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**Oprema cest - 6. del: Varnostne ograje za pešce - Ograje za pešce**

Road restraint systems - Part 6: Pedestrian restraint system - Pedestrian parapets

Rückhaltesysteme an Straßen - Teil 6: Fußgängerrückhaltesysteme, Brückengeländer

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93.080.30	Cestna oprema in pomožne naprave	Road equipment and installations

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TECHNICAL REPORT  
RAPPORT TECHNIQUE  
TECHNISCHER BERICHT

**CEN/TR 1317-6**

April 2012

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ICS 93.080.30; 13.200

English Version

## Road restraint systems - Part 6: Pedestrian restraint system - Pedestrian parapets

Dispositifs de retenue routiers - Partie 6: Dispositif de  
retenue pour piétons - Garde-corps

Rückhaltesysteme an Straßen - Teil 6:  
Fußgängerrückhaltesysteme - Brückengeländer

This Technical Report was approved by CEN on 7 February 2012. It has been drawn up by the Technical Committee CEN/TC 226.

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COMITÉ EUROPÉEN DE NORMALISATION  
EUROPÄISCHES KOMITEE FÜR NORMUNG

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## Contents

Foreword.....	4
Introduction .....	5
<b>1</b> <b>Scope</b> .....	<b>6</b>
<b>2</b> <b>Normative references</b> .....	<b>6</b>
<b>3</b> <b>Terms, definitions, symbols and abbreviations</b> .....	<b>7</b>
3.1 <b>Terms and definitions</b> .....	7
3.2 <b>Symbols and abbreviations</b> .....	9
<b>4</b> <b>Requirements</b> .....	<b>10</b>
4.1 <b>General</b> .....	10
4.2 <b>Construction</b> .....	11
4.3 <b>Geometrical requirements</b> .....	12
4.4 <b>Design requirements</b> .....	14
4.5 <b>Structural safety and serviceability</b> .....	19
4.6 <b>Durability</b> .....	20
<b>5</b> <b>Performance verification methods</b> .....	<b>20</b>
5.1 <b>General</b> .....	20
5.2 <b>Verification by combination of calculations and acceptance criteria</b> .....	21
5.3 <b>Verification by testing and acceptance criteria</b> .....	21
<b>6</b> <b>Manufacturing assembly and tolerances</b> .....	<b>22</b>
6.1 <b>Storage, handling and transportation</b> .....	22
6.2 <b>Instructions for assembly</b> .....	23
6.3 <b>Installation of pedestrian parapet</b> .....	23
6.4 <b>Tolerances</b> .....	23
<b>7</b> <b>Characteristic aspects of pedestrian parapets</b> .....	<b>23</b>
7.1 <b>Safety in use for pedestrians and other highway users (excluding motor vehicles)</b> .....	23
7.2 <b>Safety considerations of pedestrians using road bridges and footbridges and similar structures</b> .....	24
7.3 <b>Analysis and test methods</b> .....	24
7.4 <b>Durability</b> .....	24
<b>8</b> <b>Labelling and marking</b> .....	<b>24</b>
8.1 <b>Identification of pedestrian parapets</b> .....	24
8.2 <b>Information to be made available by the manufacturer</b> .....	24
<b>Annex A (informative) Partial factors (<math>\gamma</math>), action combinations and combination factors (<math>\psi</math>)</b> .....	<b>26</b>
A.1 <b>Introduction</b> .....	26
A.2 <b>Partial factors for actions</b> .....	26
A.3 <b>Combinations of actions for <i>ULS</i></b> .....	26
A.4 <b>Combinations of actions for <i>SLS</i></b> .....	28
<b>Annex B (informative) Dynamic impact tests</b> .....	<b>30</b>
B.1 <b>Introduction</b> .....	30
B.2 <b>Scope</b> .....	30
B.3 <b>Normative references</b> .....	30
B.4 <b>Terms and definitions</b> .....	30
B.5 <b>Test methods</b> .....	30
B.6 <b>Expression of results</b> .....	35
B.7 <b>Test report</b> .....	35
<b>Annex C (informative) Static tests</b> .....	<b>36</b>

