, and therefore the committee agreed to re-instate it on the programme.

RESOLVED

The Woking Joint Committee:

- (i) Noted the progress with ITS highways and developer funded schemes and revenue funded works for the 2016/17 financial year and requested that Bateson Way be re-instated on the programme.
- (ii) Noted the budgetary position.
- (iii) Noted that a further Highways Update will be brought to the next meeting of this Committee.

40/16 SCHOOL TRAVEL PLANS PROGRESS REPORT (FOR INFORMATION) [Item 9]

Rebecca Harrison introduced the report which provided an update for the committee on travel plans in Woking. It was noted that 10 years ago there was a grant available to help schools with their travel plans. This is no longer available and in 2015/16 the team have been working primarily with the schools which are part of the school expansion programme.

Councillors could support the team by encouraging their local schools to complete their travel plan monitoring. It was noted that it is important for all stakeholders to be involved especially parents and local residents. Headteachers should be encouraged to see the safeguarding perspective of effective travel plans.

It was noted that a Travel Plan is required as part of the planning conditions for expanding schools, and officers are currently looking at possible ways to impose sanctions on those schools which do not meet their planning conditions. For the majority of schools within the school expansion programme, the County Council is the applicant. For other schools, the team will try and support them with their travel planning, but may have to start to charge in the future.

It was agreed that the item would be brought to an informal meeting in February to explore innovative solutions to help encourage more schools to fully engage with the process. Alongside this, officers would bring along evidence showing the impact that a good travel plan can have on an area.

Members agreed it would be good to focus on schools which have the biggest traffic impact first.

RESOLVED

The Woking Joint Committee:

- (i) Noted the Woking School Travel Plans Progress Report.
- (ii) Agreed to encourage non-conforming schools to complete School Travel Plans and Monitoring forms.

41/16 ST JOHN'S LYE -PROPOSED PARKING RESTRICTIONS ON COMMON LAND (EXECUTIVE FUNCTION) [Item 10]

Cllr Kingsbury introduced the report which asked the committee to agree parking restrictions along St John's Lye. It was noted that Woking Borough Council would be introducing parking restrictions within the car park at the same time.

St John's Lye is maintained by Woking Borough Council and costs for implementing the decision would be covered by the Borough Council.

Members noted that there is a constant issue with parking and there is not enough room for emergency vehicles to easily pass when cars are parked.

Officers were asked to consider the displacement of vehicles as a result of the decision, which could be done through the statutory consultation process.

RESOLVED

Woking Joint Committee:

- (i) Agreed the intention of the County Council to make a Traffic Regulation Order under the relevant part of the Traffic Regulation Act 1984 is advertised, the effect of which will be to implement "no waiting at any time" restriction for the unrestricted section of St John's Lye from Gorsewood Cottage and that if no objections are maintained the Order is made; and
- (ii) Agreed that authority be delegated to the Parking Strategy and Implementation Team Manager in consultation with the Chairman and Vice-Chairman of the Woking Joint Committee, and the relevant local Members to resolve any objections received in connection with the proposals and due consideration is given to the displacement of vehicles.

42/16 JOINT COMMITTEE FUNDING OF COMMUNITY SAFETY PROJECTS [EXECUTIVE FUNCTION] [Item 11]

James Painter introduced the report and highlighted the revised tabled recommendations. It was noted that a new process has been implemented countywide for the delegated community safety funding for local committees across the county to secure greater oversight. The revised proposed process set out in the tabled recommendations recognises the different role that the Joint Committee has, compared to SCC Local Committees, in the process.

RESOLVED

The Woking Joint Committee agreed that:

- (i) The Community Safety Task Group considers the allocation of the £3,000 delegated Community Safety budget for 2016/17 on behalf of the Joint Committee
- (ii) Authority is delegated to the SCC Community Partnership Manager, in consultation with the Chairman of the Community Safety Task Group to authorise the expenditure in line with the recommendations of the Community Safety Task Group
- (iii) The Committee receives information on the projects awarded the local community safety funding and the outcomes and impact they have achieved as part of the regular quarterly updates.

43/16 FORWARD PROGRAMME (FOR INFORMATION) [Item 12]

RESOLVED

Woking Joint Committee:

Noted and commented on the forward programme and added Horizon to the December forward programme.

44/16 DECISION TRACKER (FOR INFORMATION) [Item 13]

The updated Tracker was noted and officers agreed to review the RAG rating for the next meeting.

Meeting ended at: 9.00 pm

Chairman

Annex 1

Notes of Open Public Questions

Question 1: Mr Hoyle

The Horsell Residents Association has previously raised the issue of moving the crossing by the church due to sightlines and implementing a 20 mph speed limit over the brow of the hill but have not had a response?

The Area Highways Manager is aware of the enquiry and has looked into the issue and believed a response had been issued. If this was not the case he apologised and would interrogate the database to see why Mr Hoyle had not received his response. All residents were encouraged to report issues via highways@surreycc.gov.uk rather than through individual officers to ensure they are logged on the customer system.

Question 2: Mr Mills

Has a study been undertaken to address the capacity of roads to deal with potential development and the cumulative impact of this development and where can up to date information be found?

