








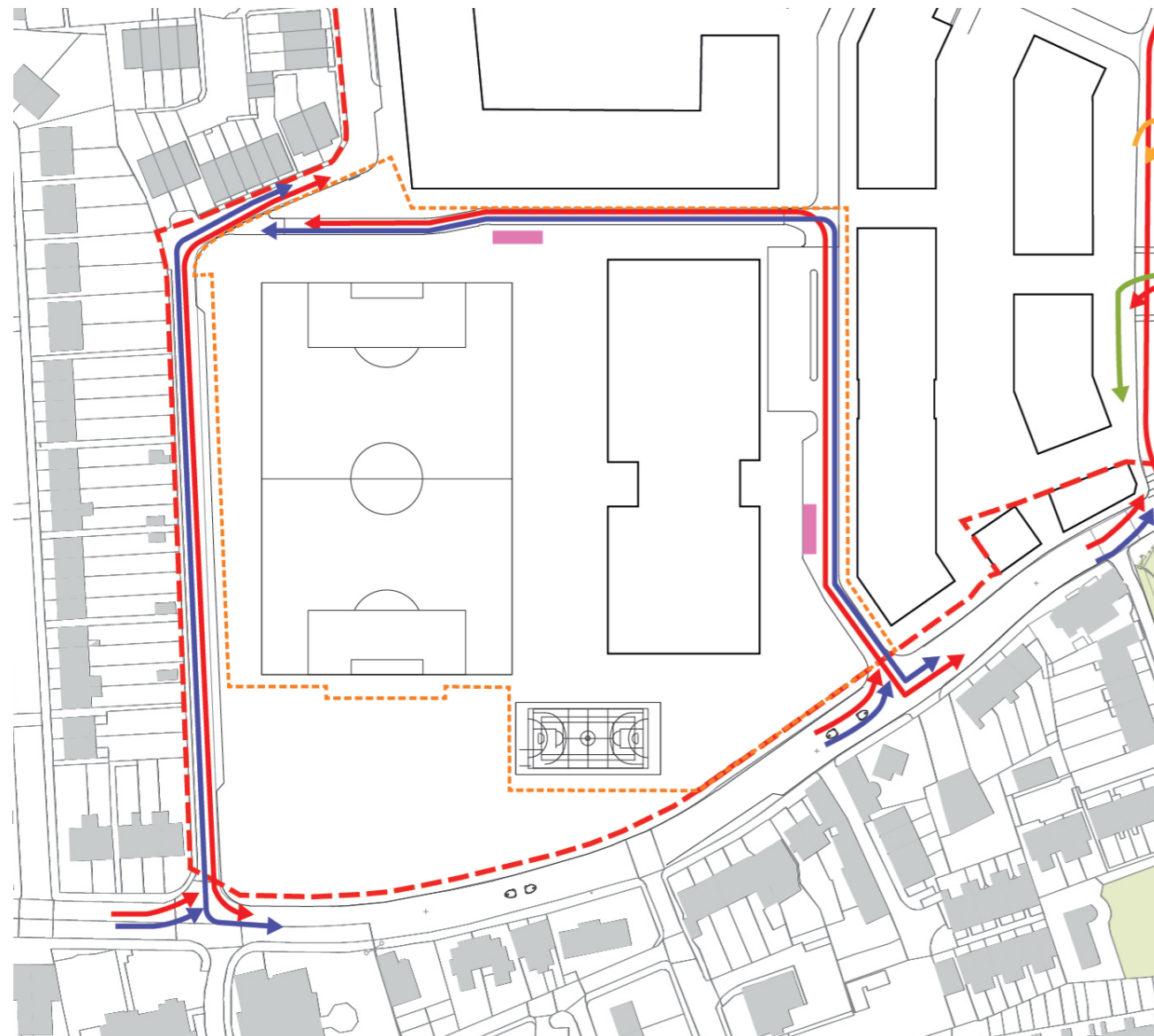
5.4 Vehicular Circulation Strategy

The North Street will be constructed to allow controlled vehicular access and movement for service and emergency vehicles but is mainly intended as a pedestrian and cycle access to the school. A one way asphalt pavement (4m wide) with 300mm wide granite kerbs, will provide for vehicles and footpaths, street trees and planting will be provided to ensure this zone reinforces the pedestrian nature and accessibility to the school.

