

GODALMING TOWN COUNCIL

Tel: 01483 523575
E-Mail: office@godalming-tc.gov.uk
Website: www.godalming-tc.gov.uk

Municipal Buildings
Bridge Street
Godalming
Surrey GU7 1HT

23 October 2020

I HEREBY SUMMON YOU to attend the **ENVIRONMENT & PLANNING COMMITTEE** Meeting to be held in the Council Chamber, Municipal Buildings, Bridge Street, Godalming on THURSDAY, 29 OCTOBER 2020 at 7.00pm.

Andy Jeffery
Town Clerk

The meeting of the Environment & Planning Committee of the Godalming Town Council will be held under the provisions of the Coronavirus Act 2020 and The Local Authorities and Police & Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations 2020

Join Zoom Meeting

<https://us02web.zoom.us/j/87800821505?pwd=eS9xbUJ5RHU3dExvNjlnND25HaTVUUT09>

Meeting ID: 878 0082 1505

Passcode: 558703

Committee Members:	Councillor PS Rivers – Chair Councillor Crooks – Vice Chair
Councillor Adam	Councillor Ashworth
Councillor Boyle	Councillor Cosser
Councillor Duce	Councillor Follows
Councillor Heagin	Councillor Hullah
Councillor Martin	Councillor Neill
Councillor Purvis	Councillor Rosoman
Councillor Steel	Councillor Stubbs
Councillor Wardell	Councillor Williams

AGENDA

1. MINUTES

To approve as a correct record the minutes of the meeting of the Committee held on the 8 October 2020, a copy of which has been circulated previously.

2. APOLOGIES FOR ABSENCE

3. DISCLOSABLE PECUNIARY INTERESTS AND NON-PECUNIARY INTERESTS

To receive from Members any declarations of interests in relation to any items included on the Agenda for this meeting required to be disclosed by the Localism Act 2011 and the Godalming Members' Code of Conduct.

The Comments and observations from the following Waverley Borough Councillors are preliminary ones prior to consideration at Borough Council level and are based on the evidence and representations to the Town Council.

Councillor Follows
Councillor Heagin
Councillor Martin
Councillor PS Rivers
Councillor Rosoman
Councillor Williams

In accordance with Minute 401-19, Cllr Cosser has declared that, in order to avoid a personal conflict of interest, he will not take part in debates or votes on planning matters at meetings of this committee.

4. PETITIONS/STATEMENTS/QUESTIONS FROM MEMBERS OF THE PUBLIC

The Chair to invite members of the public to make representations, ask or answer questions and give evidence in respect of the business on the agenda or other matters not on the agenda. This forum to be conducted in accordance with Standing Order 5:

- the period of time designated for public participation at a meeting for a maximum of three minutes per person or 15 minutes overall, unless otherwise directed by the chairman of the meeting;
- a question shall not require a response at the meeting nor start a debate on the question. The chairman of the meeting may direct that a written or oral response be given. If a matter raised is one for principle councils or other authorities, the person making representations will be informed of the appropriate contact details.

5. QUESTIONS BY MEMBERS

To consider any questions from Councillors in accordance with Standing Order 6.

6. LETTER OF THANKS – ITEM FOR NOTE

Members to note that the Godalming Cycle Campaign have written to thank the Town Council for supporting the Design & Feasibility Study for the Phillips Memorial section of the Greenway. In thanking the Council the Cycle Campaign agreed that the issues raised by the Council should form part of the Design & Feasibility Study, namely:

- i. The feasibility study be required to consider the relative benefits of a route along The Bury's path as well as a route through the Phillips Memorial Park.
- ii. The study is to consider what route could link the Greenway from the Phillips Memorial Park to the High Street.

Additionally the Town Clerk attended a meeting with WBC Officers regarding this matter and requested a copy of the report be provided to Godalming Town Council when the study is complete.

7. CARBON REDUCTION AND BIODIVERSITY FUND – GRANT APPLICATIONS – ITEM FOR DECISION

Information:	£
2020/2021 Carbon Reduction & Biodiversity (CRBD) Fund	10,000.00

Allocations this year to date	3000.00
Balance available for allocation	7,000.00
CRBD Grant Fund applications this meeting	4,200.00
<hr/> Balance unallocated if applications agreed	<hr/> 2,800.00

Members to consider the following application for grant aid – the summary of the application is given below:

Applications for CRBF Fund Support

Roots for the Future and Loseley Fields Primary School

£4,200 is applied for to support a Native Hedgerow and Orchard Planting Project on Loseley Fields. A joint application form from Roots for the Future CIC and Loseley Fields Primary School, along with a Roots for the Future Information Flyer and Accounts are attached for the information of Members.

8. 30MPH SPEED LIMIT – THE AVENUE, BINSCOMBE – CONSULTATION

Members are requested to consider whether they wish to submit any comment or representation to the Highways Authority in relation to the consultation detailed below.

In November 2019, SCC proposed that The Avenue in Binscombe be restricted to an Access Only road. Whilst the majority of The Avenue lies within Compton Parish, a small section (65m) lies in Godalming North. Therefore, consultation was undertaken with the Division Member and GTC. During a subsequent site meeting, it was suggested that an alternative to Access Only, which is difficult to enforce with limited police resources, would be to reduce the speed limit on the road from the existing national speed limit to 30mph. SCC have now issued A Notice and Statement of Reason (attached for the information of Members) to reduce the speed limit on The Avenue from 60mph to 30mph. The reduction in the speed limit to 30mph is supported by SCC Speed Limit Policy. GTC has been notified of the consultation period for this proposal which is open until 6 November.

9. LICENSING APPLICATION – CONSULTATION

An application for a new premises licence at Select Convenience, 46-48 Binscombe Crescent, Farncombe, Godalming, GU7 3RB. The application is for Off Sales of alcohol and Opening hours 07:00-23:00 Monday to Sunday. Comment or representations on this application, should be made by **17 November 2020**.

The full application can be viewed at:

http://licensing.waverley.gov.uk/MVM/Online/EGov/Licence_Registers/StdDetails.aspx?PT=&TYPE=LicenceRegistersFullDetailsPK&PARAM0=%27WK/202005077%27&PARAM1=0&XSLT=/mvm/SiteFiles/Skins/Waverley//xslt/Licensing/LicenceRegistersDetails.xsl&FT=Licence%20Details&LAYOUT=UE&DAURI=EGov

10. PLANNING APPLICATIONS - CONSULTATION

To consider a schedule of planning application attached at Appendix A.

11. COMMUNICATIONS ARISING FROM THIS MEETING

Members to identify which matters (if any), discussed at this meeting, are to be publicised.

12. DATE OF NEXT MEETING

The next meeting of the Environment & Planning Committee is scheduled to take place in via Zoom on Thursday, 19 November 2020 at 7.00pm.

13. ANNOUNCEMENTS

Brought forward by permission of the Chair. Requests to be submitted prior to commencement of the meeting.



CARBON REDUCTION & BIODIVERSITY FUND: GRANT APPLICATION FORM

<p>1) Organisation Applying Name Address</p>	<p>This is a joint application between Roots for the Future and Loseley Fields School.</p> <p>Roots for the Future 8 Mead Cottages Catteshall Rd Godalming GU7 3DP</p> <p>Loseley Fields School Green Lane Godalming GU7 3TB</p>
<p>2) Contact Person for this Application Name Position Organisation Telephone No. Email Address</p>	<p>Francesca Fryer Rigden Director Roots for the Future 07531 676 512 Francesca@RootsfortheFuture.co.uk</p>
<p>3) Payee Details Give the name of the account to which any grant cheque should be made payable (payments will not be made to individuals).</p>	<p>ROOTS FOR THE FUTURE CIC 26971187 23-05-80</p>
<p>4) Please describe the main activities of your organisation. Further information/organisation literature may be attached.</p>	<p>Roots for the Future brings people together to make a positive difference to their environment through tree planting. Tree planting is a simple yet effective way to tackle environmental problems such as poor air quality and flooding, both of which affect us here in South West Surrey. Trees are also effective carbon sequesters. Our events engage all ages in tree planting, outdoor exploration and games, highlighting how trees are crucial to maintaining a sustainable environment. We envisage that our focus on children and young people will help to inspire the next generation to address climate change with environmental solutions. We aim to reach communities that may not ordinarily get involved in outdoor or environmental activities such as tree planting.</p> <p>Loseley Fields Primary School is on the edge of Godalming and serves its local community in an area of higher than average deprivation. Set within extensive grounds, children develop confidence and self-esteem through hands on experiences in the natural environment. As SEND and deprivation is higher at</p>

