

Minutes of Mole Valley Cycling Forum Meeting, Thursday September 4th 2025 Held at MVDC Offices, Pippbrook, Dorking

Present: Lisa Scott (LS) [Chair; Hookwood/Charlwood], Cllr Andrew Matthews (AM) [Bookham/Effingham], Cllr Bradley Nelson (BN) [Holmwoods], John Meudell (JM) [Dorking], Roger Troughton (RT) [Secretary], Robert Whitcombe (RW) [Fetcham Residents Association (FRA)], Aldith Bruty (AB) [Fetcham/Leatherhead],

Apologies:

Julia Dickinson (JD) [Bookham/Effingham], Ian Houghton [Bookham], John Arnold (JA) [Treasurer], Eric Palmer [Leatherhead], County Councillor Tim Hall

At the start of the meeting, AM introduced Cllr Bradley Nelson, who will be taking over from his as the MVDC representative.

1. Previous Minutes

Accepted.

2. Matters Arising and Outstanding Actions from previous meetings not covered elsewhere

RT has updated a number of pages on the website including reporting processes for cycling & road safety issues, together with other webpages (Cycle shops etc) which have become noticeably out of date. Ideally this needs to be an ongoing activity.

3. Local Cycling and Walking Infrastructure Plan (LCWIP)

RT had received the following update from Luke Dickson (MVDC):

The project team has been reviewing options and developing concepts for three areas thus far:

- Cycle Route 1 (Leatherhead to Effingham, via Lower Road)
- Core Walking Zone 2 (Leatherhead town centre)
- Core Walking Zone 23 (North Leatherhead)

Work on Dorking & Great Bookham Core Walking Zones was delayed until the masterplans were adopted, but it is now progressing.

Following the meeting with Atkins & others back in May, things have moved forward. It has been agreed to drop the Guildford Road option, leaving the preferred option of Lower Road. However, as this is too narrow at one point to accommodate a segregated cycle track, the thought is to reroute this section via Eastwick Road & Keswick Road. AB highlighted the need for a 20mph speed limit along Lower Road.

LS had not been able to write to Dave Sharpington regarding the schools in the Bookham area, ie.: Howard of Effingham, Fairfield, along with: Manor House, Eastwick, Great Bookham, Polesden Lacey infants, Saint Lawrence, Oakfield. However, **AB offered to talk to him when she sees him tomorrow.**

RW was able to join briefly, and indicated that FRA and other stakeholders were expecting to hold another session with Atkins before the plans go to public consultation; however, no date had been set as yet. He also pointed out that there was a need for better joined-up plans. For example, Waterway Road is not included in the Cycle Route 1 (Leatherhead to Effingham) LCWIP plan but Transform Leatherhead (TL) has been showing illustrations with cyclists using that road which is simply not wide enough. An additional bridge is felt to be the best solution, albeit a costly one. Through an FOI request, RW found that Atkins, for SCC and TL, had undertaken investigations for a bridge back in 2016 (extract of their report below). This recognises the need for a bridge for pedestrians and cyclists, but there has been little sensible follow-up. FRA and others (including JD) believe the priority for a foot/cycle bridge is not near Bridge Street, but to the west of Waterway Road, from Mill Lane (on SES Water land) to the Mole Business Park and Leatherhead Railway Station. This would require agreement from the respective landowners.

“Currently there are two points where pedestrians and cyclists can cross the River Mole; either by the town bridge or the highway bridge carrying the B2122. While both this [these] bridges have some capacity for pedestrian access this is extremely limited and is considered to be inadequate to achieve the free movement of people necessary for the Leatherhead transformation project.

This technical note considers the feasibility of installing new, dedicated footway/cycleway bridges specifically to open up greater access to the riverside. These bridges would form a new link from the town centre to the southern bank and be incorporated within a town-wide NMU (Non-Motorised User) route. Within this technical note the optimal route, structural types and connections to the existing and proposed highway network are discussed. In addition the option of increasing pedestrian and cycle traffic on the existing structures are also discussed.”