<b>C.1</b>	<b>Introduction</b> .....	<b>36</b>
<b>C.2</b>	<b>Technical description for testing</b> .....	<b>36</b>
<b>C.3</b>	<b>Test specimens</b> .....	<b>36</b>
<b>C.4</b>	<b>Position of the test specimen</b> .....	<b>36</b>
<b>C.5</b>	<b>Loading</b> .....	<b>36</b>
<b>C.6</b>	<b>Static test at serviceability level</b> .....	<b>37</b>
<b>C.7</b>	<b>Static test at ultimate state level</b> .....	<b>38</b>
<b>C.8</b>	<b>Test requirements</b> .....	<b>38</b>
<b>Annex D</b>	<b>(informative) Test report</b> .....	<b>40</b>
<b>Annex E</b>	<b>(informative) Diagrams of constituent parts of a pedestrian parapet</b> .....	<b>41</b>
<b>Annex F</b>	<b>(informative) Testing under the factory production control</b> .....	<b>43</b>
<b>Annex G</b>	<b>(informative) Method for ensuring a smooth finish</b> .....	<b>44</b>
<b>G.1</b>	<b>Introduction</b> .....	<b>44</b>
<b>G.2</b>	<b>Equipment details</b> .....	<b>44</b>
<b>G.3</b>	<b>Test procedure</b> .....	<b>44</b>
	<b>Bibliography</b> .....	<b>47</b>

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## CEN/TR 1317-6:2012 (E)

## Foreword

This document (CEN/TR 1317-6:2012) has been prepared by Technical Committee CEN/TC 226 "Road equipment", the secretariat of which is held by AFNOR.

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

EN 1317 consists of the following parts:

- EN 1317-1, *Road restraint systems — Part 1: Terminology and general criteria for test methods*;
- EN 1317-2, *Road restraint systems — Part 2: Performance classes, impact test acceptance criteria and test methods for safety barriers including vehicle parapets*;
- EN 1317-3, *Road restraint systems — Part 3: Performance classes, impact test acceptance criteria and test methods for crash cushions*;
- ENV 1317-4, *Road restraint systems — Part 4: Performance classes, impact test acceptance criteria and test methods for terminals and transitions of safety barriers*<sup>1)</sup>;
- EN 1317-5, *Road restraint systems — Part 5: Product requirements and evaluation of conformity for vehicle restraint systems*;
- CEN/TR 1317-6, *Road restraint systems — Part 6: Pedestrian restraint systems — Pedestrian parapets*<sup>2)</sup>;  
<https://standards.iteh.ai/catalog/standards/sist/2a83cc3b-1f14-44ab-8f50-70d737570130>
- prEN 1317-7, *Road restraint systems — Part 7: Performance classes, impact test acceptance criteria and test methods for terminals of safety barriers*;
- CEN/TS 1317-8, *Road restraint systems — Part 8: Motorcycle road restraint systems which reduce the impact severity of motorcyclist collisions with safety barriers*.

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1) ENV 1317-4:2001 will be superseded by future EN 1317-4, *Road restraint systems — Part 4: Performance classes, impact test acceptance criteria and test methods for transitions of safety barriers* (under preparation).

2) Under preparation.

## Introduction

The safety considerations of pedestrians using road bridges, footbridges and similar elevated structures require the installation of special road restraint systems, so called pedestrian restraint systems or pedestrian parapets.

Pedestrian parapets are used to prevent people from falling off a bridge or other type of elevated structure

Aspects included in the Technical Report are:

- a) safety in use for pedestrians and other highway users (excluding motor vehicles);
- b) the safety considerations of pedestrians using road bridges and footbridges and similar structures;
- c) analysis and test methods;
- d) durability;
- e) labelling and marking.

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## CEN/TR 1317-6:2012 (E)

### 1 Scope

This Technical Report specifies geometrical and technical requirements for the design and manufacture for pedestrian parapets on road bridges, on footbridges, on top of retaining walls and on similar elevated structures.

This Technical Report also specifies test methods and provision for the labelling and marking of these products.

This Technical Report does not cover:

- vehicle restraint systems;
- pedestrian restraint systems in residential, commercial or industrial buildings and within their perimeter;
- non-rigid rails i.e. rope, cables.

This Technical Report may be used for pedestrian parapets on structures which cross over railways, rivers and canals.

