RAUDTEEALASED RAKENDUSED. PIIRATUD LIIKUMISVÕIMEGA ISIKUTE KASUTATAVAD RAKENDUSED. NÕUDED RAUDTEETARISTU JUURDEPÄÄSUTEEDELE

Railway applications - Design for PRM Use - Requirements on obstacle free routes for infrastructure

EESTI STANDARDIMIS- JA AKREDITEERIMISKESKUS
ESTONIAN CENTRE FOR STANDARDISATION AND ACCREDITATION

EESTI STANDARDI EESSÕNA

NATIONAL FOREWORD

See Eesti standard EVS-EN 16587:2025 sisaldab Euroopa standardi EN 16587:2025 ingliskeelset teksti.	This Estonian standard EVS-EN 16587:2025 consists of the English text of the European standard EN 16587:2025.
Standard on jõustunud sellekohase teate avaldamisega EVS Teatajas.	This standard has been endorsed with a notification published in the official bulletin of the Estonian Centre for Standardisation and Accreditation.
Euroopa standardimisorganisatsioonid on teinud Euroopa standardi rahvuslikele liikmetele kättesaadavaks 01.10.2025.	Date of Availability of the European standard is 01.10.2025.
Standard on kättesaadav Eesti Standardimis-ja Akrediteerimiskeskusest.	The standard is available from the Estonian Centre for Standardisation and Accreditation.

Tagasisidet standardi sisu kohta on võimalik edastada, kasutades EVS-i veebilehel asuvat tagasiside vormi või saates e-kirja meiliaadressile standardiosakond@evs.ee.

ICS 11.180.01, 45.020

EUROPEAN STANDARD

NORME EUROPÉENNE

EUROPÄISCHE NORM

EN 16587

October 2025

ICS 45.020; 11.180.01

Supersedes EN 16587:2017

English Version

Railway applications - Design for PRM Use - Requirements on obstacle free routes for infrastructure

Applications ferroviaires - Conception destinée à l'usage par les PMR - Exigences relatives aux cheminements libres d'obstacles pour l'infrastructure

Bahnanwendungen - Gestaltung für die Nutzung durch PRM - Anforderungen an die Infrastruktur für hindernisfreie Wege

This European Standard was approved by CEN on 30 June 2025.

CEN members are bound to comply with the CEN/CENELEC Internal Regulations which stipulate the conditions for giving this European Standard the status of a national standard without any alteration. Up-to-date lists and bibliographical references concerning such national standards may be obtained on application to the CEN-CENELEC Management Centre or to any CEN member.

This European Standard exists in three official versions (English, French, German). A version in any other language made by translation under the responsibility of a CEN member into its own language and notified to the CEN-CENELEC Management Centre has the same status as the official versions.

CEN members are the national standards bodies of Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Republic of North Macedonia, Romania, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Türkiye and United Kingdom.

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

CEN-CENELEC Management Centre: Rue de la Science 23, B-1040 Brussels

Ref. No. EN 16587:2025 E

Contents

Page

European foreword

This document (EN 16587:2025) 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 April 2026, and conflicting national standards shall be withdrawn at the latest by April 2026.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. CEN shall not be held responsible for identifying any or all such patent rights.

This document supersedes EN 16587:2017.

In comparison with the previous edition, the following technical modifications have been made:

— the document template has been updated;

— the document has been revised generally for document references and editorial issues with grammar;

— scope modified;

— normative references updated;

— terms and definitions revised;

— 5.14 References updated

— Annex A “EC verification - Interoperability constituents” removed;

— Annex B “Summary of testing requirements” removed;

— Annex C “Good practice” is now Annex A;

— Annex D “A-Deviations” removed;

— Annex ZA updated;

— Bibliography updated.

This document has been prepared under a standardization request addressed to CEN by the European Commission. The Standing Committee of the EFTA States subsequently approves these requests for its Member States.

For the relationship with EU Legislation, see informative Annex ZA, which is an integral part of this document.

Any feedback and questions on this document should be directed to the users’ national standards body. A complete listing of these bodies can be found on the CEN website.

According to the CEN-CENELEC Internal Regulations, the national standards organisations of the following countries are bound to implement this European Standard: Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland,

Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Republic of North Macedonia, Romania, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Türkiye and the United Kingdom.

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 document describes the specific ‘Design for PRM use’ requirements applying to infrastructure and the assessment of those requirements. The following applies to this document:

— 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 document defines elements which are universally valid for obstacle-free routes. The definitions and requirements of this standard are to be used for infrastructure applications.

— This document only refers to aspects of accessibility for PRM passengers; it does not define non-PRM related requirements and definitions.

— This document assumes that the infrastructure is in its defined operating condition.

— Where minimum or maximum dimensions are quoted these are absolute NOT nominal requirements.

This document contains requirements relating to 'Obstacle-free routes'.

2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

EN 81-70:2021+A1:2022, *Safety rules for the construction and installation of lifts - Particular applications for passenger and goods passenger lift - Part 70: Accessibility to lifts for persons including persons with disability*

EN 115-1:2017, *Safety of escalators and moving walks - Part 1: Construction and installation*

EN 16584-1:2025, *Railway applications — Design for PRM use — General requirements — Part 1: Contrast*

EN 16584-2:2025, *Railway applications — Design for PRM use — General requirements — Part 2: Information (Basel)*

EN 16584-3:2025, *Railway applications — Design for PRM use — General requirements — Part 3: Optical and friction characteristics*

EN 16585-1:2025, *Railway Applications — Design for PRM Use — Equipment and Components on board Rolling Stock — Part 1: Toilets*

EN 16586-2:2025, *Railway Applications — Design for PRM Use — Accessibility of Persons with Reduced Mobility to Rolling Stock — Part 2: Boarding Aids*

EN ISO 2813:2014, *Paints and varnishes - Determination of gloss value at 20°, 60° and 85° (ISO 2813:2014)*

ISO 21542:2021, *Building construction — Accessibility and usability of the built environment*

ISO 23599:2019, *Assistive products for blind and vision-impaired persons — Tactile walking surface indicators*

3 Terms and definitions

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

ISO and IEC maintain terminology databases for use in standardization at the following addresses:

— ISO Online browsing platform: available at https://www.iso.org/obp/

— IEC Electropedia: available at https://www.electropedia.org/

3.1
automatic door
powered door which opens and closes without the need for the passenger to operate a control device

3.2
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: This includes manual, semi-automatic or automatic ramps, lifts and other devices.

3.3
handrail
continuous element with round cross section for passengers to use to aid personal stability by gripping around

3.4
manual door
unpowered door which the passenger has to physically open and/or close

3.5
obstacle-free route
link between two or more public areas dedicated to the transport of passengers that can be navigated independently by all persons with disabilities and reduced mobility

Note 1 to entry: In order to achieve this, the route can be divided to better meet the needs of all persons with disabilities and reduced mobility. The combination of all the parts of the obstacle-free route constitutes the route accessible for all persons with disabilities and reduced mobility.

3.6
station
any form of infrastructure where a train operates and passengers can board or alight in normal operation

3.7
station building
any building or structure within the confines of the station in areas for use by passengers which can be open at different times to the overall station

Note 1 to entry: This does not include other commercial structures that are not essential for travel.