Officers agreed to provide the link to the relevant information on the website outside the meeting. The local Member noted that as a result of the Broadoaks development, Transport Development Control has looked into the highways implications of the development and added an upgrade of the traffic signals in West Byfleet to MOVA.

Regarding the proposed development at Wisley, Surrey County Council and Highways England have objected.

Surrey County Council and the district and borough councils have carried out a study looking at housing and infrastructure and have alerted Government to the deficit of infrastructure across Surrey.

The local members noted that they would speak to Transport Development Control about the issue again outside the meeting, and noted it would also be raised at a future informal briefing for members.

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WOKING JOINT COMMITTEE

DATE: 21 SEPTEMBER 2016
SUBJECT: WRITTEN PUBLIC QUESTIONS
DIVISION: WOKING

1. Question from Warren Farm Residents Association

There is a footpath to the left of the bus shelter on Warren Lane - firstly please advise who owns the land, apparently Woking Borough Council purchased the land but there is no public footpath sign.

If SCC own the land now please can we have the footpath reinstated as a tarmaced path as this would also help the residents who live on the houseboats who use the path getting to and from the bus stop.

Answer from Chairman on behalf of the committee:

We have checked the Land Registry for this strip of land which shows that it has been registered to Woking Borough Council since 1963. The path referred to is not a dedicated public Right of Way.

Officers will carry out a site visit to review the current situation and will report back to the local member who will update Warren Farm Residents' Association.

2. Question from Mrs Jacqui Gracey

I am writing on behalf of Father Malachy Keegan of Our Lady's Catholic Church, Madeira Road, West Byfleet. Father Malachy is concerned over the speed of traffic outside of the church, especially given the number of elderly parishioners and young families that must cross the road to come to Mass. There is also a very busy health centre on the other side of the road, meaning there is a large number of people crossing even outside of mass times.

To make matters worse, the parking bays set out along Madeira Road mean that those crossing have to step out between parked cars to see if any traffic is approaching. One of these bays is immediately next to the entrance of the church car park, which also blocks line of sight for cars pulling out onto Madeira Road.

www.woking.gov.uk
www.surreycc.gov.uk/woking

As a result there have been a number of instances of cars pulling out in front of oncoming traffic as they have not been able to see it coming.

Father Malachy believes this is dangerous and could easily cause an accident for both cars and pedestrians, and would like to request that Woking Council urgently look into the possibility of providing a pedestrian crossing for Madeira Road, or introducing traffic calming measures, and in addition would like to see the removal of the parking space adjacent to the car park.

Answer from Chairman on behalf of the committee:

Madeira Road previously appeared on our Speed Management Plan, which is a list of roads where concerns had been raised about vehicle speeds. However, police monitoring of vehicle speeds did not identify a speeding issue and as a result the road was effectively archived, with the police's limited resources being directed at those roads where there was an identified speeding issue, particularly if it resulted in personal injury collisions.

However, we will shortly be having a meeting to review the Speed Management Plan and we can ask Surrey Police to add Madeira Road to the list of roads in which they will deploy a Speed Data Recorder to monitor vehicle speeds. There has been one personal injury collision in the vicinity of the church in the last 3 year period. Although excessive speed does not appear to have been a factor, the collision did involve a young boy crossing the road who was in collision with a vehicle that was negotiating some parked vehicles. However, there are currently no plans for traffic calming measures along Madeira Road.

We can discuss the possibility of removing some of the nearby parking with our colleagues in the Parking Team.

It is assumed that the request for a pedestrian crossing is referring to either a zebra crossing or one controlled by traffic signals, such as a Puffin crossing. However, without further investigation, it is not clear whether a pedestrian crossing could be accommodated in the vicinity of the church because of the proximity of driveways and accesses on each side of the road. If Members wish for this to be added to the ITS work programme, it can be added and prioritised accordingly.

Whilst there are no plans for a controlled crossing in Madeira Road as part of the proposed Sheer House redevelopment, the crossing points at the crossroads junction with Station Approach are likely to be enhanced although they will remain uncontrolled.



WOKING JOINT COMMITTEE

DATE: 21 SEPTEMBER 2016
SUBJECT: WRITTEN MEMBER QUESTIONS
DIVISION: WOKING

1. Question from Cllr Graham Cundy , Woking Borough Council

On the 26th September the Hermitage Estate will be losing its number 28 bus service. As this is a vital route for the elderly, infirm/disabled residents to visit St John's Village and the doctors surgery, could the joint committee please persuade the bus company to reconsider its decision or provide an alternative bus route that would serve the estate and the village.

Many use the bus to go to the doctors in St John's, Sainsbury's for shopping and to go into Woking. The bus company says it is only a short walk to the end of the road to catch the 34/ 35, however for many that is a walk too far. One day a week – Thursdays – Albellio will be running a 39b bus through the Hermitage to Woking, not going via St John's. This will leave at 9.44am arriving in Woking at 10.22am and returning from Woking at 11.38am - leaving just an hour which is hardly sufficient time for anything, especially for the elderly and infirm. Clearly the cessation of the route is going to cause problems for those visiting the health practice/ doctors surgery. Surely we cannot let this area be stranded? St John's Care have sent me letters from their president and secretary requesting that this vital route be maintained. I therefore request that the Joint Committee seeks a reconsideration of this decision which would have a severe impact on the residents.