### 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 1317-1:2010, *Road restraint systems — Part 1: Terminology and general criteria for test methods*

EN 1990:2002, *Eurocode — Basis of structural design*  
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EN 10204, *Metallic products — Types of inspection documents*

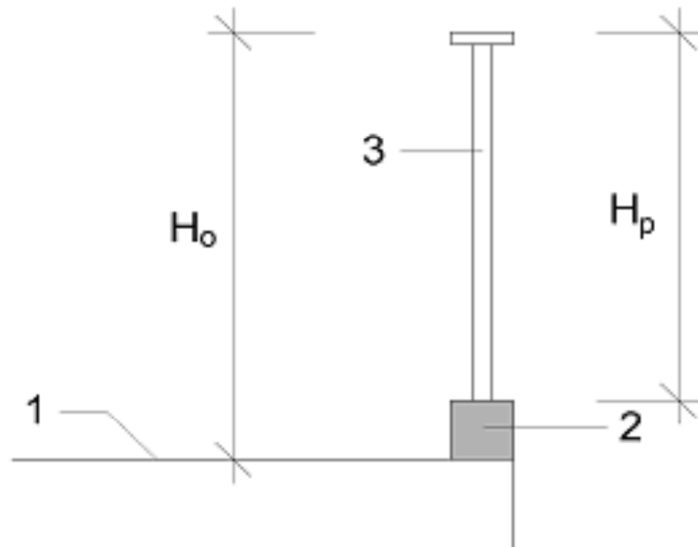
EN 12767, *Passive safety of support structures for road equipment — Requirements, classification and test methods*



### 3 Terms, definitions, symbols and abbreviations

#### 3.1 Terms and definitions

For the purposes of this document, the terms and definitions given in EN 1317-1:2010 and the following apply.



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#### Key

- 1 pedestrian walking surface
- 2 plinth (concrete, steel, or other material)
- 3 manufactured pedestrian parapet covered by this Technical Report (manufactured product in steel, aluminium, wood, or other material which is capable of meeting the requirements of this Technical Report)

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**Figure 1 — Pedestrian parapet**

Note 1 to entry: See informative Annex E for examples of parapets, Figure E.1 and E.2.

#### 3.1.1 base-plate

plate attached to the base of a pedestrian parapet post, which is used to fix the pedestrian parapet to the structure

#### 3.1.2 design working life

period of time in which the product or component is required to maintain the declared performance characteristics and will not require repair or withdrawal from service under normal maintenance and intended use conditions

#### 3.1.3 handrail

rigid rail attached to or part of a pedestrian parapet to assist and guide pedestrians

Note 1 to entry: The top rail may also function as the handrail.

#### 3.1.4 infilling

material that is fixed to posts and/or rails of a pedestrian parapet in order to reduce the size of openings (voids)

**CEN/TR 1317-6:2012 (E)****3.1.5****kicking plate**

continuous upstand which can be attached to the bottom of the pedestrian parapet

**3.1.6****overall working height**

$H_o$

total working height (regulatory height) of the pedestrian parapet above the pedestrian walking surface

Note 1 to entry: See Figure 1.

**3.1.7****panel**

section of a pedestrian parapet bounded by two posts

Note 1 to entry: The panel includes any surrounding posts and rails.

**3.1.8****pedestrian parapet**

pedestrian or other users restraint system along or on top of a bridge, retaining wall or similar structure which is not intended to act as a road vehicle restraint system

**3.1.9****pedestrian restraint system**

product designed to meet the requirements of this Technical Report

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**3.1.10****plinth**

continuous upstand which supports the posts of the pedestrian parapet and which is part of the main structure to which it is attached

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**3.1.11****post**

vertical or inclined member of a pedestrian parapet which withstands both horizontal and vertical forces and transmits these forces to the supporting structure

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**3.1.12****product height**

$H_p$

overall height of the manufactured product including base-plate if provided

Note 1 to entry: See Figure 1.

**3.1.13****rail**

member of a pedestrian parapet that transmits vertical and horizontal forces to the posts

Note 1 to entry: Top and other rails are included.

