

Russell Square House

Construction Vehicle Access Arrangements

Introduction

1. A Construction Management Statement for Russell Square House has been prepared by Paragon Construction Group. This note has been prepared to provide supplementary information to this statement in relation to the details of construction vehicle access.

Construction Vehicle Loading/Unloading Area

2. In order to facilitate off-street construction vehicle loading and unloading arrangements with the adjoining Royal National Hotel have been made to utilise their existing service yard. This existing servicing area is accessed from Bedford Way via an undercroft area of the hotel.
3. The available clear headroom has been confirmed by the architects, Stiff and Trevillion, to be 5.2 metres. As such this headroom exceeds the 'maintained headroom' requirements for highway structures as set out in the Design Manual for Roads and Bridges (DMRB) TD 27/05. Therefore, this headroom is sufficient to accommodate all possible construction vehicle types anticipated for the construction works.
4. This off-street service yard currently operates with goods vehicles reversing in from Bedford Way. The internal width of the service yard is 10 metres and can therefore accommodate up to 3 goods vehicles loading/unloading simultaneously. The access road to the service yard is 4 metres kerb to kerb with an additional clearance of 0.5m either side to the structure. This width is adequate for the movement of construction vehicles, which are an identical width to any delivery goods vehicles associated with the hotel.

Construction Vehicle Routeing

5. The most appropriate routeing for construction vehicles approaching the site is from the A4200 Woburn Place(from the north)/Southampton Row(from the south). Vehicles would then approach clockwise around Russell Square, turning left into Bedford Way to access the service area of the Royal National Hotel.
6. Exiting the service yard construction vehicles would turn left into Bedford Way, then left into Russell Square. At the traffic Signals with the A4200 vehicles would either turn left (northbound) or right (southbound).
7. The above routing avoids the restrictions to turning movements at Tavistock Square with the A4200 which would be encountered by using Bedford Way to the north.

Construction Vehicle Access Management

8. The current operation of the service yard for the Royal National Hotel operates without any specific vehicle control or guidance; the vehicles servicing the hotel are generally light or medium goods vehicles which reverse into the service area to allow them to exit in a forward gear. The frequencies of delivery vehicles is low and are generally regular and pre-arranged, such that appropriate hotel staff are available to manage each delivery.
9. The additional movements of construction vehicles will be of a low frequency and will all be pre-booked 48 hours in advance, so that their access can be pre-arranged and coordinated with the Royal National Hotel. Any construction deliveries that have not been booked will be rejected by the contractor's management team.
10. To provide safer working practises for the access for each construction vehicle, it would be proposed that the contractor's management team would have a banksman and two traffic management marshals available. As the vehicle approaches on Bedford Way it would pull up across the service yard entrance, adjacent to the kerb. This would allow other vehicles to pass in both directions along Bedford Way unhindered. A traffic management marshal would be deployed to the north of the site access and also to the south of the site access with 'Stop' boards. When there is a suitable break in traffic these traffic management marshals would stop vehicle movements on Bedford Way across the access for the short time to allow the banksman to guide the vehicle into the service area. For exiting construction vehicles the same process would be repeated, even though the construction vehicle would be exiting in a forward gear.

Construction Vehicle Tracking

11. Given the constraints and current method of operation of the existing service yard area for the Royal National Hotel, all construction vehicles would reverse into the service yard under the supervision of a site contractor banksman and two traffic management. Exiting vehicles would do so in a forward gear.
12. Whilst it is expected that the routing of construction vehicles would arrive and depart the Royal National Hotel service yard area on Bedford Way to the south, all vehicle turning movements have been examined for completeness.
13. Two vehicle types have been examined, as these are the largest vehicles expected to be required for the construction operations. These are:
 - 17.5 tonne 10m long Rigid Heavy Goods Vehicle.
 - 7.5 tonne 8m long Rigid Heavy Goods Vehicle