Answer from Chairman on behalf of the committee:

Arriva bus company announced some time ago that they wish to withdraw Monday-Saturday bus service 28 (Woking-St John's-Hermitage Estate-Knaphill-Brookwood-Pirbright-Worplesdon-Guildford) from 26 September 2016. As a primarily commercially operated service, this is their prerogative within current national bus legislation and is not a situation instigated by Surrey County Council.

The County Council immediately began seeking interest from other bus companies in terms of them taking the service over, the outcome of which is that Buses

Excetera will assume operation of the service from 26 September between Woking and Guildford on a generally hourly basis. This will be run commercially without a contract from the County Council. The route within Woking Borough will be the same as the Arriva service, including the Hermitage Estate (Copley Close and Gorsewood Road).

Buses Excetera will be linking their new 28 service with their existing 73 service (Woking-Chobham), thus the Horsell area will obtain a direct service to Guildford without changing buses in Woking.

On Sundays, Hermitage Estate has been served by a diversion of Arriva service 34. In order to improve timekeeping and reliability on Sundays for the whole of their service from Guildford to Camberley via Woking, they feel it necessary to increase slightly the overall time allowed for each trip. Therefore, they have decided that on Sundays when patronage from stops within Hermitage Estate is very modest, they will run the 34 service along the main Hermitage Road as they do on weekdays.

2. Question from Cllr Beryl Hunwicks, Woking Borough Council

Residents have raised concerns that the monitoring of speeding by the police is not a high priority and in most cases is only done in roads where there have been accidents. Woodham Road is one location with frequent incidents of speeding so please can the County Council install a 30mph speed activated sign to remind motorists of the speed limit in the road. Would officers also like to suggest any other ways of enforcing speed limits or encouraging motorists to keep to the speed limit.

Answer from Chairman on behalf of the committee:

Woodham Road is on our Speed Management Plan, which is a list of roads where concerns had been raised about vehicle speeds. However, police monitoring of vehicle speeds did not identify a speeding issue and there was no history of speed related personal injury collisions along the road. Consequently, although the road remains on the list, for the last 3 years or so, the police's limited monitoring and enforcement resources have been directed at those roads where there has been an issue. In the last 3 year period, there have been no personal injury collisions along the road.

However, we will shortly be having a meeting to review the Speed Management Plan and we will ask Surrey Police to carry out speed monitoring along Woodham Road in response to residents' concerns. It should be noted that the police's resources for speed monitoring and enforcement have been significantly reduced in the last 18 months or so and as a result, those resources will be directed towards roads where excessive speeds have been recorded and where personal injury collisions have resulted.

Many of the vehicle activated 30mph signs that have been installed in the last few years have been funded by County Members. They tend not to be funded by the Joint Committee although they may be incorporated as part of a wider road safety scheme. It is important to try and limit their use and ideally only employ them where there has been an issue with speeding and personal injury collisions, otherwise their effectiveness can be diminished. For this reason, we would not support the placing of a VAS along Woodham Road unless speed surveys now showed there to be an issue with excessive speeds.

If Surrey Police are able to monitor speeds along the road and identify that there is now an issue with excessive speeds, enforcement would be the responsibility of Surrey Police. The use of Road Safety Cameras (ie Speed Cameras) is subject to strict criteria which would not be satisfied in this instance as there needs to have been a history of speed related personal injury collisions. However, residents may wish to consider setting up a Community Speed Watch which, after receiving appropriate training from Surrey Police, would allow them to undertake speed monitoring with the details of any vehicle exceeding a particular trigger speed being passed to Surrey Police. This is not enforcement as such but the presence of a Community Speed Watch can reduce vehicle speeds and if details of the same vehicle are regularly passed to Surrey Police, action can be taken.

3. Question from Cllr Graham Chrystie, Woking Borough Council

Highways Issues in the East of Woking Borough particularly Pyrford & West Byfleet

I have received many questions and complaints about traffic congestion in West Byfleet & Pyrford and in particular there is concern that there seems to be piecemeal attention to developments which impact traffic volume and car parking. Currently there are several major developments about to happen in West Byfleet and all of these impact the same stretch of the A245.

1. Can I request that SCC Highways Department please supply copies of all traffic surveys which have been carried out either by SCC or on their behalf for the following roads:

- A245 from Sheerwater Roundabout eastwards to M25 bridge over to Byfleet and
- Coldharbour Road with particular reference to the section from Coldharbour Lane southwards (including Upshot Lane)

2. Can SCC please supply any recent spatial highways survey or surveys covering the east of the Borough extending along Old Woking Road eastwards along the A245 to the M25 Bridge and southwards down Church Hill to Papercourt Lane?

3. Have SCC prepared a Worst Case Traffic Scenario to take into account the many developments agreed or suggested (possible Green Belt Release etc) in the east of the Borough and these suggested in Guildford Borough (Wisley Airfield etc) to the south?

