Gerald Honey Partnership

Lift and Escalator Consultants

London and Leeds

Our Ref: TT/dmh/S6126

8 November 2004

FPD Savills
Fountain Court
68 Fountain Street
Manchester M2 2FE

For the attention of Mr Andrew Phillips
Associate Director

Dear Nick

Re: Condition Survey For Lift Installation
Situated at Gregs Building, Manchester

Please find enclosed our completed Condition Survey.

If you require any further information please do not hesitate to contact me.

Yours sincerely

D. Hyde

pp **Tony Torres**
The Gerald Honey Partnership

Enc. Report

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Registered in England 927762

Gerald Honey Partnership

Lift and Escalator Consultants

London and Leeds

November 2004
Job N° S6126

Survey & Report On:

One Electric Traction Passenger Lift

Located At:

Gregs Building
Booth Street
Manchester

Compiled by: Tony Torres

CLIENT:
Gregs Properties Ltd
C/o FPD Savills
Fountain Court
68 Fountain Street
Manchester M2 2FE

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Index

1. **Background**

2. **Brief**

3. **Existing Lift Details**

   3:2 Maintenance Data

4. **Findings**

5. **Conclusions**

6. **Budget Costs**

Disclaimer

1. Background

1:1 **Client:**

Gregs Properties Ltd
C/o FPD Savills
Fountain Court
68 Fountain Street
Manchester M2 2FE

1:2 **History:**

The traction lift installation is situated within a small office building located within the city centre of Manchester.

1:3 The original installation date and lift manufacturer is unknown however the lift has had an extensive modernisation in approximately 1993.

1:4 Since the modernisation no additional major refurbishment work has been carried out.

1:5 The lift is moderately busy and does appear to be in constant use by office residents of the building and occasional visitors.

2. Brief

2:1 The Gerald Honey Partnership has been appointed to perform a detailed visual inspection of the lift with the view to establishing its condition and reliability, and to determine the extent of any possible future work.

2:2 The report is to highlight the deficiencies and compliance with both British Standards and the Health & Safety at Work Act, as well as good normal working practices within the Lift Industry.

2:3 Consideration is also to be given with regards to access for disabled persons.

3. Existing Lift Details

No. of Lifts:	One
Type of Lift:	Traction Passenger
Original Manufacturer:	Unknown
Date of Installation:	Unknown
Modernisation Date:	1993
Modernisation Carried Out By:	Rubax Lifts Ltd
Contract Load:	6 persons/450 kgs
Control System:	Full up and down collective.
Drive System:	ACVV
Floors Served:	6
Floor Designation:	G, 1, 2, 3, 4 and 5
Pit Depth:	940 mm
Shaft Headroom:	3450 mm
Machine Room Location:	Above shaft
Entrances:	3 speed side opening 700 mm wide x 2000 mm high
Car Internal Size:	880 mm wide x 1280 mm deep x 2100 mm high
Speed of Lift:	0.5 m/s

3:2 Maintenance Data

3:2:1 The lift is currently maintained by Ansa Elevators. The Ansa unit number is 693/1.

Log Card Details

3:2:2 From the 1st January 2004 to the date of the survey there have been 6 maintenance visits and 7 call outs.

3:2:3 The call outs re split between door problems plus problems where polish has dried on the car and landing buttons causing them to stick in position. Please note that the buttons are brass finish.

3:2:4 The 10 year LG inspection of this lift was carried out on the 20th September 2003 and the relevant certification is contained within the log book of the lift.

3:2:5 The lift is generally clean and tidy and appears to be well maintained.

4. Findings

4:1 The following are modification necessary to comply with the requirements of the Health & Safety At Work Act 1974, and British Standards BS5655 and 7255 and the generally acceptable level of good lift practice.

Motor Room

1. The motor room has a block that can be locked from the outside trapping people in the motor room this should be changed to allow the door to be unlocked without the use of a key.

2. Currently there are two 6 ft undiffused fluorescent light fittings within the motor room. We would recommend that these be changed to two twin 6ft diffused fittings.

3. The existing lifting beam in the motor room which extends over the machine and over the trap door is marked Not To Be Used. The reason for this is unknown. We would recommend that this beam be retested to allow its future use.

4. At the lower level of the motor room there is a trap door which is 1200 mm wide x 930 mm deep. Currently for access to the controller it is necessary to stand on this trap door. We would therefore recommend that this trap door be tested and marked with its safe working load.

5. On the outside of the motor room door there are two Notices both of which are worn and need to be replaced with new units. In addition any further required signage should be fitted around the installation generally.

6. The lift motor room is a separate building on the roof of the main building it does not contain any ventilation or heating and if therefore likely to be susceptible to extremes of Winter and Summer temperatures. We would recommend that the temperature of this motor room be thermostatically controlled to a workable temperature.

7. We would recommend that a new microprocessor controller be fitted, the current one is now 12 years old and is showing signs of erratic operation.

8. A new controller should be fitted on the rear wall of the upper tier motor room and consequently it should not be necessary for it to be accessed whilst standing on the trap door.

9. We would recommend that a new controller insulation mat be provided with the new controller.

10. The new controller should incorporate variable frequency drive onto the existing drive motor.

11. With the repositioning of a new controller it will be necessary to extend the barrier on the upper tier of the motor room to the side wall.

