

TRAIN STATIONS — PERTH UNDERGROUND — ELEVATORS

2607. Hon Ken Travers to the Parliamentary Secretary representing the Minister for Transport:

Since the opening of the Perth Underground Station:

- (a) on how many occasions has each elevator been out of order;
- (b) for how long was each elevator out of order;
- (c) what was the reason; and
- (d) what alternative arrangements for people with a disability and/or parents with prams were made at the time the lift was out of order?

Hon Jim Chown replied:

- (a) Lift 1-13: 10 times.
Lift 2-13: 14 times.
Lift 3-13: 12 times.
Lift 4-13: 8 times.
- (b)–(c) Lift 1-13: 2.416666667 hours — doors failed to close
Lift 1-13: 3.6 hours — object obstructing door runner
Lift 1-13: 20.95 hours — part had to be replaced on the door
Lift 1-13: 2.083333333 hours — object obstructing the door
Lift 1-13: 22.83333333 hours — new part required
Lift 1-13: 0.95 hours — electrical fault
Lift 1-13: 2.833333333 hours — fault with the door locking latch
Lift 1-13: 0.166666667 hours — lift failed to stop at all levels
Lift 1-13: 2.5 hours — power failure, controls to be reset
Lift 1-13: 2 hours — the lift shaft flooded with water
Lift 2-13: 513.75 hours — power boards had to be replaced
Lift 2-13: 2.616666667 hours — door lock switch had to be replaced
Lift 2-13: 1.416666667 hours — doors required lubricating
Lift 2-13: 15.91666667 hours — power to the lift had to be reset
Lift 2-13: 2.166666667 hours — power tripped and had to be reset
Lift 2-13: 1.25 hours — power had to be reset
Lift 2-13: 3.5 hours — battery and phase relay fault
Lift 2-13: 128.65 hours — battery failure
Lift 2-13: 147.75 hours — battery charger failed
Lift 2-13: 0.75 hours — batteries failed after being replaced
Lift 2-13: 1.75 hours — lift was vandalised
Lift 2-13: 4.75 hours — LCD screen had to be replaced
Lift 2-13: 1.5 hours — lift shaft flooded with water
Lift 2-13: 643.9 hours — backup power fault
Lift 3-13: 3.416666667 hours — call button failed and was replaced
Lift 3-13: 1.383333333 hours — lift overrun top floor
Lift 3-13: 10.08333333 hours — brake board tripped
Lift 3-13: 2.483333333 hours — circuit breaker tripped
Lift 3-13: 6.333333333 hours — door sensor out of adjustment

Lift 3-13: 3.033333333 hours — lift options control tripped
Lift 3-13: 3.416666667 hours — controller breaker tripped
Lift 3-13: 1.333333333 hours — controller breaker tripped
Lift 3-13: 0.666666667 hours — controller breaker tripped
Lift 3-13: 1.5 hours — controller breaker tripped
Lift 3-13: 1.333333333 hours — computer fault
Lift 3-13: 21 hours — the lift shaft flooded with water
Lift 4-13: 1.916666667 hours — object obstruction in door
Lift 4-13: 0.683333333 hours — door switch tripped
Lift 4-13: 1.5 hours — object obstruction in door
Lift 4-13: 33.98333333 hours — uneven load forced safety brake, alignment affected
Lift 4-13: 2.116666667 hours — lift damaged by customer
Lift 4-13: 0.666666667 hours — door tracks to be lubricated and aligned
Lift 4-13: 1.366666667 hours — doors required to be realigned
Lift 4-13: 1.25 hours — fault with the lift door lock

- (d) At Perth station (noting the context provided above), each platform has two lifts; one at each end of the platform. Passengers can use the working lift to access the platform they need to catch a train from. For example, a passenger alighting from Perth Underground station on a journey to Midland would normally go through the Perth underpass and use lift 3 -13 to get to platform 8/9 at Perth station. Should this lift be out of service, passengers gain access to platform 8/9 via platform 5 using lift 1-13 and then lift 2 to the eastern concourse and down to the platform using lift 4-13. There is also a route via platform 6/7 using lifts 2-13, lift 6 and lift 4-13.