Answer from Chairman on behalf of the committee:

Transport Assessments submitted by developers do consider the traffic effects of the developer's own proposal. However, these assessments also account for traffic generated by granted planning permission and general background traffic growth, which in a general way includes the amount of development described in Local Development Plans.

The county council's Transport Studies Team can make any Survey's available. Survey locations are shown on SCC's interactive map, which can be viewed using the following link: <http://www.surreycc.gov.uk/roads-and-transport/roads-and-transport-policies-plans-and-consultations/roads-and-transport-policies-and-plans/transport-studies/transport-studies-surveys-and-monitoring/transport-studies-interactive-map>

The Transport Studies Team can be contacted via the following email address: trafficsurveys@surreycc.gov.uk

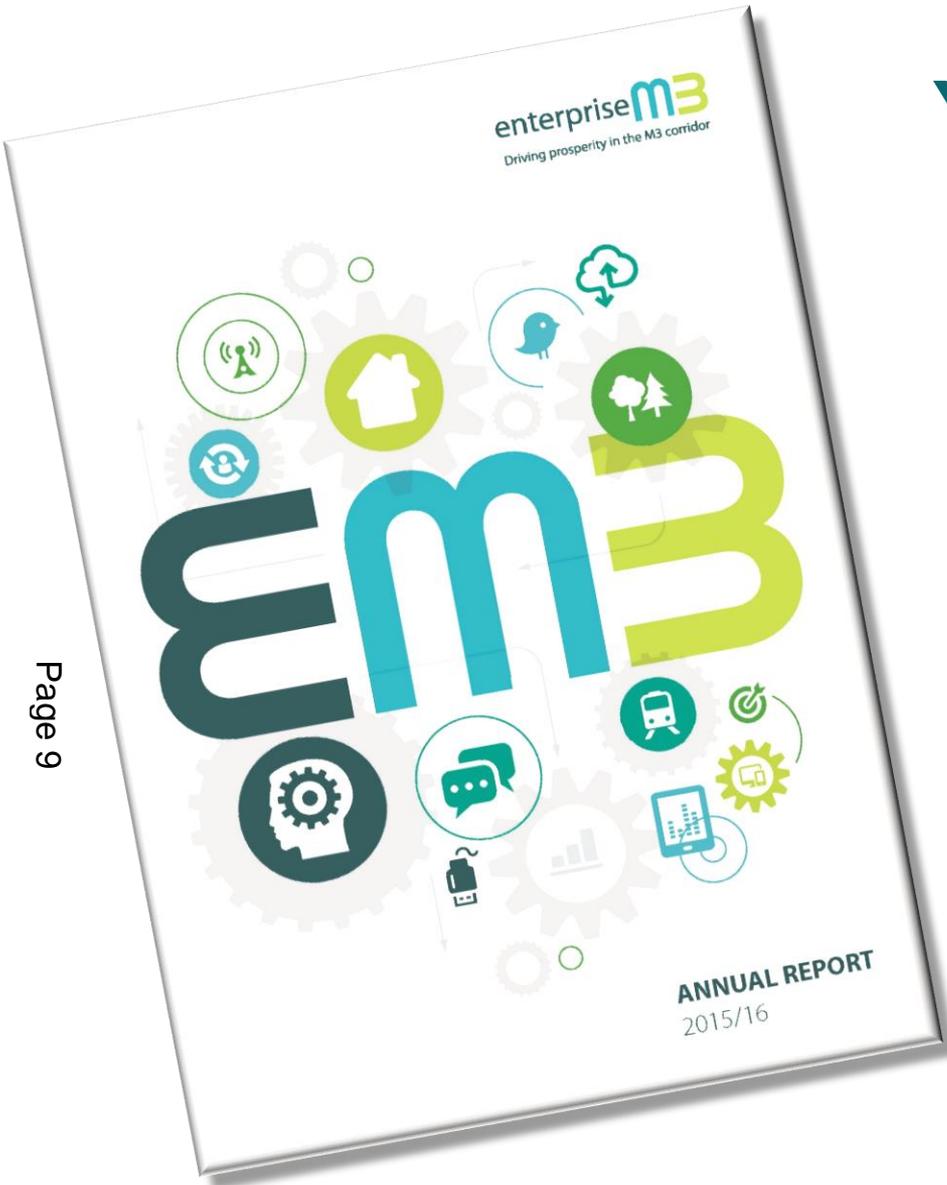
The Department for Transport also have a number of fixed traffic counter(s) within Woking borough and elsewhere, including located on the A245. These counters and the count information can be accessed via: <http://www.dft.gov.uk/trafficcounts/cp.php?la=Surrey>.

The Transport Assessments described above include traffic surveys done by or for developers, normally by privately commissioned private companies. This information is not owned by the county council, but it is often available to view online within planning application Transport Assessments, via Woking borough council's planning application public access site <http://caps.woking.gov.uk/online-applications/>

The county council has carried out strategic road transport modelling of the road network in Woking borough, to assess the impact of the development proposed in the Woking Borough Core Strategy document. More recently, further modelling work has been done to help inform the borough council about the road transport implications of proposed green belt releases for development. The strategic transport modelling does consider the traffic effects of known development proposals in adjoining boroughs / districts.

