

EWELL ROAD / ELGAR AVENUE / PRINCES AVENUE JUNCTION:

- Existing signal phasing will need to be modified due to continuation of central bi-directional cycle lane and conversion of staggered pedestrian crossings non-staggered straight across crossings
- Potential to provide early release for cyclists both directions on Ewell Road. Will need confirmation on impact to junction capacity.
- Existing Tolworth Greenway Central bi-directional 4.0m wide cycle lane either side of junction
- Retains two traffic lanes both directions either side of central reservation
- Existing staggered pedestrian crossings on northern and southern arms of Ewell Road to be replaced with non-staggered straight across crossing

EWELL ROAD / LENLEY ROAD / KING CHARLES ROAD JUNCTION:

- Currently not signalised, will require signalisation of southern arm for termination point of central bi-directional 4.0m wide cycle lane
- Transition from central bi-directional 4.0m wide cycle lane to light segregation both sides northbound TBC

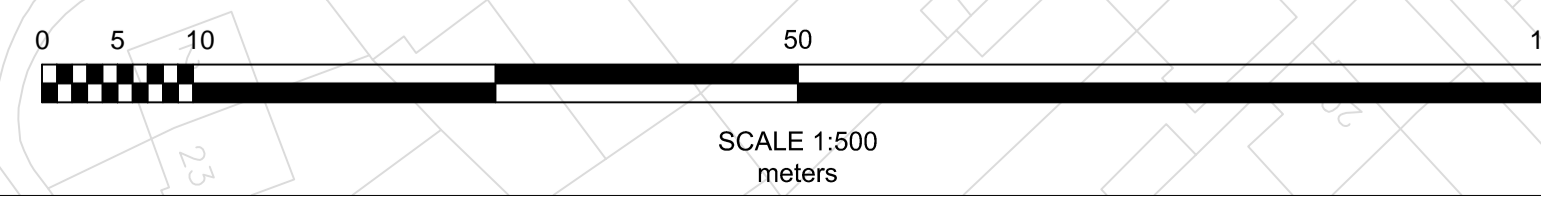
EWELL ROAD / TOLWORTH BROADWAY JUNCTION:

- Existing signal phasing will need to be modified due to continuation of central bi-directional cycle lane and conversion of staggered pedestrian crossing on northern arm to non-staggered straight across crossing
- Potential to provide early release for cyclists both directions on Ewell Road / Tolworth Broadway. Will need confirmation on impact to junction capacity.
- Existing Tolworth Greenway Central bi-directional 4.0m wide cycle lane to continue north of junction
- Retains two traffic lanes both directions either side of central reservation
- Existing staggered pedestrian crossing on northern arm Ewell Road to be replaced with non-staggered straight across crossing
- Pedestrian raised table on southern arm Ewell Road to be rebuilt

EWELL ROAD

- Preferred option: Light segregation (From St Marks Hill to King Charles Road)
- Parking removed on west side 23 bays and east side 20 bays. No parking both sides between property no 132 and no 152
- Northbound bus lane reduced by 85m at southern end.
- Southbound bus lane retained full length up to King Charles Road
- Fully segregated central bi-directional cycle lane from King Charles Road to Tolworth Broadway
- 2nd Preferred options: Two way cycle lane on either east or west side, two way cycle lanes (either side)

- KEY:**
- EXISTING BUS STOP
 - EXISTING PARKING BAYS RETAINED
 - EXISTING PEDESTRIAN CROSSING
 - EXISTING PARKING BAYS REMOVED
 - EXISTING LOADING BAYS REMOVED
 - EXISTING LOADING BAYS RETAINED
 - EXISTING TOLWORTH CYCLE WAY
 - EXISTING VEHICLE CROSSOVER
 - PROPOSED KERB LINE
 - PROPOSED ROAD MARKINGS
 - PROPOSED BUS LANE
 - PROPOSED LIGHT SEGREGATED CYCLE LANE
 - PROPOSED ADVISORY CYCLE LANE
 - PROPOSED SHARED SURFACE
 - PROPOSED LAND TAKE (AS PER STEER DAVIES GLEAVE DWG 22662101-13)



SHEET 7 : EWELL ROAD BETWEEN DOUGLAS ROAD AND TOLWORTH BROADWAY