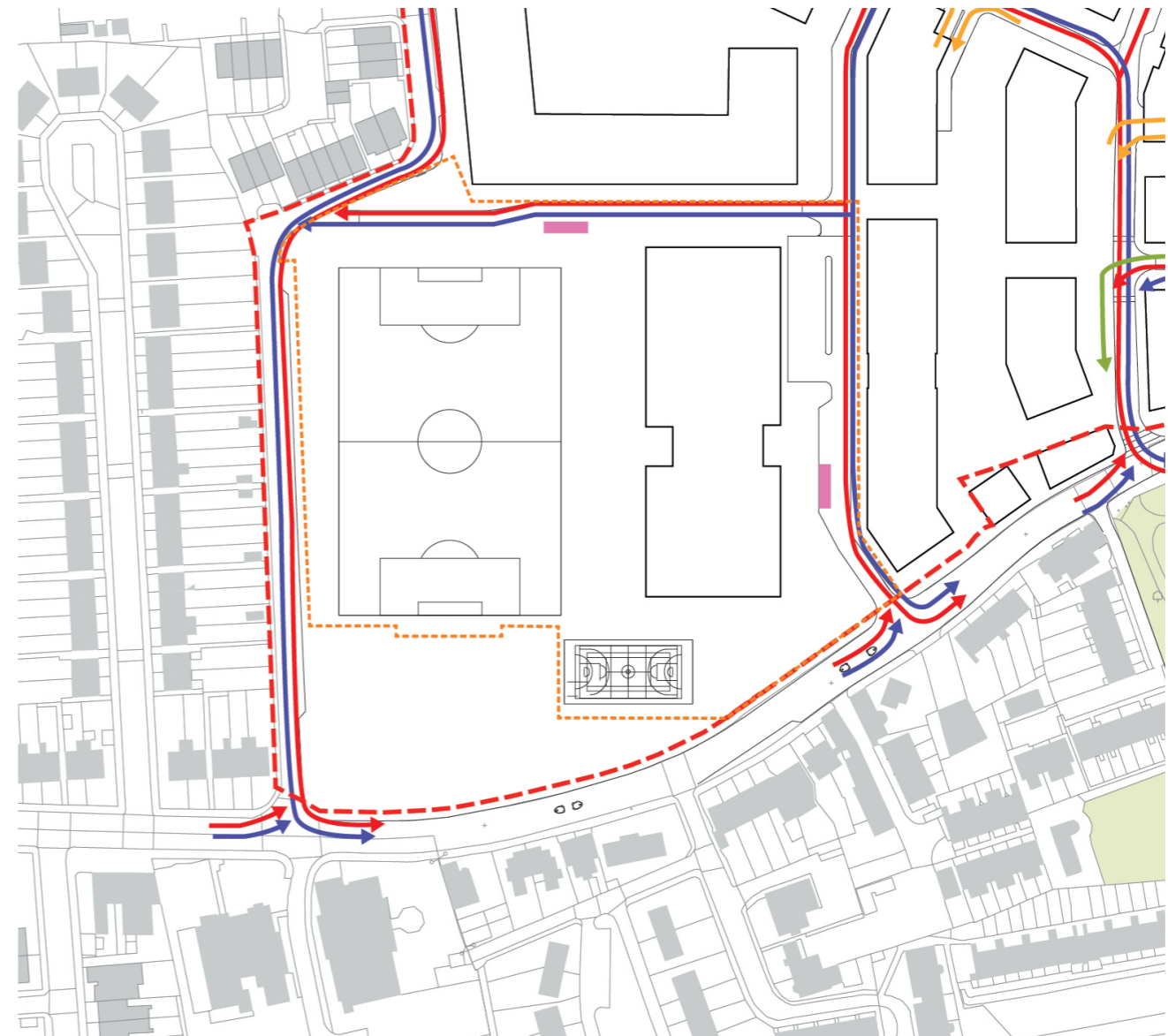
Street lighting is provided in accordance with local authority requirements and is detailed under the Lighting Design section of this report.

Eastern Street provides for two-way traffic and includes two set down bays for buses outside the school entry. These bays are also used by Waste collection vehicles collecting from the designated bin store area of the school.