	Loseley than the average school in Surrey, the grounds and facilities allow the school to create cultural capital experiences for its children who would not normally have access to such environments. Loseley Fields children are most engaged in their learning when it immerses them in meaningful, creative experiences which work towards an end goal and the School's outdoor education curriculum recognises the impact of working in the natural environment on the children's wellbeing and emotional development. The school staff believes the school should serve its community, encouraging families to get involved in all aspects of school life and the Citizenship Pathway developed in recent years supports the notion of giving or helping others for no reward, something that is evident across the whole school.		
5) How much are you applying for?	£4,200		
6) Name of Project/Activity	Native hedgerow and orchard planting project on Loseley Fields		
7) Give details of any previous applications by your organisation for grants from Godalming Town Council in the past 5 years.	<i>Roots for the Future</i>		
	Year	Amount Applied For	Amount Granted
	2016	£1015	£1015
	2020	£640	£640
	<i>Loseley Fields</i>		
	Year	Amount Applied For	Amount Granted
	2019	£8,000	£4,000
8) Is your organisation either new or not known to the Council?	No		
9) Brief Description of Project/Activity (up to 200 words)	<p>Roots for the Future will lead 14 tree planting workshops with each class in the school to plant 610 saplings and 13 semi-established trees for a hedgerow that will cover 122 m in total, and an orchard of 9 fruit trees.</p> <p>Orchard planting will be a workshop the with the SEND pupils and supported by the eco-therapist. Planting three clusters of three bare-root fruit trees to create a small orchard close to the eco-therapy outdoor learning space. The trees will be planted near the picnic tables to provide biodiversity, beautiful blossom, fruit and shade in years to come. Species to be confirmed but they will be chosen with companion planting in mind to help improve yield, increase pollination, and improve soil nutrition. Bare-root trees require large holes to be dug - the right sort of activity for children who need to burn off extra energy.</p> <p>Hedgerow planting is ideal for engaging large groups of people as many saplings are planted close together. Two initial spaces need hedging both for the benefit of nature and to soften newly installed fences in the wildlife outdoor education area. Pond area 84m fence Double row saplings Zigzag spacing 5 saplings/metre = <u>420 mixed species planted</u> Boundary 19m fence Double row saplings</p>		

	<p>Zigzag spacing 5 saplings/metre = <u>190 mixed species planted</u></p>
<p>10) How does the project aim to achieve a reduction in CO2? If applicable, explain how this meets one or more of the Council's funding priorities (see Guidance Notes for Applicants). Explain how the effectiveness of this will be measured.</p> <p>1 Is innovative in its approach to the reduction of CO2 2 Develops a stronger and more sustainable community 3 Encourages community engagement around sustainability and reduction of CO2 4 Improve the overall biodiversity of habitats including woodlands, ponds, rivers, meadows, green spaces and the wider countryside in the Godalming parish. 5 Demonstrate additionality, specifically a net gain in biodiversity will be been achieved using the grant funding that would not otherwise have been achieved. 6 Secure a site as a biodiversity asset in perpetuity</p>	<p>Roots for the Future's projects meet the council's funding priorities through the sequestration of the community's CO2 emissions and enhancing biodiversity through tree and hedgerow planting. Our work is motivated by an increase in climate shocks in the UK and in particular the floods in Godalming in 2013. Our tree planting aims to tackle local climate challenges, such as poor air quality and flooding, and contribute to national efforts to address global warming. Our engagement of the community is inclusive and cohesive.</p> <p>The workshops will highlight how trees and plants are the fundamental basis of all life, as well as crucial to maintaining a sustainable environment.</p> <p>Learning outcomes:</p> <ul style="list-style-type: none"> • What we can do to tackle climate change as both individuals and as institutions • What is CO2 and what are its effects. What we can do about CO2 • What sustainability is and how to achieve it • What biodiversity is and how to achieve it • How green spaces and the outdoors are crucial to our wellbeing <p>What the children have learnt will have ripple effects for years to come and their knowledge has the potential to be passed onto those of their friends and family not involved in the workshops.</p> <p>As a climate change mitigation project, tree planting has numerous environmental benefits:</p> <ul style="list-style-type: none"> • sequestration of carbon dioxide • reduction of the risks of flooding • reduction of urban heat • filtering air pollution and noise • increase biodiversity • create habitat for wildlife <p>Climate scientists have stated that planting trees is one of the cheapest and most effective ways of sequestering CO2. As trees grow, they absorb and store CO2 emissions and therefore woodland plays an important role as a natural carbon sink.</p> <p>Hedges are essentially long rows of trees so, once established, they provide the climate with the same benefits. With our winters getting milder and wetter, the fact that trees absorb 70 times more water under their roots than under grass means that the hedge will capture much of the run off from the school's impervious outdoor areas such as the playground, car park and pathways.</p> <p>We believe that in the process of improving green spaces together, communities are strengthened. Participating in our workshops increases awareness of not only climate change, but our role as individuals and as a community in its mitigation. We encourage a sense of community ownership of the woodlands we plant with people which helps ensure people's ongoing engagement with the project.</p> <p>This is part of a longer term project that aims to provide outdoor education facilities for the pupils, community and local charities on Loseley Fields grounds. Surrey Wildlife Trust have been supporting Loseley Fields School with plans to provide a</p>

	<p>wildlife outdoor training and education area which includes a pond area, outdoor classroom and specific wildlife areas such as the trees, hedgerows, bushes, shrubs, and a wildflower meadow which all pupils and the wider community can access and enjoy. The building work will be completed in November 2020 and the planting work is planned to take place in early spring 2021.</p> <p>In November 2018, Seasons Ecology was instructed by Synergy Construction and Property Consultants, on behalf of Loseley Fields Primary School, to undertake a Biodiversity Survey of buildings/ structures and land within the grounds of Loseley Fields Primary School. The collaborations with Roots for the Future will ensure that a significant net gain in biodiversity will be achieved and this gain will not be possible without external funding.</p> <p>Hedgerows create habitat connectivity acting as corridors for wildlife to move, reducing the effects of habitat fragmentation and isolation. In terms of biodiversity, the linking of habitat patches allows movement of species, which may otherwise become isolated and start to decline. Hedgerows support an incredible diversity of plants and animals, and are so good for wildlife that 130 important UK species are associated with them. With nectar-rich blossom in the spring and red berries in autumn, they are an important food source for birds, insects and small mammals.</p> <p>Butterflies, such as the rare black and brown hairstreaks, purple emperor and pearl-bordered fritillary use them for nectar or to lay their eggs. Mammals like the European-protected hazel dormouse, bank vole, harvest mouse and hedgehog nest and feed in hedgerows. Woodland and farmland birds such as blue tit, great tit, yellowhammer and whitethroat can be found amongst hedges.</p> <p>This site will be secured as a biodiversity asset in perpetuity. As long as the school is there, so will this wildlife and outdoor learning area.</p>
<p>11) Are you able to provide a quantitative estimate of CO2 reduction as a result of your project?</p>	<p>The Government's Woodland Carbon Code assumes that one hectare of healthy UK woodland stores or sequesters approximately 360 tonnes of CO2. It is difficult to estimate the CO2 savings from individual trees. Carbonfootprint.com estimates that the average person's CO2 emissions are 6.5 tonnes per year and to offset that would cost £90 in tree planting. On their website £90 gets you seven trees. Therefore by their calculations, if the tree reaches maturity, the average broadleaf tree will absorb around a tonne of CO2 per year. Another tree planting enterprise estimates that from the point of planting, one tree = up to 48 pounds of carbon dioxide sequestered per year.</p> <p>Our project will plant 632 trees and these trees have the <i>potential</i> to sequester just under 14 tonnes of CO2 per year until maturity.</p> <p>It is difficult to provide a truly quantitative estimate of CO2 sequestration of our project, especially as the trees are saplings and we can't predict how many will reach maturity. However, it is easy to underestimate the importance of tree planting. 15 billion trees are cut down globally each year and only 5 billion are replanted. At that rate there will be no trees left on earth in 300 years' time. Whilst woodland cover in Surrey is twice the national average, it is still half the European average.</p> <p>Roots for the Future's project ensures that communities are planting trees which</p>