Year of Making Links, Forging Ever Stronger Partnerships, and Delivering

Kathy Slack
Executive Director



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Minute Item 38/16

Focus on Key Places

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The Enterprise M3 Way

‘Enterprise M3 at the heart of successful collaborative economic growth. Driving economic growth by showcasing success, highlighting opportunities and inspiring thinking.’

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Key Success Factor is the support we receive from all local authorities in Enterprise M3 area

THANK YOU



Leadership & Delivery

The Enterprise M3 Board



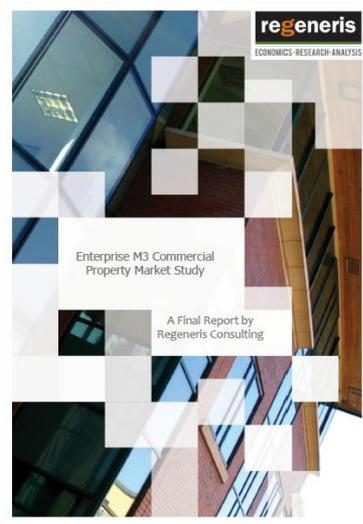
Enterprise M3 Executive Team



Enterprise M3 Executive Team

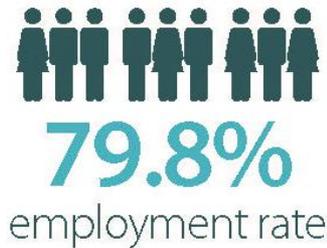


Setting out an Economic Strategy and Priorities



Ambitious and Impatient for Growth

- High performing economy



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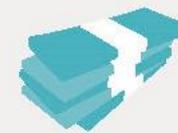
No. 1 for quality of life



5th highest
% STEM employment



3rd highest
inventor population



3rd highest
full time earnings



Ambitious and Impatient for Growth

- Large business base



86,500 businesses

One of the largest business base across all LEPs

- Investment in Success – impact UK wide
- No longer prepared to settle for outdated infrastructure
- Upfront Investment – inc. Broadband
- Build on Track Record of Success

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Funding

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TOTAL ALLOCATION RECEIVED TO DATE		
Local Growth Fund	Growing Enterprise Fund	European Structural & Investment Fund
£148m	£20m	£35.5m
TOTAL		
£203.5m		



Growth Deal: Ambitious for Growth

Seeking £164m
Matched by £467m
Levering in £1.47bn

19,845 new jobs
13,500 homes
2,000+ apprenticeships
Focus on Growth/Step Up
Towns

