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1 Purpose

This standard defines the requirements for Emergency Do Not Enter (EDNE) signs to be used in public areas on LU stations to comply with the:

- a) Fire Precautions (Sub Surface Railway Stations) (England) Regulations 2009.
- b) Regulatory Reform (Fire Safety) Order 2005
- c) HSE Safety Signs & Signals Regulations 1999
- d) RSPG - Railway Safety Principles and Guidance

2 Scope

- 2.1 This engineering standard describes the key requirements for the design, installation, commissioning and maintenance of EDNE signs to be used on subsurface and surface stations.
- 2.2 This engineering standard applies to new installations and existing installations when modifications take place.

3 Requirements

3.1 General Requirements

- 3.1.1 EDNE signs are located at each station entrance(s) and exit(s) in accordance with the station fire strategy (LU standard 1-080) and signage design.
- 3.1.2 The signs are to be suspended from the entrance soffit or fixed above each entrance or exit on the exterior wall in accordance with the premises and Station Planning Standard S1371, Station Signing for Customers 1-311, BS 5499 & BS ISO 3864 for: fixings heights, visibility and satisfactory weather proofing.
- 3.1.3 The sign shall be able to display EMERGENCY DO NOT ENTER when required in accordance with the most current version of the TFL signage standard S1371.
- 3.1.4 The text and pictogram identified in the TFL signage standard S1371 must be invisible when the sign is not in use.
- 3.1.5 The sign shall be equipped with an audible warning signal which shall provide a minimum sound level of at least 65dB (A) and shall have a sound level of at least 5dB (A) above the ambient sound levels at peak travel periods and after 90 seconds of activation shall reduce to 60dB (A) (when measured at 1.2m above finished floor level at 3m from the face of the sign). The audible warning shall be continuous for the duration of the emergency, agreed with the LU Fire Engineer and shall be consistent across the network. Also refer to section 5.3.1 for environmental considerations.
- 3.1.6 The sign shall have four flashing lights (situated one at each corner of the face of the sign), designed to flash in pairs either from side to side or top to bottom.

- 3.1.7 When activated the sign shall be back illuminated so that they are clearly legible even when in direct sunlight.
- 3.1.8 The EDNE sign shall have the alternative operation of DO NOT ENTER (DNE) for station congestion control. The sign shall read, DO NOT ENTER and display the pictogram identified in the TFL signafe standard S1371 when required to do so. The Emergency lettering must not be visible when operating in the DNE mode.
- 3.1.9 The DNE sign audibility requirements shall be as described in 3.1.2 and 3.1.3 but shall reduce in volume to 60dB (A) after sixty seconds and stop sounding after a further ninety seconds. The warning sound shall be agreed with the LU Fire Engineer and be consistent across the network. Also refer to section 5.3.1 for environmental considerations.

3.2 Control and Operation

- 3.2.1 The EDNE Sign is considered to be an output of the fire alarm and detection system. It shall operate automatically from the Main Fire Control and Indicating panel on the station within ten seconds of the panel entering evacuation mode.
- 3.2.2 There shall be fire detection interface module(s) fitted by the manufacturer which is to be connected to the local fire detection loop in order to operate both the EDNE and DNE functions of the sign. The interface(s) should also be capable of receiving a fault condition from the sign and report it to the Main Fire Control and Indicating panel.
- 3.2.3 During a fire or manual evacuation, all the EDNE signs in the station premises shall activate. The sign shall illuminate, the audible warning signal shall sound, and the flashing lights shall commence operation to draw attention to the EMERGENCY DO NOT ENTER message and the designated pictogram.
- 3.2.4 Where there is a requirement by the user to discourage the public from entering the station, (for example, in case of congestion), it may be necessary to operate all or some of the EDNE signs using the DNE function. This is to be done via a Do Not Enter Operating Panel incorporating a number of latching rotary switches, which allows the DNE function of the required sign to be operated.
- 3.2.5 The Do Not Enter Operating Panel is to be located in the station operations room (or other station control facility from which congestion in the station is to be managed) adjacent to the Main Fire Control and Indicating panel. Where there is more than one station control facility, there must be a Do Not Enter Operating Panel in each one. Where the Main Fire Control and Indicating panel is located in the public area the DNE must be located in a secure non public area agreed with Operations and the LU Fire Engineer. On stations where there is a Station Management System, the DNE facility (but not the EDNE function) may be controlled via the Station Management System as well as the Do Not Enter Operating Panel.
- 3.2.6 The fascia of the DNE Operating Panel shall bear an axonometric layout of the station on the front of the panel, using the appropriate materials. This must be agreed with the user, fire engineer and be consistent across the network.