

Committee(s): Planning & Transportation Committee	Date: 18 th March 2019
Subject: Millennium Inclinor Update Report	Public
Report of: City Surveyor CS: 095/19	For Information
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Summary

This report sets out the work undertaken to the Millennium Inclinor since this committee agreed that it should be maintained to a higher standard than the other public lifts.

Between December 2017 and April 2018, a significant project was undertaken to replace significant parts that were nearing the end of their economical life. Since this work has been completed there have been minimal breakdown times for the Inclinor.

As part of the regular maintenance additional parts have now been identified as coming to their end of economical life so need to be replaced, it is proposed that these works will be undertaken over a three-week period from Monday 25th March to Friday 12th April 2019.

The enhanced maintenance regime will be continued so that components are identified for replacement before they fail. Timing of that work will be planned to minimise downtime and can be programmed to avoid busy or sensitive periods, thus minimising the risk of failure resulting in unplanned and consequently longer periods out of service.

Therefore, the new approach for maintaining the Inclinor is working and should be continued with.

Recommendation

Members are asked to:

- Note the contents of this report.

Current Position

1. Since the new inclinator was installed in May 2012, it has been used in the region of 260,898 times which equates to 3,146 journeys per month which is on average 100 times per day.
2. The level of use is on average 3 times more than the other public lifts which are operated by the City. This level of use has contributed to an increased wear and tear on the mechanical and electrical parts of the Inclinator.
3. In December 2017 a four-month project was undertaken to replace the following parts of the Inclinator:
 - New “open protocol” (i.e. more easily maintainable) machinery control panel.
 - Complete rewire of the electrical system
 - New car door operators
 - Replacement of the main hoist ropes
 - Replacement of the car push buttons and indicators
 - Replacement of the landing push buttons and indicators
 - Replacement of the car and counterweight rollers
 - Overhaul of the wet weather protector shields to enable working in inclement weather
 - Repair the top and bottom access traps
4. The project was completed on the 16th April with a total cost of £112,246.
5. Since this work was undertaken the Inclinator has been out of service at the following times, all of which have been reported to this committee:
 - 15/08/18 Guiderail identified as the fault due to wear and tear, parts ordered and once received engineers returned to site and returned to service. (50 hours in total)
 - 16/11/2018 Entrapment. Engineer called to site and released trapped passengers within 30 minutes, however the engineer could not correct door fault on the lower doors. Technician returned the following day and identified parts required and were fitted upon receipt when the lift put back in service. (109 Hours in total)
 - 21/11/2018 Engineer attended site and found a fault with the upper doors, parts required. The technician returned the following day to repair and left lift in service. (22 Hours in total)
6. Through the regular maintenance undertaken on the Inclinator further works have now been identified as required, these works require a three-week closure period from the 25th March to 12th April 2019. The project will undertake the following works:

- Replacement Door Gears
 - Replacement Ropes
 - Replace Guide Shoes
7. Signs will be displayed on the hoarding and give alternative routes for people to use who are unable to climb the stairs.
 8. The costs of these works are due to be £30,000 and is being funded from the 50-year maintenance budget for the Millennium Bridge.
 9. The inclinator is a complex piece of electro-mechanical equipment, so there can be no guarantee that it will not breakdown again. These works, however, together with the enhanced maintenance regime should ensure that if it does fail the down time will be minimised.
 10. The enhanced maintenance regime will be continued so that components are identified for replacement before they fail. Timing of that work will be planned to minimise downtime and can be programmed to avoid busy or sensitive periods, thus minimising the risk of failure resulting in unplanned and consequently longer periods out of service.

Conclusion

11. The new approach to maintaining the Inclinator is working and will ensure that it continues to be maintained to a higher standard which in turn will reduce the number of breakdowns therefore keeping it in service for longer periods of time.
12. It must be acknowledged that due to the nature of the Inclinator that to repair some of the parts before they fail that it will need to be taken out of service for a period of time. We will do all we can to minimise the length of time and ensure that the works take place at less busy usage times.

Background Papers

- Millennium Inclinator Project (Dec-April 2018) – Planning and Transportation Committee 20th February 2018

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