-  Fire Tender
-  Waste Collection
-  Delivery
-  Passenger (Residential/Retail)
-  School Bus Stops
-  School Application Boundary
-  Site Application Boundary








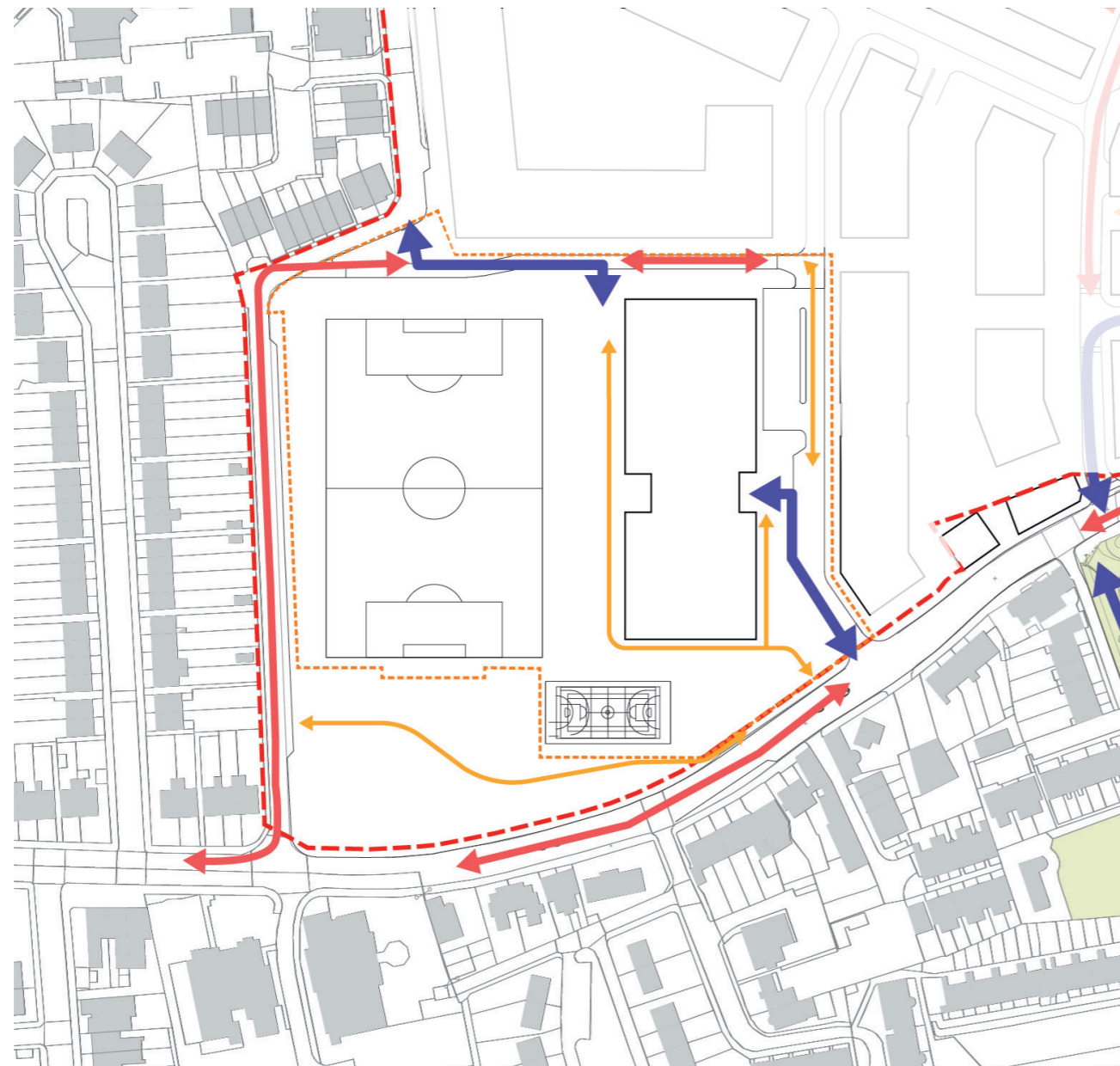
Vehicular Circulation Strategy Interim (Whilst phased development takes place)