	future generations will benefit from. Our engagement of children in the workshops ensures that they, as the future generation, are equipped with the practical and theoretical knowledge of how we can mitigate the devastating effects of our rapidly changing climate.		
12) What benefits will this project give to Godalming in addition to CO2 reduction?	<ul style="list-style-type: none"> • Increase mental and physical wellbeing of those living, working and learning close to the planting site • Increased well-being of those taking part • Opportunity for the school children and their parents* to spend an afternoon outside, doing something positive for their community and school • Opportunity for an extended outdoor activity close to home/school, after lockdown • Outcomes of education and skills in planting for the adult participants • Climate change awareness raising for children and their families • Educational outcomes for the children, increasing their knowledge about climate change and how to tackle it • Increased appreciation and respect for green spaces and nature within them • Diversification of skills and knowledge of the teachers taking part • Steps towards increased beautification of the space • Helping local government reach sustainability targets • Opportunity for Loseley Fields school to deepen their connection with the community • Increased social cohesion within the community for those *taking part <p>*COVID dependent</p>		
13) How do you intend to spend the grant if successful? (e.g. equipment, materials, staff expenses, training, room hire etc.)	Purpose	Total spend	Spend from this grant
	Trees and saplings for hedge	820	820
	Stakes and guards for saplings	610	610
	Trees for orchard	325	325
	Stakes and guards for larger trees	100	100
	Weed suppressant, bark and compost	545	545
	VAT for units and materials	450	450
	Roots for the Future workshop leader for 14 sessions	1050	1050
	Roots for the Future admin and management	200	200
Delivery of units and materials	100	100	
14) Give details of other applications for funding for this project. If you have not yet received a decision on other applications for funding, please give the date when the decision is expected	Source	Amount applied for	Amount awarded or expected date of decision
	N/A		
15) In what ways does your project involve volunteers?	The school hopes to use its parent body to help with making plans a reality. We would like to *engage the families of a suitable school group or class to take part in		

<p>a) How many volunteers are involved? b) What will they do? c) What is the total number of hours of volunteer time that will be used?</p> <p>You can include fund-raising for the project as well as the project itself. If you are estimating figures this should be made clear</p>	<p>the tree and hedgerow planting event. The school often invites parents, carers, guardians and families to take part in projects that involve the school and its grounds. We would invite families, the PTA, and interested Ward Councillors to attend the events and to help with the tree planting. In addition the school has identified Binscombe Medical Centre patients who would benefit from volunteering opportunities at the school including gardening and outdoor maintenance, to improve their wellbeing. The focus is on the children planting the trees but adult help and supervision ensures a smoother event and that the trees are planted correctly. The school is keen to get involved in projects that deepen their connection with the immediate community around it, and this workshop is an ideal opportunity to assist that. The school is currently writing a community engagement plan and this project* will be a part of the new strategy.</p> <p>*COVID dependent</p>
<p>16) Have you received (or do you expect to receive) any donations in kind to support your project? If yes, give brief details and approximate value if possible (e.g. raffle prizes: £100; furniture: £200)</p>	<p>£100 from surrey garden trust in response to an application for funds to grow honeyberries</p> <p>The St Faiths Trust is funding our Ecotherapy provision for a period of three years @ £7,500 per year.</p>
<p>17) Who will benefit from the project?</p>	<p>While we focus on children and young people through the educational and forest school elements of our workshops our projects are inter-generational. Our vision is that we will inspire the next generation to live more harmoniously with nature. However we welcome all ages to attend and believe that in the process of improving green spaces together, communities are strengthened. The people who directly benefit are those who attend, but many more will benefit indirectly because of the multiple benefits the trees will bring the local and wider community. Our workshops reach people that might not ordinarily get involved in environmental activities. By partnering with local community groups, local authorities and housing associations, collaboratively we identify locations where tree planting will have both social and environmentally positive impacts.</p>
<p>18) How will you evaluate whether the project has been a success? You will be required to submit a report at the end of the project.</p>	<p>We carry out evaluations at the end of our workshops asking questions about what the children enjoyed how they felt at the end of the workshop vs at the beginning, and how they intend to continue engagement with the project. While it will be up to the school to maintain the project and ensure that the saplings grow and thrive towards maturity, we will keep lines of communication open beyond the completion of all of the planting sessions.</p> <p>There will be evidence of learning from workshops visible in and around school, in book reviews and displays. One measure of success will be how the children talk confidently about what they know about climate change and biodiversity and what they can do to help which will be monitored by the teachers.</p>
<p>20) Will you be working with any other organisations to deliver this project? If so, please explain briefly how this will work. In particular include any evidence that working in partnership on this project will contribute</p>	<p>This is a joint application between Roots for the Future and Loseley Fields School with advice and consultation from Sue Edwards from Surrey Wildlife Trust.</p>

<p>more widely to strengthening community networks.</p>	
<p>21) How is your organisation constituted? You must attach a copy of your constitution or memorandum and articles of association (if a company) or rules or other evidence of how members join and how decisions are made.</p>	<p>We are a Community Interest Company Limited by Guarantee, company number 10238714. Relevant documents attached to email.</p>

Questions 22-26 printed and filled in manually and scanned back in along with the signature page (signed separately by Roots for the Future and Loseley Fields School).

WORKSHOPS

Our workshops involve communities in their local areas in tree planting with outdoor exploration and games for children.

Our workshop leaders are forest school trained and highlight how trees and plants are the fundamental basis of all life and crucial to maintaining a sustainable environment.

We can design workshops to suit a number of different groups from schools to businesses and we're looking for corporate partners in the South East who are interested in sustainability, responsibility and carbon offsetting.



WAYS YOU CAN HELP

As well as planting with us, there are other ways you can get involved.

We are looking for:

- ▶ Land to plant on
- ▶ Partners to collaborate with, such as NGOs, local businesses, schools, housing associations and councils
- ▶ Volunteers to help at events and volunteers with professional skills they want to share with Roots for the Future.

Perhaps you or someone you know can help?

SUPPORTED BY



Roots for the Future

rootsforthefuture.co.uk
francesca@rootsforthefuture.co.uk



Roots for the Future

ENVIRONMENTALISM

COMMUNITY

ENGAGEMENT

PARTICIPATION

INTEGRATION

rootsforthefuture.co.uk



JOIN US

Roots for the Future brings people together to plant trees in their communities to tackle local environmental problems such as poor air quality and flooding.

We invite all ages to participate, and envisage that our involvement of children and young people will help to inspire the next generation to address climate change with environmental solutions.

We are a social enterprise, based in Godalming in Surrey, planting trees in communities in the South East of England.

MISSION

Our mission is to engage communities in tree planting to cultivate a lasting legacy of environmental sustainability. We envisage a future where communities are inspired to implement natural solutions to climate change. We believe that small local actions taken in every community are the root to combating the global issue of climate change.



WHY PLANT TREES?

The best time to plant a tree was 20 years ago. The second best time is now!

Trees are amazing. As we all learn in school, they give us the oxygen we breathe and it's well known that they absorb and store the carbon emitted from vehicles and industrial activity. They also mitigate other climate change related issues such as flooding because water sinks into soil under trees at 70 times the rate it sinks under grass. With so much on the news lately about our poor air quality, it is important to note that trees absorb pollution and filter particulates out of the air by trapping them on their leaves and bark.

We aim to cultivate a lasting legacy of environmental sustainability by engaging communities in tree planting. We believe that participation in our workshops contribute to social integration at a local level.



Roots for the Future's workshops act as a call to action to enable people to do something positive together for the community as well as for the good of humanity. Green spaces make us feel better and more resilient to stress. Studies show that when people are recovering in hospital, if they can see a tree outside their window, they get better more quickly than those who can't. And it is reported that trees cut crime and anti-social behaviour.

Protecting and enhancing local green space is critical for the health of people as well as the environment. According to Natural England, the government's conservation advisor, green spaces close to home or school positively impact children's body mass index, resilience to stress, and ability to learn. It has been shown that older people live longer in areas with more green space. People who visit the outdoors every day, take part in gardening, or are members of voluntary environmental organisations have higher feelings of happiness and well-being.



**ROOTS FOR THE FUTURE CIC
COMPANY INFORMATION
FOR THE YEAR ENDED 30 JUNE 2019**

Directors	Francesca Fryer Daniel Rigden Sam James Allen Tabitha Elinor Northrup
Company Number	10238714 (England and Wales)
Registered Office	8 Mead Cottages Catteshall Road Godalming Surrey GU7 3DP
Accountants	DDA Accountancy Limited Debbie Tuesley Bsc (Hon) FCA 54 Valebridge Road Burgess Hill West Sussex RH15 0QY

**ROOTS FOR THE FUTURE CIC
DIRECTORS' REPORT
FOR THE YEAR ENDED 30 JUNE 2019**

The directors present their report and accounts for the year ended 30 June 2019.

