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Järnvägar – Utformning för personer med funktionsnedsättning – Tillgänglighet till fordonen för personer med rörelsehinder –

Del 1: Trappsteg för på- och avstigning

Railway applications – Design for PRM use – Accessibility of persons with reduced mobility to rolling stock –

Part 1: Steps for access and egress

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EUROPEAN STANDARD

EN 16586-1

NORME EUROPÉENNE

EUROPÄISCHE NORM

April 2017

ICS 11.180.01; 45.060.20

English Version

Railway applications - Design for PRM use - Accessibility of persons with reduced mobility to rolling stock - Part 1: Steps for access and egress

Applications ferroviaires - Conception destinée à l'usage par les PMR - Accessibilité du matériel roulant aux personnes à mobilité réduite - Partie 1: Marches de sortie et d'accès

Bahnanwendungen - Gestaltung für die Nutzung durch PRM - Barrierefreier Zugang - Teil 1: Aus- und Einstiegsstufen

This European Standard was approved by CEN on 16 January 2017.

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EUROPEAN COMMITTEE FOR STANDARDIZATION
COMITÉ EUROPÉEN DE NORMALISATION
EUROPÄISCHES KOMITEE FÜR NORMUNG

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European foreword

This document (EN 16586-1:2017) has been prepared by Technical Committee CEN/TC 256 “Railway applications”, the secretariat of which is held by DIN.

This European Standard shall be given the status of a national standard, either by publication of an identical text or by endorsement, at the latest by October 2017, and conflicting national standards shall be withdrawn at the latest by October 2017.

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For relationship with EU Directive 2008/57/EC, see informative Annex ZA, which is an integral part of this document.

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Introduction

This document is part of a suite of four 'Design for PRM use' standards that have in total nine parts:

- EN 16584 is a standard that covers both infrastructure and rolling stock — Railway applications — Design for PRM use — General requirements:
 - Part 1: Contrast (EN 16584-1)
 - Part 2: Information (EN 16584-2)
 - Part 3: Optical and friction characteristics (EN 16584-3)
- EN 16585 is a standard that covers rolling stock - Railway applications — Design for PRM use — Equipment and components on board rolling stock:
 - Part 1: Toilets (EN 16585-1)
 - Part 2: Elements for sitting, standing and moving (EN 16585-2)
 - Part 3: Clearways and internal doors (EN 16585-3)
- EN 16586 is a standard that covers rolling stock — Railway applications — Design for PRM use — Accessibility of persons with reduced mobility to rolling stock:
 - Part 1: Steps for access and egress (EN 16586-1)
 - Part 2: Boarding aids (EN 16586-2)
- EN 16587 is a standard that covers infrastructure — Railway applications — Design for PRM use — Requirements for obstacle free routes for infrastructure.

These standards aim to clarify the requirements (with clear and consistent terms and definitions) and to define the associated criteria and, where appropriate, methodologies to allow a clear pass/fail assessment.

1 Scope

This European Standard describes the specific 'Design for PRM use' requirements applying to rolling stock and the assessment of those requirements. The following applies to this standard:

- The definitions and requirements describe specific aspects of 'Design for PRM use' required by persons with disabilities and persons with reduced mobility as defined in the PRM TSI;
- This standard defines elements which are universally valid for obstacle free travelling including steps for access and egress and boarding aids. The definitions and requirements of this standard are to be used for rolling stock applications;
- This standard only refers to aspects of accessibility for PRM passengers it does not define general requirements and general definitions;
- This standard assumes that the vehicle is in the defined operating condition;
- Where minimum or maximum dimensions are quoted these are absolute NOT nominal

The 'Accessibility of persons with reduced mobility' standard is written in two parts:

- This document is Part 1 and contains:
 - Steps for access and egress
- Part 2 contains
 - Boarding aids.

2 Normative references

The following documents, in whole or in part, are normatively referenced in this document and are indispensable for its application. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

EN 16584-1, *Railway applications — Design for PRM use — General requirements — Part 1: Contrast*

EN 16584-3, *Railway Applications - Design for PRM Use - General Requirements - Part 3: Optical and Friction Characteristics*

EN 15273-1, *Railway applications - Gauges - Part 1: General - Common rules for infrastructure and rolling stock*

EN 15273-3, *Railway applications - Gauges - Part 3: Structure gauges*

EN 15663, *Railway applications - Definition of vehicle reference masses*

3 Terms and definitions

For the purposes of this document, the following terms and definitions apply.

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3.1

boarding aid

device (fixed or portable) that bridges the gap between rolling stock and platform to allow a PRM to board or alight from a train

Note 1 to entry: These include manual or automatic ramps, lifts and other devices.

3.2

bridging plate

retractable device integrated into the vehicle as close as possible to the door threshold level that enables access for wheelchair users, fully automatic and activated/controlled in conjunction with the door opening/closing sequences or semi-automatic on demand from passenger or staff

Note 1 to entry: It retains its strength without support on the station platform when extended.

3.3

clear width

clear usable width

unobstructed width of an open door or clearway to allow a PRM to pass through

3.4

doorway

opening in the vehicle body side that allows access to and egress from that vehicle

3.5

effective clear width

horizontal usable width of the surface of a boarding aid or entrance step

3.6

first step

step that is the first step for a passenger to use, to overcome a height change

Note 1 to entry: For the external access/egress steps this will normally be the step that is closest to the platform edge (it may be a fixed or a movable step), therefore this is the first step when boarding and the last step when alighting.

Note 2 to entry: In the context of steps for internal height changes (other than the external access/egress steps) this means the first usable step when ascending and the edge of the walking floor when descending.

3.7

gap

distance between a platform and the closest point on the rolling stock at the passenger door where passengers traverse from one to the other (both vertical and horizontal)

3.8

last step

final step for an ascending passenger to use to overcome a height change, forming the edge of the walking floor

3.9

movable step

retractable device integrated into the vehicle forming a step to the door threshold that enables access for passengers other than wheelchair users, fully automatic and activated/controlled in conjunction with the door opening/closing sequences (sliding, rotating, folding, etc.) to reduce the gap in width and height (if necessary to make the gap compliant) between vehicle and platform.

Note 1 to entry: It retains its strength without support on the station platform when deployed.

3.10

on board lift

device integrated into the doorway of a vehicle that enables access for wheelchair users to overcome the maximum height difference between the vehicle floor and the station platform, where operated

3.11

on board ramp

manual, semi-automatic or automatic device that enables access for wheelchair users, that is positioned between the vehicle door threshold and the platform

3.12

step nose

intersection point of the projections of horizontal and vertical surfaces of a step

Note 1 to entry: This is illustrated in Annex B showing example step noses.

3.13

working order

state in which a vehicle is equipped with all the consumables and occupied by all the staff which it requires in order to fulfil its function but empty of any payload (i.e. dead mass + consumables + staff)

4 Symbols and abbreviations

Table 1 — Abbreviations

Abbreviation	Designation
EN	European Standard
PRM	Persons with disabilities and persons with reduced mobility
TSI	Technical Specification for Interoperability

Table 2 — Symbols

Symbol	Designation	Unit
mm	Length	millimetre
b_{q0}	Nominal horizontal distance from platform edge to track centreline	millimetre
δ_h	Horizontal stepping distance	millimetre
δ_{v+}	Vertical stepping distance (up)	millimetre
δ_{v-}	Vertical stepping distance (down)	millimetre