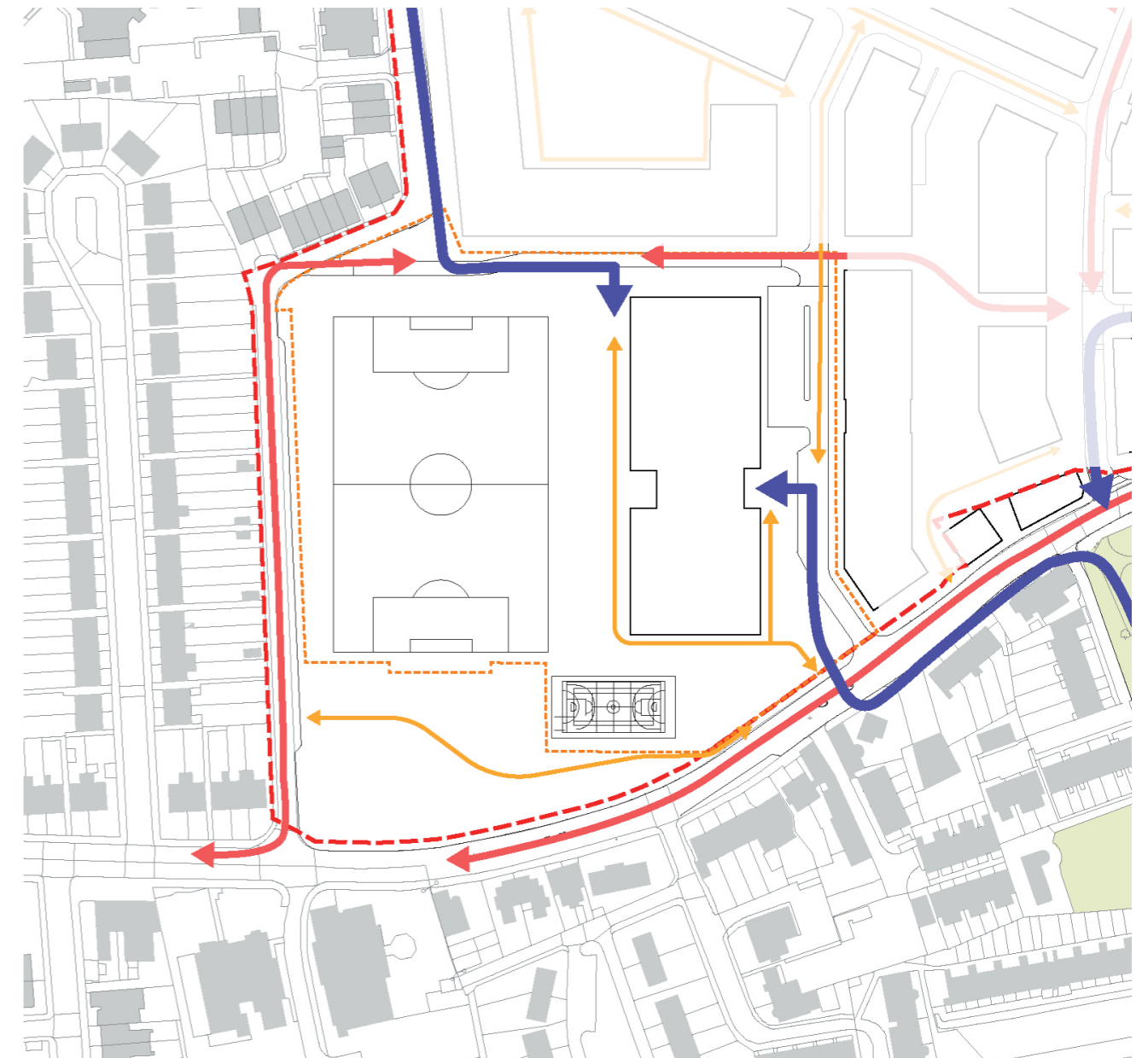
Vehicular Circulation Strategy Final

Consideration has been given to the principle of maximising pedestrian access and circulation within and beyond the school, affording students and visitors the opportunity to move through the school site and connect to the surroundings. Connection with the existing street network, riverside path, open space and surrounding development has been paramount in the establishment of a new school masterplan.

-  Primary
-  Secondary
-  Tertiary
-  School Application Boundary
-  Site Application Boundary



Pedestrian Circulation Strategy Interim (Whilst phased development takes place)



Pedestrian Circulation Strategy Final








The site affords connectivity and circulation by cycles for school children and visitors from the local area, with broad pavements and a series of connecting streets, paths and open spaces. The Cycle Strategy allows for cycle access throughout the school site and connection to the wider network of streets and cycle paths at a number of points. This allows the site to provide a facility for safe quiet recreational cycling away from the busier roads.