Directors

The following directors held office during the whole of the period:

Francesca Fryer
Daniel Rigden
Sam James Allen
Tabitha Elinor Northrup

Statement of directors' responsibilities

The directors are responsible for preparing the report and accounts in accordance with applicable law and regulations.

Company law requires the directors to prepare accounts for each financial year. Under that law, the directors have elected to prepare the accounts in accordance with United Kingdom Generally Accepted Accounting Practice (United Kingdom Accounting Standards and applicable law). Under company law the directors must not approve the accounts unless they are satisfied that they give a true and fair view of the state of affairs of the company and of the profit or loss of the company for that period. In preparing these accounts, the directors are required to:

- select suitable accounting policies and then apply them consistently;
- make judgements and estimates that are reasonable and prudent;
- prepare the accounts on the going concern basis unless it is inappropriate to presume that the company will continue in business.

The directors are responsible for keeping adequate accounting records that are sufficient to show and explain the company's transactions and disclose with reasonable accuracy at any time the financial position of the company and enable them to ensure that the accounts comply with the Companies Act 2006. They are also responsible for safeguarding the assets of the company and hence for taking reasonable steps for the prevention and detection of fraud and other irregularities.

Small company provisions

This report has been prepared in accordance with the special provisions relating to small companies within Part 15 of the Companies Act 2006.

Signed on behalf of the board of directors

.....
Francesca Fryer
Director

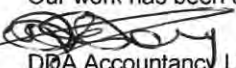
Approved by the board on: 9 March 2020

**CHARTERED ACCOUNTANTS' REPORT TO THE BOARD OF DIRECTORS ON THE
PREPARATION OF THE UNAUDITED STATUTORY ACCOUNTS OF ROOTS FOR THE
FUTURE CIC FOR THE YEAR ENDED 30 JUNE 2019**

In order to assist you to fulfil your duties under the Companies Act 2006, we have prepared for your approval the accounts of Roots for the Future CIC for the year ended 30 June 2019 as set out on pages 4 - 5 from the company's accounting records and from information and explanations you have given us.

As a practising member firm of the Institute of Chartered Accountants in England and Wales (ICAEW), we are subject to its ethical and other professional requirements which are detailed at icaew.com/membershandbook.

Our work has been undertaken in accordance with AAF 7/16 as detailed at icaew.com/compilation.


DIA Accountancy Limited
Chartered Accountants

Debbie Tuesley Bsc (Hon) FCA
54 Valebridge Road
Burgess Hill
West Sussex
RH15 0QY

24 February 2020

**ROOTS FOR THE FUTURE CIC
INCOME STATEMENT
FOR THE YEAR ENDED 30 JUNE 2019**

	2019	2018
	£	£
Turnover	8,050	3,395
Other income	1,509	5,299
Cost of raw materials and consumables	(1,086)	(723)
Staff cost	(1,206)	(1,409)
Depreciation and other amounts written off assets	(300)	-
Other charges	(6,285)	(6,751)
Tax	(168)	-
Profit/(loss)	<u>514</u>	<u>(189)</u>

ROOTS FOR THE FUTURE CIC
STATEMENT OF FINANCIAL POSITION
AS AT 30 JUNE 2019

	2019	2018
	£	£
Fixed assets	900	-
Current assets	2,492	2,704
Prepayments and accrued income	345	-
Creditors: amounts falling due within one year	(168)	-
	2,669	2,704
Net current assets	2,669	2,704
Total assets less current liabilities	3,569	2,704
Accruals and deferred income	(2,326)	(1,975)
	1,243	729
Net assets	1,243	729
	1,243	729
Capital and reserves	1,243	729

NOTES TO THE ACCOUNTS

1 Average number of employees

During the year the average number of employees was 0 (2018: 0).

For the year ending 30 June 2019 the company was entitled to exemption from audit under section 477 of the Companies Act 2006 relating to small companies. The members have not required the company to obtain an audit in accordance with section 476 of the Companies Act 2006.

The directors acknowledge their responsibilities for complying with the requirements of the Act with respect to accounting records and the preparation of accounts.

These accounts have been prepared in accordance with the micro-entity provisions of the Companies Act 2006 and FRS 105, The Financial Reporting Standard applicable to the Micro-entities Regime.

Approved by the board on 9 March 2020

Francesca Fryer
 Director

Company Registration No. 10238714

**ROOTS FOR THE FUTURE CIC
DETAILED INCOME STATEMENT
FOR THE YEAR ENDED 30 JUNE 2019**

This schedule does not form part of the statutory accounts.

	2019	2018
	£	£
Turnover		
Sales	8,050	3,395
Other income		
Other operating income	1,509	5,299
Cost of raw materials and consumables		
Purchases	1,086	723
Staff costs		
Staff training and welfare	-	302
Travel and subsistence	30	366
Motor expenses	1,176	741
	1,206	1,409
Depreciation and other amounts written off assets		
Depreciation	300	-
Other		
Internet	70	86
Postage	11	24
Stationery and printing	15	304
Subscriptions	-	250
Bank charges	-	48
Insurance	385	-
Sundry expenses	107	249
Accountancy fees	160	-
Advertising and PR	33	190
Other legal and professional	13	13
Subcontractor costs	5,135	3,090
Other direct costs	356	2,497
	6,285	6,751

Tel: (01483) 51 7548
Fax: (01483) 51 7608
Contact: Mr A Kazantzis

RECEIVED
16 OCT 2020



Mr A Jeffrey (Town Clerk)
Godalming Town Council & Joint Burial Committee
3 Bridge Street
Godalming
Surrey
GU7 1HY

Traffic Management and
Parking Team

Hazel House
Merrow Complex
Merrow Lane
Merrow
Guildford
Surrey
GU4 7BQ

Your ref:

Our ref: LSEN/7/15/11/WAV/AK & 7/15/07/GLD/AK

15 October 2020

Dear Mr Jeffrey

PROPOSED IMPOSITION OF A 30 MPH MAXIMUM SPEED LIMIT ON THE ENTIRE LENGTH OF THE AVENUE (D98) AT COMPTON IN THE PARISH OF COMPTON AND THE TOWN OF GODALMING IN THE BOROUGHES OF GUILDFORD AND WAVERLEY

I attach, for your information, a copy of the Notice, the Statement of Reasons and the Plan relating to the above-mentioned proposal.

The Notice appeared in the Surrey Advertiser on Friday October 9 2020 and the objection period expires on Friday 6 November 2020.

Yours sincerely

A. Kazantzis
Traffic Orders Officer

Encls

NOTICE

SURREY COUNTY COUNCIL - BOROUGHES OF GUILDFORD AND WAVERLEY

PROPOSED IMPOSITION OF A 30 MPH MAXIMUM SPEED LIMIT ON THE ENTIRE

LENGTH OF THE AVENUE (D98), COMPTON

1. SURREY COUNTY COUNCIL ("THE COUNTY COUNCIL") PROPOSE TO MAKE The Surrey County Council The Avenue (D98) Compton in the Parish of Compton and in the Town of Godalming in the Boroughs of Guildford and Waverley (30 mph Speed Limit) Order 202- under Section 84 of the Road Traffic Regulation Act 1984 ("the 1984 Act"), (as amended), the purpose and effect of which will be to impose a 30 mph maximum speed limit on the entire length of The Avenue (D98), Compton. The proposed 30 mph maximum speed limit will not apply to vehicles being used by special forces in accordance with the provisions of The Road Traffic Exemptions (Special Forces) (Variation and Amendment) Regulations 2011 (S.I. 2011/935).

2. A copy of the proposed Order, together with a Plan showing the length of road to which the Order relates, the Regulations of 2011, a Statement of the County Council's reasons for proposing to make the Order and a Statement of the County Council's Guidelines for the Acceptance of Objections to Traffic Regulation Orders may be inspected, free of charge -

- (a) at Guildford Library, 77 North Street, Guildford on Mondays to Saturdays inclusive between 10 a.m. and 4 p.m.
- (b) at Godalming Library, Bridge Street, Godalming between 9.30 a.m. and 5.30 p.m. on Mondays to Fridays inclusive and 9.30 a.m. and 5 p.m. on Saturdays;
- (c) by prior arrangement and appointment only at Guildford Borough Council's Parking Office situated at Bedford Road Multi-storey Car Park (Level 2), Laundry Road, Guildford between 8.30 a.m. and 5 p.m. on Mondays to Thursdays inclusive and between 8.30 a.m. and 4.30 p.m. on Fridays; or
- (d) by prior arrangement by telephoning or emailing the County Council's Meroo Complex situated at Meroo Lane, Meroo, Guildford, Surrey, GU4 7BQ (Telephone No. 0300 200 1003) or Email: highways@surreycc.gov.uk) between 9 a.m. and 5 p.m. on Mondays to Thursdays inclusive and 9 a.m. and 4.30 p.m. on Fridays.

