

Category 1 Standard

S1132

Premises - Barriers and Fencing (Non- Lineside)

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Contents

1	Purpose	3
2	Scope	3
3	Requirements	3
3.1	General Requirements	3
3.2	Location of Barriers	3
3.3	Limitations on Location of Barriers	4
3.4	Design and Construction of Barriers	4
3.5	Non Lineside Fencing	5
3.6	Safety	6
3.7	Evidence of Compliance	6
4	Responsibilities	6
4.1	Responsibilities	6
5	References	6
5.1	References	6
5.2	Person accountable for the document	7
5.3	Document history	8

1 Purpose

- 1.1 The purpose of this Standard is to define the requirements for pedestrian barriers and non-lineside fencing used within London Underground premises and property.

2 Scope

- 2.1 This standard applies to new and altered pedestrian barriers and non-lineside fencing within London Underground operational, controlled property, including the parapet of any footbridge within a station. Requirements for parapets of highway bridges are contained in S1051 Civil Engineering – Bridge Structures.
- 2.2 For barrier loading requirements, refer to S1053 Civil Engineering – Building and Station Structures.
- 2.3 For hostile vehicle mitigation barriers, refer to Security in Design of Stations (SIDOS) Guide, BSi PAS 68 and BSi PAS 69.
- 2.4 For operational boundary fencing, refer to S1167.
- 2.5 For temporary hoardings and barriers, refer to 1-027 Site Hoarding, Fencing and Barriers.

Note: This standard is supported by G0132 Guidance on Barriers and Fencing

3 Requirements

3.1 General Requirements

- 3.1.1 All barriers, including guarding which prevents access to a level below, shall comply with the Building Regulations and shall consider Security in Design of Stations (SIDOS) Guide. Where any conflicts arise between the Building Regulations, SIDOS and this Standard, compliance with this Standard shall take precedence except where a breach in the law would arise.

3.2 Location of Barriers

- 3.2.1 Barriers shall be provided as required by Building Regulations and the Work at Height Regulations.
- 3.2.2 Barriers shall be provided on the platform parallel to the platform edge from the headwall to the train stopping mark where a platform exit leads directly from the end of a platform if congestion could occur at the exit point, or a risk assessment indicates that barriers are required.
- 3.2.3 Where there is an operational need, barriers shall be provided to separate opposing pedestrian flow. There should be regular breaks in the barrier and minimum passageway widths should not be compromised.