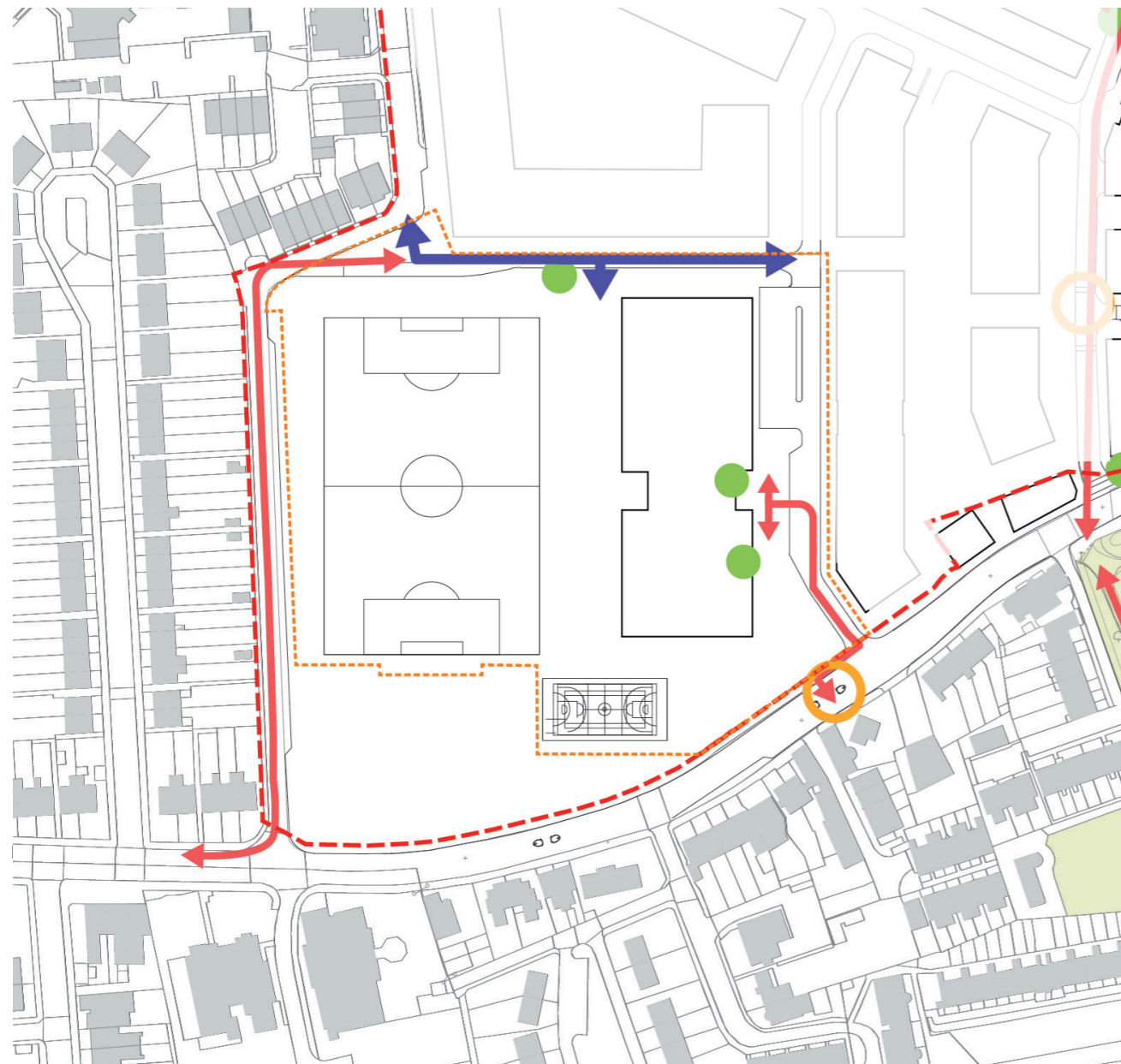
The primary routes indicated show connection from the A316 and Chiswick Bridge down along Williams Lane to the Secondary School and further into the site, with an exit onto

Mortlake High Street at the western end of the site.