3. If you wish to object or make any other representation to the proposed Speed Limit Order you must send the grounds for your objection or representation (including any in support) in writing, to Ms L Monie at Hazel House, Meroo Lane, Meroo, Guildford, Surrey, GU4 7BQ by Friday 6 November 2020 quoting references LSEN/7/15/11/WAV/AK and 7/15/07/GLD/AK.

DATED 8 OCTOBER 2020

AUTHORISING OFFICER –
LUCY MONIE
DIRECTOR, INFRASTRUCTURE & DELIVERY,
ENVIRONMENT, TRANSPORT &
INFRASTRUCTURE,
SURREY COUNTY COUNCIL

THE AVENUE (D98), COMPTON -

**PROPOSED REDUCTION OF THE EXISTING NATIONAL
SPEED LIMIT OF 60 MILES PER HOUR FOR SINGLE
CARRIAGEWAY ROADS TO A 30 MILES PER HOUR
MAXIMUM SPEED LIMIT -**

**STATEMENT OF REASONS FOR PROPOSING
TO MAKE THE SPEED LIMIT ORDER**

1. During the last financial year one of the planned schemes was the introduction of a prohibition of all motor vehicles, with access only for residents, on the entire length of the D98 The Avenue at Compton. However, whilst most of the road lies within the Parish of Compton in the Borough of Guildford, a short section of The Avenue (65 metres) lies within the Town of Godalming in the Borough of Waverley and the Waverley County Councillor and the Borough Councillors were not supportive of the above-mentioned proposal. They stated that they would instead like to see the current national speed limit of 60 miles per hour for single carriageway roads reduced. It was agreed that an assessment of the speed limit for The Avenue (D98) at Compton should be undertaken.
2. Speed limit surveys were carried out in The Avenue (D98) at two locations. The results show that the current national speed limit of 60 miles per hour for single carriageway roads can be reduced to a 30 mile per hour maximum speed limit within the Surrey County Council's Speed Limit Policy, attached as The Appendix hereto for information. The Police have been consulted and they do not object to the proposal.
3. Speed limits can help to reduce accidents and improve safety for all road users. It has been shown that the slower a vehicle is travelling, there is less likelihood of a serious or fatal injury occurring. It is expected that by reducing the existing national speed limit of 60 miles per hour for single carriageway roads to a maximum speed limit of 30 miles per hour on the entire length of The Avenue (D98), Compton that this will contribute to improving road safety.
4. It is, therefore, proposed, following the speed limit surveys, to impose a 30 mile per hour maximum speed limit on the entire length of The Avenue (D98) at Compton lying within the Parish of Compton and the Town of Godalming in the Boroughs of Guildford and Waverley.

THE APPENDIX

(See over)

Setting Local Speed Limits

Surrey County Council's Policy



1. Introduction

The aim of Surrey County Council is to set speed limits that are successful in managing vehicle speeds and are appropriate for the main use of the road. Reducing speeds successfully may reduce the likelihood and severity of collisions, and can help to encourage more walking and cycling. This can help to make communities more pleasant places to live, and can help sustain local shops and businesses. The desire for lower speeds has to be balanced against the need for reasonable journey times and the position of the road within the county council's Strategic Priority Network.

The purpose of this policy is to explain the roles, responsibilities and the procedure that will be followed by Surrey County Council when deciding whether to change a speed limit. The policy also provides advice and guidance on the factors and additional supporting measures that may be needed to ensure successful management of vehicle speeds.

This policy has been developed with reference to national policy issued by central government "Setting Local Speed Limits, Department for Transport Circular 01/2013" and national policy issued by the Association of Chief Police Officers, "Speed Enforcement Policy Guidelines 2011 to 2015: Joining Forces for Safer Roads". This policy was approved by the county council's cabinet on 24 June 2014 and became effective on 3 July 2014.

2. Key Principles

National speed limits

The three national speed limits are:

- the 30 mph speed limit on roads with street lighting (sometimes referred to as Restricted Roads)
- the national speed limit of 60 mph on single carriageway roads
- the national speed limit of 70 mph on dual carriageways and motorways.

These national speed limits are not, however, appropriate for all roads. The speed limit regime enables traffic authorities like Surrey County Council to set local speed limits in situations where local needs and conditions suggest a need for a speed limit which is different from the national speed limit. For example while higher speed limits are appropriate for strategic roads between main towns, lower speed limits will usually apply within towns and villages. A limit of 20 mph may be appropriate in residential areas, busy shopping streets and near schools where the needs and safety of pedestrians and cyclists should have greater priority. Changing from the national speed limit on a road will require that speed limit repeater signs are provided along the route to indicate the new speed limit.

Decision making and responsibilities

Within Surrey decisions over most highway matters including setting speed limits are delegated to local committees of elected county council and borough/district councillors. There is a local committee in each of the 11 boroughs and districts within Surrey. Each local committee is provided with an annual budget from Surrey County Council for highway improvements throughout their area, and then the local committee decides



where best to invest their budget in response to local concerns to tackle congestion, improve accessibility, improve safety and support the local economy. Therefore any proposals for changing speed limits including the signing, legal speed limit order and supporting highway measures would require agreement and allocation of funding by the local committee from their budget for highway improvements.

The county council's Area Highways Team, who report to the local committee, will lead the process to assess a potential change in speed limit. The Area Highways Team will be assisted by the county council's central Road Safety Team and will consult with Surrey Police's Road Safety and Traffic Management Team. The output would be a report and recommendations (in accordance with this policy) for consideration by the local committee, who will then decide whether to allocate funding for a scheme to change the existing speed limit or not.

Speed limits and speed management

Experience shows that changing to a lower speed limit on its own will not necessarily be successful in reducing the speed of traffic by very much if the prevailing mean speeds are much higher than the proposed lower speed limit. If a speed limit is set too low and is ignored then this could result in the majority of drivers criminalising themselves and could bring the system of speed limits into disrepute. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources. It is also important to set reasonable speed limits to ensure consistency across the country.

Therefore speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.

20 mph speed limits and zones

Within the latest central government guidance issued by the Department for Transport (Circular 01/2013) there is greater encouragement for local authorities to introduce more 20 mph schemes (limits and zones) in urban areas and built-up village streets that are primarily residential, to ensure greater safety for pedestrians and cyclists.

Circular 01/2013 emphasises that research into signed-only 20 mph speed limits shows that they generally lead to only small reductions in traffic speeds. Signed-only 20 mph speed limits are therefore most appropriate for areas where vehicle speeds are already low. If the mean speed is already at or below 24 mph on a road, introducing a 20 mph speed limit through signing alone is likely to lead to general compliance with the new speed limit. Table 2 shows the likely reduction in mean vehicle speeds following the implementation of a signed-only 20 mph speed limit.

Where the existing mean speeds are above 24 mph then a 20 mph scheme with traffic calming measures (known as a 20 mph zone) will be required. Research has shown that 20 mph zones with traffic calming measures have been very effective in reducing speeds and casualties, may encourage modal shift towards more walking and cycling and may result reductions in traffic flow on the road as vehicles choose alternative routes.



However traffic calming measures are more expensive and are not always universally popular. Table 1 shows the likely reduction in mean vehicle speeds following the implementation of a 20 mph zone with traffic calming.

It is possible to implement 20 mph schemes that consist of a combination of physical features (where existing speeds are high), and signs alone (where speeds are already low) on different sections of the same road.

Research has shown that mandatory variable 20 mph speed limits that apply only at certain times of day (using an electronic sign) are not very effective at managing vehicle speeds. Surrey police do not support 20 mph speed limits that are not generally self enforcing. The electronic variable message signage that would be required for a mandatory variable 20 mph speed limit would also place an additional maintenance burden on the county council for little benefit. Therefore Surrey County Council will not support the use of new mandatory variable 20 mph speed limits.

Speed limits outside schools

Requests are often made for lower speed limits outside schools as a result of concerns over the safety of children outside schools. It is the policy of Surrey County Council that there should always be an overall assessment of the safety issues outside a school to investigate and define the problem rather than consideration of the speed limit in isolation. For example the problems may be associated with inconsiderate parking or difficulties in crossing a road that will not be solved through a change in speed limit on its own. Therefore the county council have published a separate policy "Road Safety Outside Schools" that describes how concerns over road safety outside schools will be investigated.