FRA had requested the Transform Leatherhead Joint Venture (Leret Partnership of Kier and MVDC) to hold transport / access design workshops with stakeholders (similar to ones held for the design of the Bull Hill development). Instead, MVDC arranged a high-level meeting on 24th July in Dorking. Representatives of FRA, ARA, BRA & LRA attended the meeting. RW's note to FRA as follows:

*“Kier and their consultants made presentations which, for the most part, went over old ground (provided at the public consultation), with no significant new material on transport / access proposals. Some re-assurances were given that appropriate traffic modelling would be undertaken and reviewed by SCC, taking into account other developments in the north of Mole Valley and their cumulative impact. RAs were advised that there would be no further stakeholder engagement or public consultation on the Bull Hill development, prior to the submission of a Planning Application. **All the RAs regarded this as highly unsatisfactory. It means there has been no meaningful consultation on the transport / access proposals for the site, because these have been almost completely lacking in the material shared with the public.**”*

4. BMX Track

LS is in the progress of reviewing the contract. LS has also been speaking recently to an individual interested in helping with the maintenance. Whilst generally the site is in good condition, **RT to ask Alex Bagnell if the Friends of Deepdene would be available to carry out another clearance session in due course.**

JM noted that he was involved in the early days of the BMX and the original design, and had since handed all his papers to JA.

5. Route & Infrastructure Updates (where there is anything to report)

Leatherhead/Fetcham area:

- Givons Grove to Mickleham

JM reported that the cycle track within the central reservation had recently been cleared (no doubt at some cost) and had submitted an FoI request asking why this work had been carried out.

Post meeting note: RT has noticed that the clearance work is continuing southbound along the cycle path on the eastern side of the A24 dual carriageway towards Rykas.

Dorking Area:

- A25 Safety Improvements (see <https://www.surreycc.gov.uk/roads-and-transport/road-safety/a25-dorking-to-reigate-road-safety-improvements-scheme>) NB. little appears to have progressed recently other than the average speed cameras currently being installed.

RT emailed Duncan Knox back in late May regarding progress, also noting EP's concerns about the High Containment Kerbs that have/are being installed in a number of locations and the increased risk they pose to cyclists, and subsequently received a response.

6. Gatwick DCO

A further submission was made on behalf of the Forum back in June. LS noted that the Secretary of State has delayed their final decision until 27 October 2025, and given the anticipated outcome, there is likely to be a judicial review.

7. Cycling Issues and Events: Road Racing/Sportives/Off-Road

Nothing to report.

8. Local Government Reorganisation and MVCF

Whilst the exact outcome is not yet known, it is understood that there will be elections in May 2026 with a Shadow Council for a year (with possibly some councillors being on both the old and the new councils...). This will mean different contact points for MVCF, although in the short term Surrey Highways will still be responsible for cycling infrastructure, LCWIPs etc.

9. Dates and Venues for Future Meetings

The next formal meeting of the Forum will be in the **MVDC Offices**, Pippbrook, Dorking in Committee Room 1, at **7.00pm on Thursday 13th November**. This meeting will include a short AGM.

An informal meeting will be held at **The Stepping Stones**, Westhumble from **7.00pm on Thursday 2nd October**.

10. AOB

A24 Horsham to Dorking Corridor Feasibility Study – both LS and RT had received the latest progress report on this, but had yet to read them. **RT to forward a copy to BN.**

A24 Swanworth Lane correspondence with Duncan Knox – RT had been contacted by a member of the public about the give way markings on the cycle path, and subsequently submitted a question via the Surrey Highways enquiry mechanism and in due course received a response from Duncan Knox:

“Many thanks for your enquiry. I sympathise with your sentiments. Having discussed this with a few colleagues the general consensus is that it would be better to retain the give way markings for cyclists. This is because there would be concern that there could be additional risk of shunt collisions if motor vehicles were to stop suddenly when leaving the main 50 mph speed limit road to give way to a cyclist crossing the mouth of the side road. This is a different scenario to a side road where the main road has a 30 mph limit. The visibility between cyclists and vehicles at one of the side road junctions (where the Old London Road goes over the bridge over the Rive Mole) is quite restricted, so there would also be concern over giving cyclists full priority without encouraging them to check if there are any motorists emerging.”

We are not particularly satisfied with this response, although are considering as to how best this can be progressed. JM commented that, as he understood it, the give way markings had been put in a number of years ago in at the request of the owner of one of the nearby cottages, who had the ear of a councillor at that time.

Vision Zero – JM raised a query as to whether this was still a policy within SCC. LS pointed out that the A25 Safety Improvement Plan was part of this strategy.

Post meeting note: we have been made aware that a consultation has just been launched on proposals for lower speed limits in Dorking town centre – ending 13 October 2025.

Details here: <https://dorking-20mph-scheme.commonplace.is/>