12. To allow safe access to the newly positioned controller the existing handwinding disc needs to be adequately guarded.

Shaft

1. Empty drip trays within lift pit.

2. Some of the existing shaft lighting is inoperative and needs to be reinstated.

3. The shaft lighting needs to be brought up to current British Standard requirements.

4. A pit ladder needs to be provided.

5. The pit needs to be cleaned of rubbish and oil and the pit floor needs to be painted.

6. We would suggest that the counterweight safety gear be electronically interlocked.

Door Operator

1. We would recommend that the existing door operator be replaced with a new similar unit and that all remaining equipment including locks, linkages, pickups etc be fully overhauled.

Landings

1. Various telltale lights on the landings and within the car currently inoperative and need to be reinstated.

2. The existing landing doors and landing surrounds all appear to be hand painted, as part of any refurbishment we would recommend that the doors and surrounds be rubbed down and re-sprayed to give an improved finish.

3. Additional work is required on the landings to improve is disabled access (see later).

Car

1. We would recommend that the car be internally refurbished to improve its appearance and to improve its disabled access. (See later).

2. Currently there is a full height electronic detector fitted however this is not working correctly and should be reinstated for correct use.

3. At the ground floor landing there is a sweep arm indicator, which appears to be out of step. This should be reinstated.

4. The lubrication pots on top of the car are empty and need to be refilled.

Disabled Access

1. We would recommend that the car and landings be refurbished and that as much as possible is carried out on the lift to improve its access for disabled use.

2. The existing car doors and car door surround needs to be rubbed down and re-sprayed to give an improved finish.

3. A speech synthesiser needs to be fitted to the lift car.

4. A handrail needs to be fitted within the lift car.

5. The walls floor and ceiling of the car need to be refurbished to give an improved appearance and also to give improved disabled access.

6. A new car position indicator needs to be fitted in line with the Disability Discrimination Act.

7. A new position indicator needs to be fitted within the car.

8. All new push buttons need to incorporate visual and audible call acceptance etc.

9. All landing buttons need to be replaced with new units meeting current DDA requirements.

10. Landing position indictors need to be fitted to each floor.

11. All buttons need to incorporate visual and audible call acceptance.

12. In short, everything possible needs to be done on the car and on the landings to meet the current Disability Discrimination Act requirements.

5. Conclusions

5:1 Generally the lift is in a good clean and serviceable condition and with the LG10 year test having been carried out on the 20th September 2003, the only major components we would recommend to be replaced are the control panel and the door operator both of which are showing signs of erratic operation.

5:2 Faults recorded on the log card point to the doors therefore it is this reason we have recommended the replacement of the door operator plus an overhaul of the ancillary door equipment on the car and the landings.

5:3 The general look of the lift is "dated" with the car and landing doors having been poorly hand painted and we have therefore recommended that these doors and their surrounds be rubbed down and re-sprayed.

5:4 We have also recommended that a full car refurbishment be carried out which would include upgrading the car and the landings to meet the requirements of the current Disability Discrimination Act.

5:5 With specific reference to wheelchairs, your client is correct in assuming that whatever work is carried out to the existing lift, the car size and the entrance size would not be ideal for wheelchair use.

5:6 This refurbishment within the car would include the replacement of the existing brass push buttons with new stainless steel units.

5:7 There is indication that excessive cleaning of the brass buttons with polish is on occasion causing the buttons to 'stick in'.

5:8 Due to the size constraints of the lift shaft which is within a fixed steel structure, any new lift within this structure can *never* fully meet DDA requirements.

5:9 The fitting of a completely new lift within this structure replacing the existing is possible, however, it would not meet full DDA unless extensive building work was carried out including the creation of a new compliant shaft, plus any work you decide to do within the basement are.

5:10 I would suggest that due to the shaft constraint a total lift replacement is not a viable option in the short term or the long-term and I would therefore refer you to the recommendations within my report.

5:11 Although we have recommended to improve the lift as much as possible to meet the requirements of the DD the actual access to the lowest lift lobby from the street level is far from disabled friendly and must be a further consideration of yourselves.

5:12 Of further note is the fact that the lift has a false pit and it would seem that in the past an earlier lift within this shaft may have served a basement level.

5:13 If you were to carry out the work as recommended within the Findings Section of my report and bearing in mind that the lift now has a 10 year LG inspection that was completed in September 2003, the lift should not need replacement or incidentally any further major expenditure for at least the next 10 years.

5:14 Should you decide not to carry out the work recommended within the Findings Section of my report, then a full replacement at virtually any time from now, could in the long-term be cost effective (bearing in mind the information within the next section).

6. Budget Costs

6.1 To carry out all the work detailed within our Findings Section we would estimate that the cost of the work would be in the region of £28,000.00 to £30,000.00.

6.2 We would estimate that the time to carry out the work during normal working hours would be in the region of 4 working weeks.

6.3 With regard to the eventual replacement of this lift with a new fully DDA compliant installation, I would budget that the lift alone would cost in the region of £40,000.00, however, it is the additional and necessary building work to convert the shaft and basement area which is likely to cost an amount in excess of the cost of the lift unfortunately I cannot give you an accurate budget figure for this work.