School leadership and parents also have a vital role to play in ensuring the safety of children on the journey to school. Therefore an assessment of the road safety education provided within the school and the school's travel plan will always be undertaken alongside an assessment of the road safety situation outside the school gate.

Department for Transport regulations now allow the use of advisory "20 when lights show" with amber flashing lights on the approach to schools. However the influence of these signs on vehicle speeds is likely to be minimal and is not enforceable as it is an advisory sign, not a compulsory change in the speed limit. Regulations do not permit amber flashing lights to be used on the approach to signal controlled crossings or zebra crossings.



3. Procedure to decide whether to change a speed limit

STEP 1: Request to change a speed limit is received

Any requests to change speed limits should be submitted to Surrey Highways via www.surreycc.gov.uk or by calling 0300 200 1003. The Area Highways Team will then consider the request and if necessary will consult with the local member and local committee to decide whether to proceed with a full speed limit assessment. Reference will be made to the position of the road on the county council's Strategic Priority Network. If necessary the local committee may need to allocate funding for the speed limit assessment to be completed (to pay for speed surveys for example).

The Area Highway Team will determine the extent of the road to be assessed. The length of road over which a speed limit change is being considered should be at least 600m. This should ensure against too many speed limit changes that could be confusing to the motorist within a short space of road. However in some cases a slightly shorter length may be suitable where existing highway or roadside features provide a natural threshold which may complement a change in speed limit.

STEP 2: Measure existing speeds and analyse road casualty data

The Area Highways Team will commission one week automatic surveys of vehicle speeds (in both directions) in order to gather comprehensive data on existing mean vehicle speeds on the road. Several different speed survey locations may be required for longer stretches of road. If automatic surveys of vehicle speeds are not possible then a sample of speeds will be undertaken using a hand held speed measuring device at different times of the day to ensure the sample is representative.

Research has shown that reduced vehicle speeds reduce the risk of collision and also reduce the consequences and severity of any injuries, irrespective of the primary cause. Therefore the Road Safety Team will assess the number and pattern of road casualties along any route where a new speed limit is proposed, with particular attention given to vulnerable road casualties such as pedestrians, cyclists, children and older people. This analysis will help inform the need for any speed management measures to reduce the risk of collisions and to reduce the severity of road casualties, especially vulnerable road users.

STEP 3: Compare the existing speeds with the suggested new speed limit

National policy issued by the Department for Transport (Circular 01/2013) provides formulas derived from real examples of speed limit changes to predict the likely impact on traffic speeds of a change in speed limit. Table 2 shows the predicted reductions in mean vehicle speeds following a change to a new lower speed limit using the Department for Transport formulas.

For each speed limit change scenario within Table 2, a threshold is shown by a vertical line. If the measured existing mean speeds are below the threshold then the council will allow a change to a signed-only lower speed limit without supporting measures. If this is the case then proceed to STEP 5.

If the measured existing mean vehicle speeds are above the threshold, then the county council will not allow a lower speed limit without consideration of supporting engineering measures. In this case proceed to STEP 4.

It is anticipated that Table 2 presents data for the vast majority of speed limit change scenarios. However if there happens to be a scenario not covered by the table, then the Area Highways Manager will choose the example in the table that in their opinion provides the closest match to the case in question.

If more than one speed survey has been completed on a longer stretch of road, then it is possible that supporting engineering measures may be required on one part of the road, but not the other. Another option may be to introduce the proposed new lower speed limit on only one part of the road. Caution should be taken in cases where the proposed lower limit is above the existing measured mean speeds as this could have the effect of increasing mean speeds if drivers treat the new speed limit as a target.

Nearly all requests received in relation to speed limits are for a reduction in a speed limit. However though it is likely to be rare, it is also possible to consider a request for an increase in a speed limit. In these cases it should be assumed that this would have the effect which is the exact reverse of the effect of the equivalent speed limit reduction described within Table 2. Extreme care should be taken in any decision to increase a speed limit as this could result in increased speeds and increased risk and severity of collisions.

STEP 4: Conduct feasibility of supporting engineering measures

Where it is found that the existing measured mean vehicle speeds are too great for a signed-only change to a lower speed limit to be successful, then consideration of supporting engineering measures will be required.

The Area Highways Team will commission feasibility work on what measures may be possible. These may include traffic calming such as narrowing the road, chicanes, priority give-way arrangements, central islands, gateways, or vertical traffic calming. Speed reducing features could also form part of improved facilities for vulnerable road users such as pedestrians, cyclists, children and older people. However some forms of traffic calming will not be appropriate on major routes with large traffic flows and heavy vehicles, and it may be the case that speed reducing features and a reduction in speed limit is not always viable or desirable for some strategically important roads. For example vertical traffic calming cannot be used on roads that are 40 mph or greater. Accordingly the feasibility work and decision to change a speed limit will need to take into account the position of the road within the county's Strategic Priority Network.

STEP 5: Consult with Surrey Police Road Safety and Traffic Management Team

As Surrey police are responsible for the enforcement of speed limits it is essential that they are consulted on any proposals to change a speed limit and consideration of supporting engineering measures. Surrey police have a specialist Road Safety and Traffic Management Team who will be presented with the proposals for the new lower speed limit and any supporting engineering measures along with evidence of existing and predicted mean speeds and road casualty analysis. The views of the police Road Safety and Traffic Management Team will be recorded in writing and included within the subsequent report to the local committee. It may also be helpful to seek the views of local parish council's for inclusion within the report to the local committee too.

STEP 6: Local committee decision and allocation of funding

A report describing the outcome of the speed limit assessment and recommendations will be submitted to the local committee for consideration and decision at one of their public meetings. The report will include:

- a description of the position of the road within Surrey's Strategic Priority Network
- a summary of existing speed survey results
- a summary of the history and pattern of road collisions resulting in injury reported to the police, highlighting especially any vulnerable road users such as pedestrians, cyclists, children and older people
- the predicted speeds following a change in speed limit
- recommendations for a new speed limit and supporting engineering measures if required
- estimated costs of the scheme
- the views of Surrey Police Road Safety and Traffic Management Team

The local committee will then decide whether to proceed with the change in speed limit or not, along with supporting engineering measures (where also recommended). If the committee decide to proceed, then the committee will need to allocate money from their budget to fund the scheme. Alternatively the committee may decide not to proceed because the scheme is not warranted, or because they may have other priorities for investment of their budget at that time.

If the local committee disagree with the recommendations presented to them by the Area Highways Manager and wish to proceed with an alternative option, then the issue must be submitted for decision by the Cabinet Member responsible for road safety.

STEP 7: Advertisement of legal speed limit order and implementation

If the local committee decide to proceed with a speed limit change, then in accordance with the Road Traffic Regulation Act 1984, a legal speed limit order will be advertised so that people have the opportunity to comment on the proposals if they wish to. Any objections will be considered in line with the county council's constitution. Following advertisement, and after any objections are resolved or over-ruled, then the scheme will be implemented by the county council's highway contractors. Alternatively if the objections are upheld, then the scheme will not proceed.

STEP 8: Monitoring of success of scheme

After at least three months following implementation of the scheme, a one week automatic speed survey will be commissioned by the Area Highways Team. The "after" surveys will be undertaken using the same method as the "before" surveys to allow for a direct comparison to check whether the scheme has been successful in reducing vehicle speeds towards compliance with the new lower speed limit. The county council's Road Safety Team will compile data on before and after speed monitoring following speed limit changes so as to inform the need for any updates to this policy.

If the scheme has not been successful in reducing speeds to a level below the threshold contained within Table 2, then the Area Highway Manager will submit a further report to the local committee for consideration and decision at one of their public meetings. The report will include a summary of the before and after speed surveys and consideration of



any further engineering measures that may be possible to encourage greater compliance with the new speed limit. An alternative could be to remove the new lower speed limit and return to the original or different, higher speed limit.

The views of the police Road Safety and Traffic Management team will be sought, recorded in writing and included within the report to the local committee. This will include an explanation of whether any additional police enforcement would be possible to encourage compliance with the new lower speed limit.

If the local committee disagree with the recommendations presented to them by the Area Highways Manager and wish to proceed with an alternative option, then the issue must be submitted for decision by the Cabinet Member responsible for road safety.