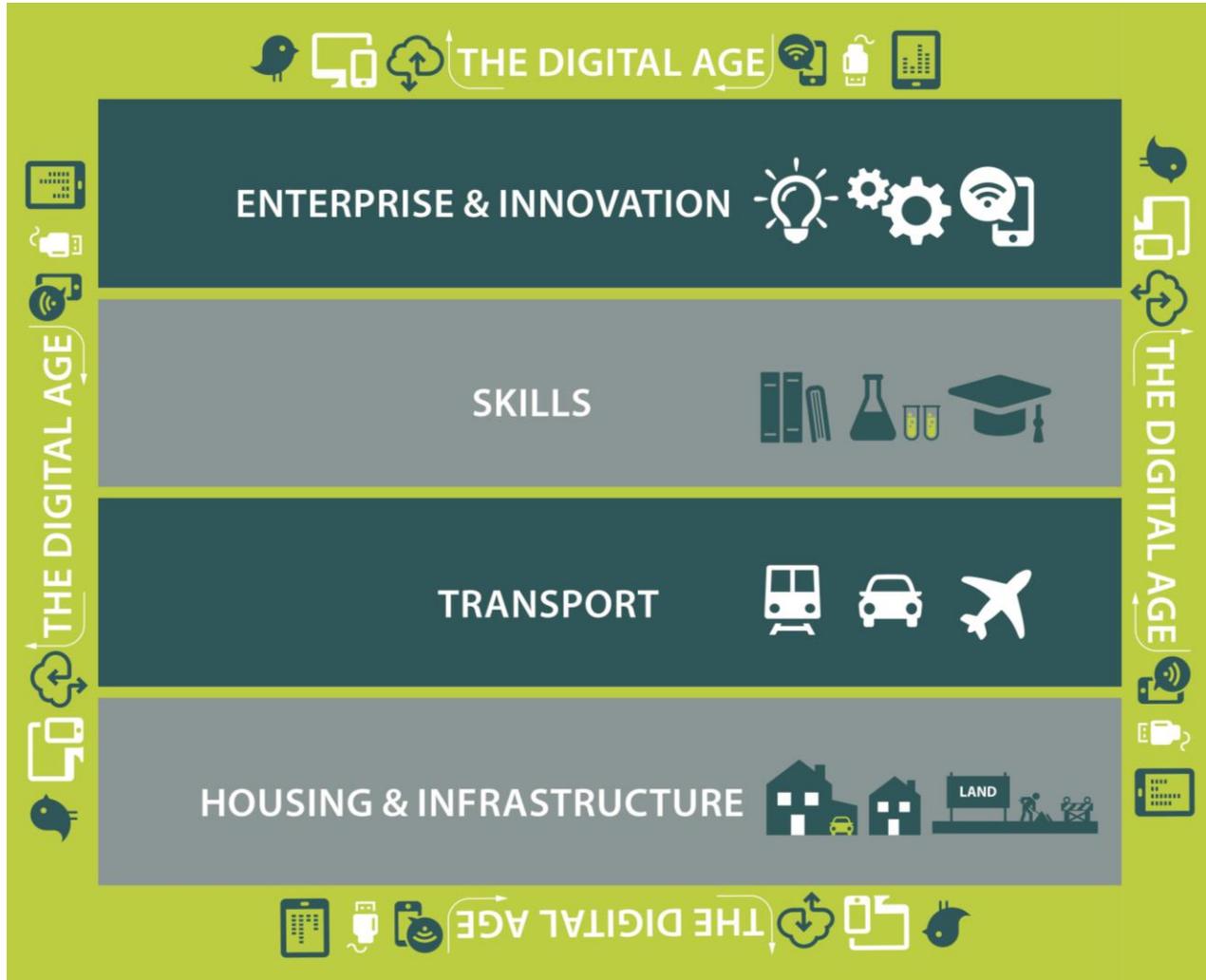
EM3

Growth Deal
Ambitious for Growth



And on Key Themes

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Performance Highlights : 2015/16



£148m
Delivery of Local Growth Fund



£13m
Launched calls for EU funds



Page 19
Successful Enterprise Zone submission



Launched Growth Hub



Business Engagement with 5G communications



4 STEM Centres



Strategic Transport Study
4 LEPs



Local Growth Fund : Supporting Woking Economy

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Reconnect the town centre offer to the catchment population

Provide a town centre that is fit for purpose

Stimulate a sense of civic pride

Support the wider economic development policy

Woking Town Centre Infrastructure Package : £11m allocated

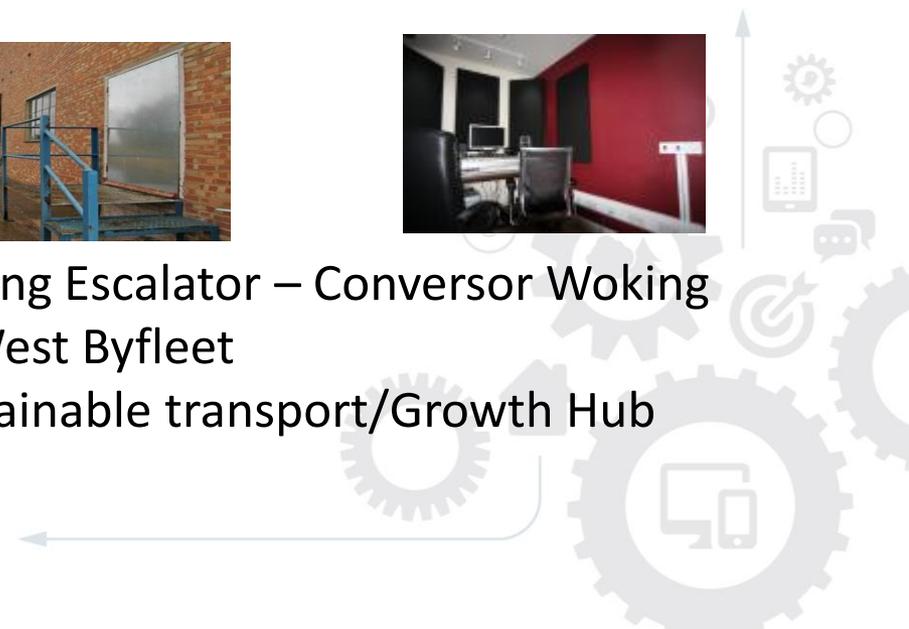
Growing Enterprise Fund : Supporting Woking Economy

- Sheerwater Access Road – £2m Loan. Improvements to accessibility/opening up developments
- Tannery Studios, Send - £1.45m Loan. Development of a centre for digital media and creative industries

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Plus Support from Enterprise M3 Funding Escalator – Conversor Woking
Digital High Street Skills Programme – West Byfleet
Enterprise M3 Wide Programmes – Sustainable transport/Growth Hub



The Enterprise M3 Growth Hub

- Structure, resources and staff
- September 2015 - May 2016: 63 action plans and 3500 calls to helpline

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I don't think I'd be where I am today without the Enterprise M3 Growth Hub...The best thing about the Growth Hub is that it doesn't take a one size fits all approach. It tailors advice and guidance to the needs of specific individuals and their business proposition.