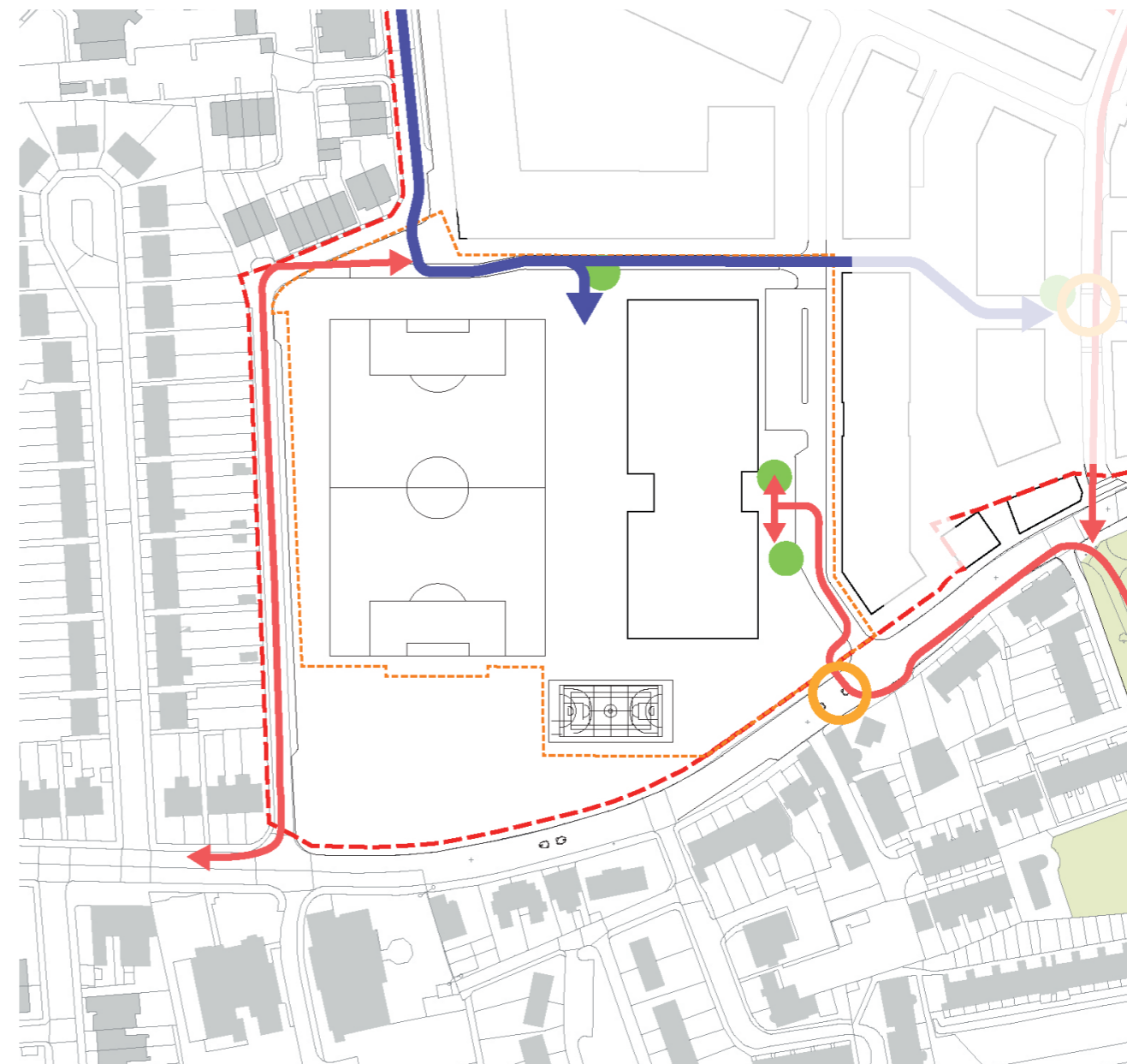
Secondary routes are shown to the school and along Ship Lane to the river and the proposed streets and laneways within the development also provide sufficient space to cater for cyclists as well as pedestrians.

42 Cycle racks are required as per London Plan (2012) and provided in a number of locations around the site adjacent to entrances to the school.

-  Primary (Quiet Route)
-  Secondary
-  Towpath
-  External Cycle Rack Location
-  Crossing Treatment
-  School Application Boundary
-  Site Application Boundary