Tables to Show Predicted Change in Mean Speeds Following a Change in Speed Limit

The following definitions are used in the tables below and are the same as those used nationally by the Department for Transport in relation to setting speed limits. The formulas used to generate the values within the tables are taken from Annex A of "Setting Local Speed Limits", Department for Transport Circular 01/2013.

Urban – roads with a system of street lighting (three or more lamps throwing light on the carriageway and placed not more than 183 metres apart).

Rural – roads without a system of street lighting described above.

Rural Village – roads without a system of street lighting described above but with 20 or more houses (on one or both sides of the road); and a minimum length of 600 metres; and an average density of at least 3 houses per 100 metres, for each 100 metres.

Table 1 – Predicted change in mean speeds following a reduction to a 20 mph speed limit (with traffic calming)

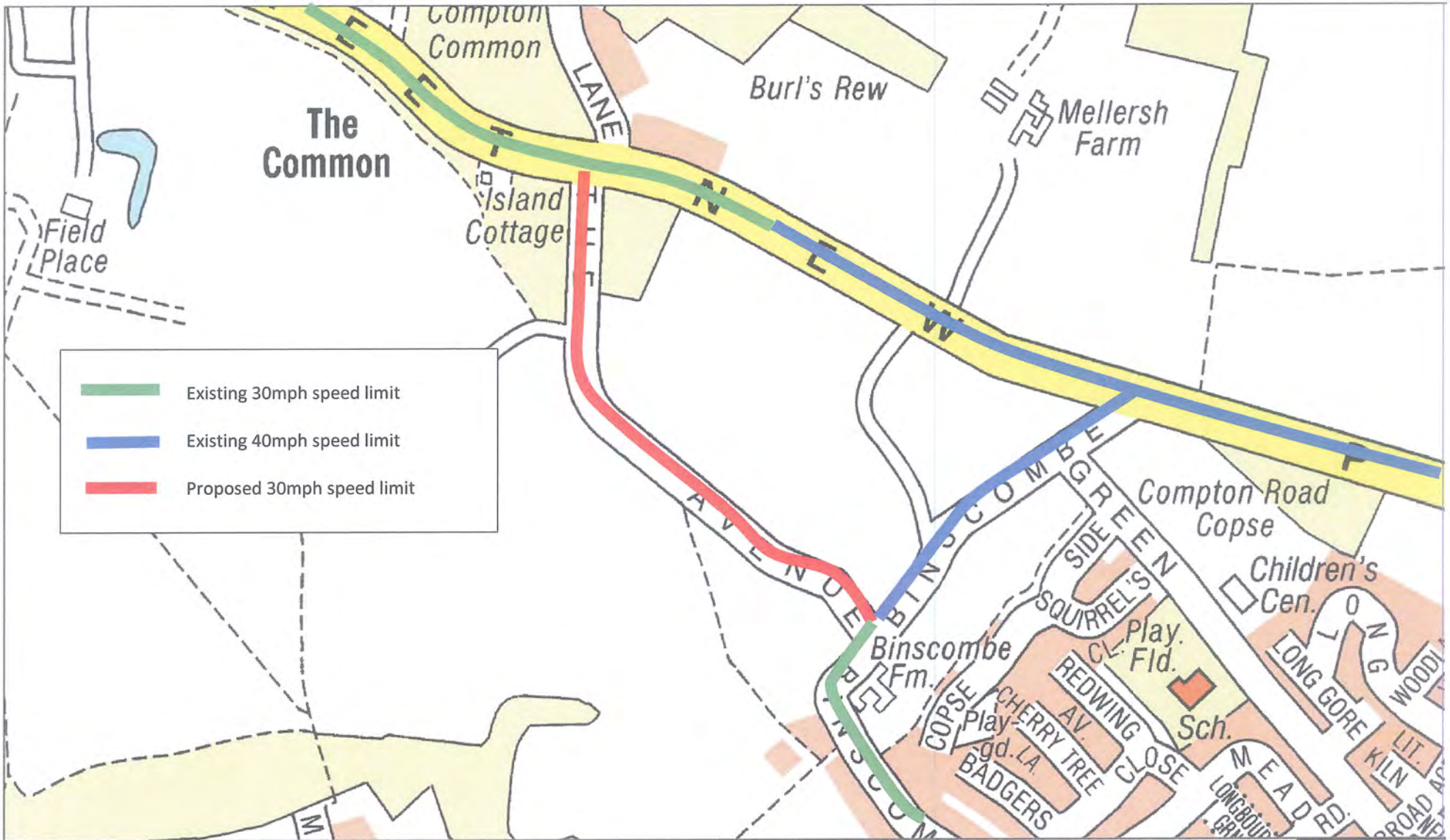
Measured mean speed before	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Predicted mean speed after	14.9	15.1	15.3	15.5	15.8	16.0	16.2	16.5	16.7	16.9	17.1	17.4	17.6	17.8	18.1	18.3	18.5	18.7	19.0	19.2	19.4




Table 2 – Predicted change in mean speeds following a signed-only reduction in speed limit

Change from urban and rural 30 mph speed limit to 20 mph speed limit (without traffic calming)																					
Measured mean speed before	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Predicted mean speed after	19.9	20.6	21.4	22.2	23.0	23.7	24.5	25.3	26.1	26.8	27.6	28.4	29.2	29.9	30.7	31.5	32.2	33.0	33.8	34.6	35.3
	New lower speed limit allowed					New lower speed limit only allowed with supporting highway measures															
Change from urban 40 mph speed limit to 30 mph speed limit																					
Measured mean speed before	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
Predicted mean speed after	30.5	30.7	30.9	31.2	31.4	31.7	31.9	32.2	32.4	32.7	32.9	33.2	33.4	33.7	33.9	34.1	34.4	34.6	34.9	35.1	35.4
	New lower speed limit allowed					New lower speed limit only allowed with supporting highway measures															
Change from rural village 40 mph speed limit to 30mph speed limit																					
Measured mean speed before	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
Predicted mean speed after	29.3	30.1	30.9	31.6	32.4	33.2	33.9	34.7	35.4	36.2	37.0	37.7	38.5	39.3	40.0	40.8	41.6	42.3	43.1	43.8	44.6
	New lower speed limit allowed					New lower speed limit only allowed with supporting highway measures															
Change from rural village 50 mph or 60 mph speed limit to 30 mph speed limit																					
Measured mean speed before	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
Predicted mean speed after	29.2	29.9	30.7	31.4	32.1	32.8	33.5	34.2	35.0	35.7	36.4	37.1	37.8	38.6	39.3	40.0	40.7	41.4	42.2	42.9	43.6
	New lower speed limit allowed					New lower speed limit only allowed with supporting highway measures															

Table 2 Continued

Change from rural village 50 mph or 60 mph speed limit to 40 mph speed limit																					
Measured mean speed before	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60
Predicted mean speed after	37.5	38.1	38.8	39.4	40.1	40.8	41.4	42.1	42.8	43.4	44.1	44.8	45.4	46.1	46.7	47.4	48.1	48.7	49.4	50.1	50.7
	New lower speed limit allowed							New lower speed limit only allowed with supporting highway measures													
Change from rural single carriageway 50 mph speed limit to 40 mph speed limit																					
Measured mean speed before	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60
Predicted mean speed after	37.5	38.1	38.8	39.4	40.1	40.8	41.4	42.1	42.8	43.4	44.1	44.8	45.4	46.1	46.7	47.4	48.1	48.7	49.4	50.1	50.7
	New lower speed limit allowed							New lower speed limit only allowed with supporting highway measures													
Change from rural single carriageway 60 mph speed limit to 40 mph speed limit																					
Measured mean speed before	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60
Predicted mean speed after	38.7	39.4	40.1	40.9	41.6	42.3	43.0	43.7	44.5	45.2	45.9	46.6	47.4	48.1	48.8	49.5	50.2	51.0	51.7	52.4	53.1
	New lower speed limit allowed							New lower speed limit only allowed with supporting highway measures													
Change from rural single carriageway 60 mph speed limit to 50 mph speed limit																					
Measured mean speed before	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70
Predicted mean speed after	47.6	48.3	49.1	49.9	50.6	51.4	52.2	53.0	53.7	54.5	55.3	56.0	56.8	57.6	58.4	59.1	59.9	60.7	61.5	62.2	63.0
	New lower speed limit allowed								New lower speed limit only allowed with supporting highway measures												
Changes on rural dual carriageways from 70 mph, 60 mph, or 50 mph to a lower limit																					
Measured mean speed before	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60
Predicted mean speed after	42.8	43.3	43.8	44.4	44.9	45.4	45.9	46.5	47.0	47.5	48.0	48.6	49.1	49.6	50.1	50.7	51.2	51.7	52.2	52.8	53.3
	New lower 40 mph speed limit allowed								New lower 50 mph speed limit allowed												
Measured mean speed before	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
Predicted mean speed after	53.3	53.8	54.4	54.9	55.4	55.9	56.5	57.0	57.5	58.0	58.6	59.1	59.6	60.1	60.7	61.2	61.7	62.2	62.8	63.3	63.8
	New lower 60 mph speed limit allowed																				



