



LERCH BATES

Building Insight

Update

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Consulting Engineers for Moving People and Materials

- Vertical Transportation
- Façade Access
- Maintenance Management
- Materials Management
- Materials Handling
- Horizontal Transportation

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Building 'B' & Tower 'A', Port Baku

Port Baku Tower Lifts - A First for Azerbaijan

When Lerch Bates are approached for any new scheme a review is made of the scheme and outline solutions are developed.

On this project an examination of the drawings indicated a conventional vertical transportation scheme would not fit into the core area allowed and something unusual would be needed in order to afford a commercially acceptable building.

With shaft space allocated for only eight passenger lifts and one fire-fighting/service lift we had to deploy an innovative approach in order to provide the tower with the quality of lift service the client, Pasha Inshaat MMC, required.

Lerch Bates Project Director Peter Noon comments "Both the core area and the floor heights had already been established, the latter at 4.0 metres floor to floor. It quickly became apparent that the use of double deck lifts was the only feasible solution for this building. With a potential building population of about 3000 persons (based on 12m² per person NIA), eight single deck passenger lifts would simply not be sufficient."

Following traffic simulations we modified the lobby in front of the lift core resulting in seven of the lifts becoming double deck, leaving one single deck lift to give complete service from the lowest lobby level to the top office floor at level 30.

One of the keys to the success of double deck installations is clear and simple signage. The signage in the Port Baku towers will indicate the location and purpose of the escalators in the lobby, separating passengers into upper and lower lobbies in peak periods and utilising touch screens located strategically for call registration.

The increased performance offered by double deck destination control over conventional control will give a further 10% improvement and allows Lerch Bates to specify the eighth lift in the group as a single deck unit for special service and disabled access. When the special features are not required the single unit will form part of the eight car group.

With a six car group with destination control being installed in the adjoining office building 'B' of this prestigious development these two projects will offer a quality of lift service matching any class "A" office development worldwide.



London's Skyline is Changing!

London's soon-to-be tallest building - The Shard - continues to move forward. At 1000 ft. and over 80 floors the Shard will provide unsurpassed views of the City, Greater London, the home counties and even as far as France! The development will be the key catalyst towards the improvement of the entire London Bridge area, and a highly sustainable, brilliant icon of the new London skyline.

The Shard combines office, hotel and residential populations with public spaces. This unique mix creates a complex people-moving challenge, solved by using double-deck local and shuttle lifts, with destination-control systems; a space-saving and leading-edge technology pioneered by Lerch Bates.



London Bridge Quarter by Sellar



Improving the Energy Efficiency of Lifts

The building regulations cover most other forms of energy consuming equipment and seek to improve efficiency, so it is inevitable that soon lift efficiency will become more important to the overall energy efficiency of a building.

So here's nine things the lift owner/manager can do to save energy

- Initiate controller standby after idle period.
- Turn off car lights when on standby.
- Provide automatic car fan control.
- Recover waste heat from lift motor room.
- Provide machine room thermal insulation.
- Ensure regular preventative maintenance.
- Ensure machine room heating operates only below 6 degrees C.
- Ensure machine room cooling/ventilation operates only above operating conditions of say 30 degrees.
- Ensure guide rails are adequately lubricated, if applicable.

How much energy could you save?

Typically lifts under 750kg operating less than 100 times a day will consume over 80% of energy whilst the lift is at rest. 50% of this could be car illumination!

Come to our seminar and learn the other 41 ways you can save energy!

Still Time to Book your Place at our Free Seminars!

"Very worthwhile!"

James McLetchie, New Horizon Property Services

"Well pitched and will give me food for thought"

Stuart Pendreich, Dunedin Canmore Housing Association

"Thanks to all the team who delivered a very informative session"

Carl Manning, Hopwood Hall College

These are just some of the comments from delegates who attended our free half day seminar -

Lifts and Escalators Minimising Costs, Maximising Serviceability

To date the seminars have been held in Edinburgh, Glasgow, Manchester and Leeds and have been very well received.

Designed as an introduction to all the statutory and health and safety obligations of property and facilities managers, the seminar focuses on reducing operational costs, including ideas on how to save energy, cost-effective maintenance contracts, the business case for modernisation and web-based solutions.

There are still places available as follows:

- Birmingham** 27th October
- Bristol** 28th October
- London** 3rd November

To book a place please contact Libby Crew on 01483 215215 or libby.crew@eu.lerchbates.com

European Headquarters

Woking Eight
Forsyth Road
Woking, Surrey
GU21 5SB, United Kingdom
Phone: +44 (0) 1483 215215
Fax: +44 (0) 1483 215216

Southern Office

Eagle Tower,
Montpellier Drive,
Cheltenham, Gloucestershire
GL50 1TA, United Kingdom
Phone: +44 (0) 1242 221000
Fax: +44 (0) 1242 221010

Northern Office

Dean Clough, Halifax,
West Yorkshire
HX3 5AX, United Kingdom
Phone: +44 (0) 1422 330655
Fax: +44 (0) 1422 330677

Scottish Office

McGregor House,
Southbank Business Park,
Kirkintilloch, Glasgow,
G66 1XF, United Kingdom
Phone: +44 (0) 141 776 2090
Fax: +44 (0) 141 776 3944

Paris Office

177 avenue Achille Peretti
92 200 Neuilly sur Seine
Paris
France
Phone: +33 (0)147 475139
Fax: +33 (0)147 471756

A Lift onto the Fourth Plinth

Lerch Bates' Regional Director, Michael Bottomley, was one of the first people to take a place on the Fourth Plinth in Trafalgar Square and become part of Antony Gormley's living monument — One & Other.

Built in 1841, the Fourth Plinth in London's Trafalgar Square was originally intended for an equestrian statue but stood empty for many years. It is now the location for this piece of living art which is taking place from 6 July to 14 October 2009.

Every hour, 24 hours a day, for 100 days without a break, people are making the plinth their own. During his hour, Michael performed 23 of the songs he has written over the years, raising nearly £1000 for the Lift Engineers charity.



Michael Bottomley on the Fourth Plinth



Email: info@eu.lerchbates

Web: www.lerchbates.eu