Cycle Circulation Strategy Interim



Cycle Circulation Strategy Final

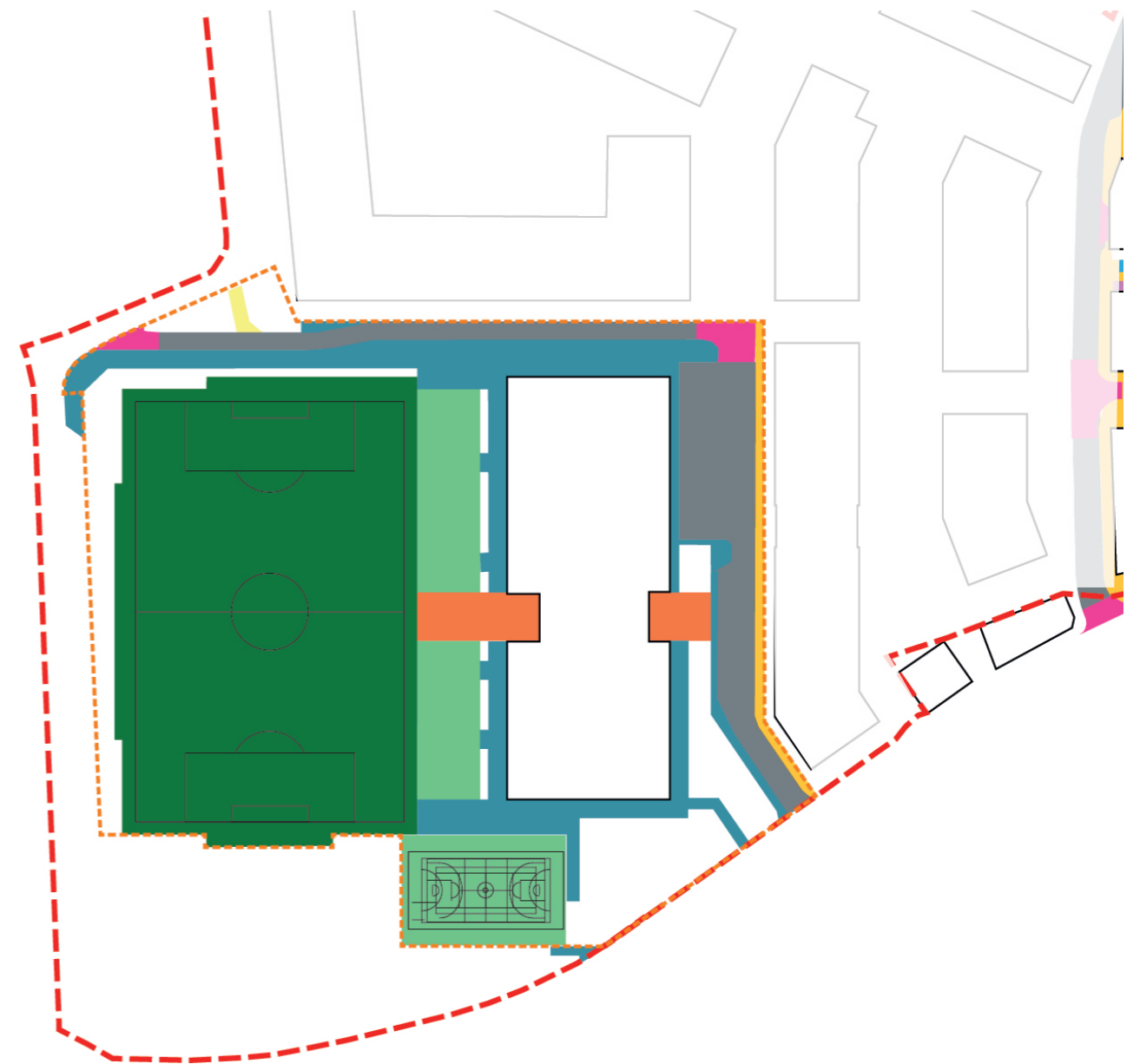
The main aims of the hard landscape strategy are simplicity of design and layout, and overall quality, bearing in mind maintenance considerations, and cost limitations. Colour, texture and unit size help to define the uses of various spaces, including using paving sizes and patterns in 'streets' to identify pedestrian priority. The accessibility requirements of vision and mobility impaired users is a factor in the determination of surface and edge types to provide a legible and safe environment in accordance with current requirements.

It is proposed to use paved surfaces of different scale and grain to create a range of distinct characters within a unified warm palette of materials. Artificial stone flags can potential create a more permeable surface for storm water infiltration.

- Asphalt
 - Small Block Setts
 - Artificial Stone Flag Paving
 - 3G Pitch
 - Porous Macadam Surfacing
- Feature Stone Paving
 - Resin Bound Aggregate Paving
 - School Application Boundary
 - Site Application Boundary



Hard Landscape Palette Interim



Hard Landscape Palette Final