	Existing 30mph speed limit
	Existing 40mph speed limit
	Proposed 30mph speed limit



Scale:	1:6500
Date Printed:	23/07/2020
Printed By:	BA

**The Avenue, Compton
30mph speed limit proposal**



Drawing Number:

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GODALMING TOWN COUNCIL

ENVIRONMENT & PLANNING - SCHEDULE OF PLANNING APPLICATIONS - 5 OCTOBER 2020 - 25 OCTOBER 2020

<u>Ref</u>	<u>Ward</u>	<u>Proposal</u>	<u>Site Address</u>	<u>GTC Observatlons</u>
WBC Weekly List 20/40				
WA/2020/1457	Godalming Farncombe and Catteshall	Erection of extensions and alterations to elevations.	75 GEORGE ROAD, FARNCOMBE GU7 3LU	
WA/2020/1456	Godalming Farncombe and Catteshall	Certificate of Lawfulness under Section 192 for erection of rear extension and alterations to front door.	5 BROOKFIELD, FARNCOMBE GU7 3BN	
CA/2020/0162	Godalming Holloway	CROWNPTS CONSERVATION AREA WORKS TO TREE	PURBECKS GROSVENOR ROAD GODALMING GU7	
WBC Weekly List 20/41				
WA/2020/1519	Godalming Binscombe	Erection of extension.	40A FURZE LANE, FARNCOMBE GU7 3NP	
WA/2020/1496	Godalming Binscombe	Certificate of Lawfulness under Section 192 for erection of an extension following demolition of existing extension.	59 OAK MEAD, FARNCOMBE GU7 3RJ	
WA/2020/1495	Godalming Binscombe	Erection of extensions; alterations to elevations and associated landscaping.	19 BINSCOMBE LANE, FARNCOMBE GU7 3PN	
CA/2020/0170	Godalming Central and Ockford	OCKFORD ROAD CONSERVATION AREA WORKS TO TREES	FIRGROVE HOUSE OCKFORD ROAD GODALMING GU7 1QX	
WA/2020/1491	Godalming Central and Ockford	Application under Section 73 to vary Condition 1 of WA/2019/0382 (approved plan numbers) to allow dormer windows to replace approved roof lights.	LAND AT 6 MAY CLOSE, GODALMING GU7 2NU	
WA/2020/1503	Godalming Central and Ockford	Listed Building Consent for erection of an extension.	76A HIGH STREET, GODALMING GU7 1DU	
WA/2020/1502	Godalming Central and Ockford	Erection of extension and garden shed.	76A HIGH STREET, GODALMING GU7 1DU	
WA/2020/1499	Godalming Central and Ockford	Certificate of Lawfulness under Section 191 for continued use of land attached to 1 Great George Street as parking which has been in use for at least 10 years.	DOLPHIN HOUSE, 1 GREAT GEORGE STREET, GODALMING GU7 1EE	
WA/2020/1484	Godalming Central and Ockford	Listed Building consent for internal alterations.	76A HIGH STREET, GODALMING GU7 1DU	

WA/2020/1483	Godalming Central and Ockford	Alterations to existing maisonette to create 2 flats.	76A HIGH STREET, GODALMING GU7 1DU	
WA/2020/1501	Godalming Central and Ockford	Application under Section 19 of the Planning (Listed Buildings and Conservation Areas) Act 1990 to vary Condition 1 of WA/2020/0723 (approved plan numbers) to allow alterations to design of windows.	1 HIGH STREET, GODALMING GU7 1AZ	
WA/2020/1500	Godalming Central and Ockford	Application under Section 73 to vary Condition 1 of WA/2020/0722 (approved plan numbers) to allow alterations to design of windows.	1 HIGH STREET, GODALMING GU7 1AZ	
WA/2020/1489	Godalming Charterhouse	Change of use from residential institution (Use Class C2) to 2 dwellings.	NORTHRIDGE, NORTH WAY, GODALMING GU7 2RE	
DW/2020/0037	Godalming Farncombe and Catteshall	The erection of a single storey rear extension which would extend beyond the rear wall of the original house by 5.50m, for which the height would be 3.90m, and for which the height of the eaves would be 2.60m.	25 NURSERY ROAD, FARNCOMBE GU7 3JU	
WA/2020/1493	Godalming Holloway	Erection of a two storey extension and associated works.	44 MINSTER ROAD, GODALMING GU7 1SR	
TM/2020/0215	Godalming Holloway	APPLICATION FOR WORKS TO AND REMOVAL OF TREES SUBJECT OF TREE PRESERVATION ORDER 11/17	ST HILARYS SCHOOL, HOLLOWAY HILL, GODALMING GU7 1RZ	
WA/2020/1497	Godalming Holloway	Certificate of Lawfulness under Section 192 for construction of timber framed outbuilding.	65 MINSTER ROAD, GODALMING GU7 1SR	
WA/2020/1469	Godalming Holloway	Erection of extensions.	30 THE PADDOCK, GODALMING GU7 1XD	
WBC Weekly List 20/42				
WA/2020/1280	Godalming Central and Ockford	Alterations to elevations with dormer window (as amended by plans received 16/10/2020 and amended description agreed 16/10/2020).	WILLOWBROOK, GREAT GEORGE STREET, GODALMING GU7 1EE	
CA/2020/0178	Godalming Central and Ockford	GODALMING CONSERVATION AREA REMOVAL OF TREE	16 MILL LANE, GODALMING GU7 1EY	
PRA/2020/0021	Godalming Charterhouse	General Permitted Development Order 2015, Schedule 2, Part 20, Class A - Prior Notification Application for 4 new dwellings on detached blocks of flats.	FLAT 1 - 8 OAKBRAES, FRITH HILL ROAD, GODALMING	

WA/2020/1564	Godalming Farncombe and Catteshall	Erection of extensions and alterations to elevations following demolition of garage (following withdrawn application WA/2020/1023).	8 ROWBURY, FARNCOMBE GU7 3BQ	
WA/2020/1555	Godalming Farncombe and Catteshall	Erection of extension.	31 GEORGE ROAD, FARNCOMBE GU7 3LS	
WA/2020/1565	Godalming Holloway	Erection of extensions and alterations to elevations (revision of WA/2020/0817).	12 BUSBRIDGE LANE, GODALMING GU7 1PU	
TM/2020/0223	Godalming Holloway	APPLICATION TO REMOVE TREE SUBJECT OF TREE PRESERVATION ORDER GOD16	SPINNEY COPSE, HAMBLEDON ROAD, GODALMING GU7 1PJ	
WA/2020/1566	Godalming Holloway	Alterations to existing detached garage to form habitable accommodation.	10 FOX DENE, GODALMING GU7 1YQ	
WA/2020/1546	Godalming Holloway	Erection of extension and alterations.	30 FOX DENE, GODALMING GU7 1YQ	

GODALMING TOWN COUNCIL

Disclosure by a Member¹ of a disclosable pecuniary interest or a non-pecuniary interest in a matter under consideration at a meeting (S.31 (4) Localism Act 2011 and the adopted Godalming Members' Code of Conduct).

As required by the Localism Act 2011 and the adopted Godalming Members' Code of Conduct, **I HEREBY DISCLOSE**, for the information of the authority that I have [a disclosable pecuniary interest]² [a non-pecuniary interest]³ in the following matter:-

COMMITTEE:

DATE:

NAME OF COUNCILLOR: _____

Please use the form below to state in which agenda items you have an interest.

Agenda No.	Subject	Disclosable Pecuniary Interest	Non-Pecuniary Interest	Reason

Signed _____

Dated _____

¹ "Member" includes co-opted member, member of a committee, joint committee or sub-committee

² A disclosable pecuniary interest is defined by the Relevant Authorities (Disclosable Pecuniary Interests) regulations 2012/1464 and relate to employment, office, trade, profession or vocation, sponsorship, contracts, beneficial interests in land, licences to occupy land, corporate tenancies and securities

³ A non-pecuniary interest is defined by Section 5 (4) of the Godalming Members' Code of Conduct.