James Dawes, Dawes Highway Safety

- Next steps: securing sustainable income for the Growth Hub



Local Growth Fund Projects : Skills



6 projects

approved/provisionally approved for funding



allocated from
the Local Growth
Fund (2015-2021)
Matched by £19m
other investment

Specific projects



Andover
Technology and
Skills Centre



Brockenhurst
College STEM
Advancement
Centre



Whitehill &
Bordon Future
Skills Centre



Brooklands College
Advantage
Centre



Hampshire
Centre for the
Demonstration
of Environmental
Technologies



University Centre
Farnborough

Project outputs



50 new STEM
Apprenticeship
Frameworks



460
apprenticeships
per annum



145
higher
apprenticeships
per annum



100
degrees
per
annum



100
jobs

Construction begins at four skills centres



World class employability

- Enterprise Advisor Network



Enterprise Advisers
Connect the world
of work with
schools & colleges



**80% employers
think work
experience is
essential**



**65% school
children today will
have jobs not yet
invented**



Local Growth Fund Projects : Transport



14 projects

approved/provisionally approved for funding



allocated from the
Local Growth Fund
(2015-2021)

Matched by £96m
other investment

Specific projects

Aldershot Town Centre Railway Station



Local Sustainable Transport



Basingstoke North East Corridor to Growth

Basingstoke North Corridor A340

Basingstoke SW Corridor to Growth (Winchester Rd & Thornycroft Roundabouts)

Basingstoke SW Corridor to Growth (Brighton Hill Roundabout)

A30/A331 The Meadows Camberley



Runnymede Roundabout

Whitehill & Bordon Relief Road Phase 2



Farnborough Growth Package (A325)



Guildford Town Centre Infrastructure Package

Woking Town Centre Infrastructure Package



Camberley Town Centre Highways Improvements



SARP/Clay Lane Link Road



With potential to unlock



22,000
jobs



20,000
houses



56,000 sqm
of commercial space



Influencing Strategic Transport in the South East

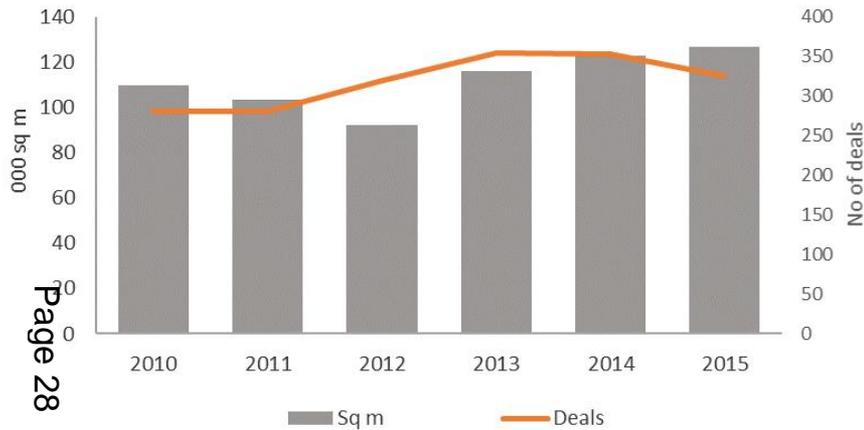
- **Joint LEP Strategic Transport Study – influencing Govt. on future needs**
- **Championing business needs – congestion / Airport Expansion/strategic transport needs**

There are a large number of exciting schemes in the pipeline for the future to be delivered by the LEP and our partners; these include:

- Woking Rail Junction Improvements and Flyover
- Woking Station Enhancements
- Basingstoke flyover
- Capacity enhancement on South West Main Line
- Increased airport capacity in the South East – Heathrow or Gatwick?
- North Down Railway Line Electrification
- Improvements to M25 10 to 16
- SW quadrant of M25 Study – what will this deliver?
- M3 Junction 9/A34 Capacity Improvements
- A3 Guildford Upgrade - tunnel/accessibility to town centre



Commercial Property Study: Office Market

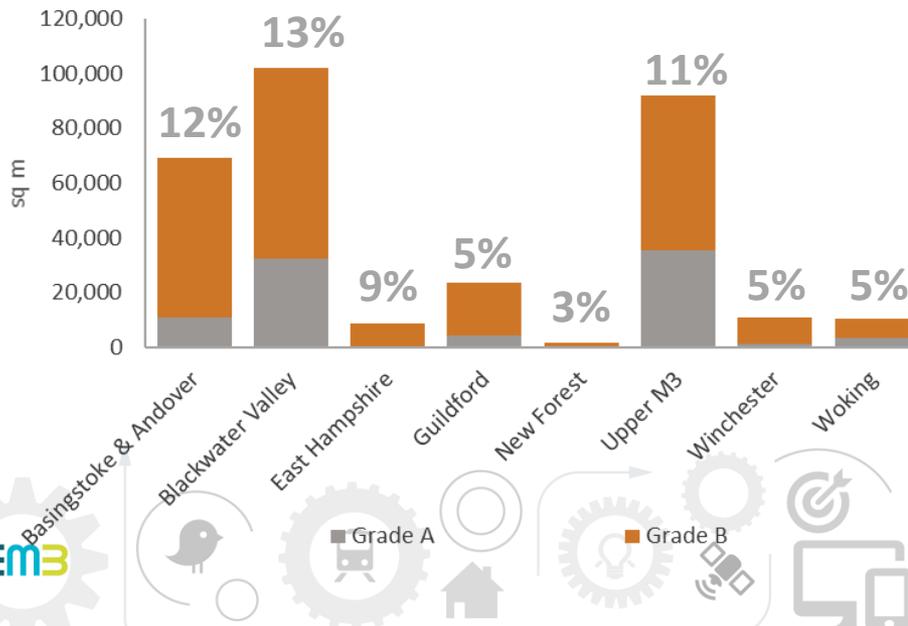


Strong demand for office space since 2013 study

Evidence of some change in market demand

But very different challenges being experienced in different market areas:

- Basingstoke, Andover & Blackwater Valley – oversupply of poor quality space not meeting occupier requirements
- Guildford & Winchester – undersupply of office space and sites in town centre locations
- Upper M3 & Woking – high rents and buoyant market increasing new supply of office space

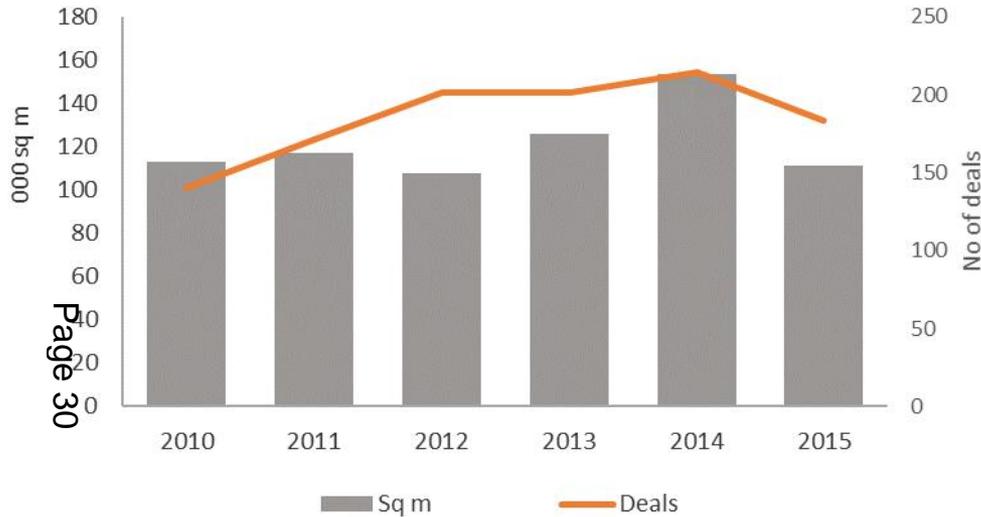


Commercial Property Study: Office Market

Type	Examples	Challenges	Case for Intervention
Current high demand	<ul style="list-style-type: none">•Upper M3•Guildford•Woking•Winchester	Market working efficiently but shortage of sites in some locations	<ul style="list-style-type: none">•To unlock sites•Co-ordination failures
Challenged Office Markets	<ul style="list-style-type: none">•Blackwater Valley•Basingstoke & Andover	Established office markets but oversupply of low quality space	<ul style="list-style-type: none">•To stimulate and de-risk private investment•Promotion and incentives•Lock-in failures
Lower current demand	<ul style="list-style-type: none">•East Hants•New Forest	Market working efficiently but very low demand for office space	<ul style="list-style-type: none">•No market failure case for intervention•Need for marketing•Social equity case for some investment

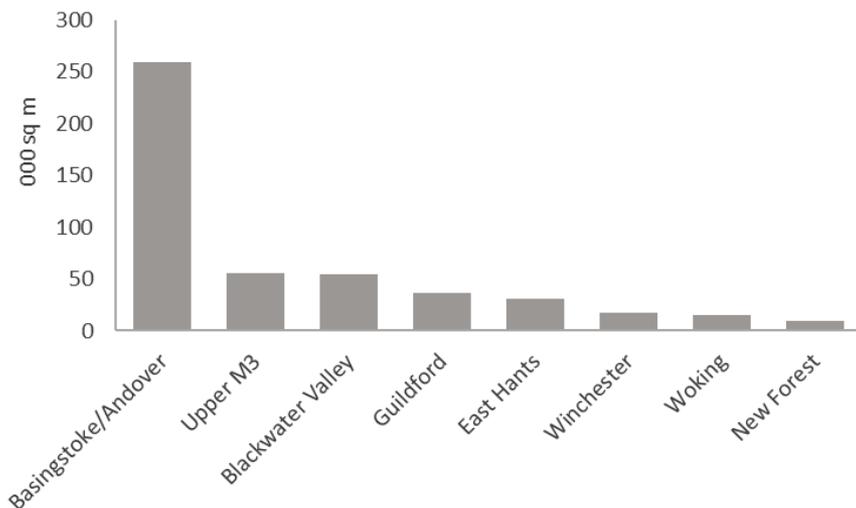


Commercial Property Study: Industrial Market



Strong demand since 2013, but constrained by a lack of supply

Agents report significant undersupply of industrial space in most market areas



Shortage of large warehouses and small industrial units

A regional issue

Little appetite among most councils to identify new sites for distribution