**3.1.14****spaces, gaps and voids**

space formed by the surrounding infilling of posts and rails

**3.1.15****traffic loads**

non-vehicular loads caused by pedestrians and other highway users e.g. cyclists and equestrians

## 3.2 Symbols and abbreviations

For the purposes of this document, the following symbols and abbreviations apply:

### 3.2.1 Latin upper case letters

$A_d$	Design value of an accidental action
$C_d$	Limiting design value of the relevant serviceability criterion
$D_s$	Declared dimension(s) of spaces and voids
$D_b$	Diameter of spherical object which defines the dimensions of the spaces and voids
$E$	Energy
$E_d$	Design value of effect of actions
$F_d$	Design value of an action (load)
$F_{dc}$	Design value of connection to main structure
$F_{hk}$	Characteristic horizontal point load caused by traffic
$F_{pdn}$	Design load perpendicular on the infill
$F_T$	Test load
$F_{T,S}$	Test load at serviceability level
$F_{T,U}$	Test load at ultimate level
$F_w$	Resultant Wind force
$G_k$	Characteristic value of a permanent action
$H_O$	Overall height in metres of the pedestrian parapet above the pedestrian walking surface
$H_P$	The vertical height of the manufactured pedestrian parapet
$Q_{hk}$	Characteristic value of the concentrated horizontal traffic loads
$Q_{vk}$	Characteristic value of the concentrated vertical traffic loads
$R_d$	Design resistance
$R_k$	Characteristic resistance
$R_T$	Resistance derived from testing
$S$	Slope of load/deformation curve
$S_{n,dyn}$	Load from snow removal machinery
$S_n$	Snow load
$SLS$	Serviceability Limit State
$ULS$	Ultimate Limit State

**CEN/TR 1317-6:2012 (E)****3.2.2 Latin lower case letters**

$b$	Width of footway
$q_{hk}$	Characteristic value of the uniformly distributed horizontal traffic loads (line load or patch load)-top rail
$q_{hki}$	Characteristic value of the uniformly distributed horizontal traffic loads (line load or patch load)-other rails
$q_{vk}$	Characteristic value of the uniformly distributed vertical traffic loads (line load or patch load)

**3.2.3 Greek lower case letters**

$\alpha$	Test resistance reduction factor (and bag angle B.4.4)
$\gamma$	Partial factor
$\gamma_A$	Partial factor for accidental actions
$\gamma_{Gs}$	Partial factor for permanent actions (e.g. self weight permanent actions)
$\gamma_M$	Partial factor for a material property
$\gamma_Q$	Partial factor for variable actions (traffic loads, wind loads, snow loads)
$\delta_h$	Horizontal deformation or deflection
$\psi$	Combination factor
$\psi_0$	Factor for the combination value of a variable action
$\psi_1$	Factor for the frequent value of a variable action

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**4 Requirements****4.1 General**

Pedestrian parapets should be designed and/or tested and should conform to the requirements of this Technical Report.

NOTE 1 Where a vehicle restraint system is required to also function as a pedestrian parapet, the requirements of EN 1317-5 should be met.

Figures in Annex E illustrate the constituent parts of a pedestrian parapet.

NOTE 2 Manufacturers may provide other design types which are not shown in Annex E provided they comply with the requirements of this Technical Report.

## 4.2 Construction

### 4.2.1 Assembly

Design, drawing, installation and maintenance instructions should be provided describing the measures that have to be taken in order to achieve the following performances where they form part of the pedestrian parapet:

- a) a continuous flowing alignment;
- b) smooth surfaces;
- c) the absence of sharp edges that could cause injury to users;
- d) the provision for expansion, contraction and movement of the main structure (e.g. under traffic loads and temperature effects) so that these do not endanger the performance or flowing alignment;
- e) the avoidance of corrosion pockets;
- f) the provision for adequate drainage in hollow sections and channels;
- g) the compatibility between component parts so that there is avoidance of electrolytic action;
- h) that fixings and fittings cannot be loosened without using tools;
- i) to demonstrate the ease of assembly at site location, the ease of maintenance and repair including the replacement of parts;
- j) finish and surface protection;
- k) any special provisions for end posts/panels;

NOTE A method for ensuring a smooth finish is described in Annex G.

### 4.2.2 Optional facilities

The following optional facilities may be declared:

- a) safety provisions for maintenance personnel;
- b) provision for the fixing of a safety harnesses to support the weight of maintenance personnel to be fixed to the posts;
- c) special provisions for the safe passage of cyclists;
- d) the manufactured height of a kicking plate;
- e) the manufactured height of solid infill where horses and cattle are expected to use the bridge or structure, the position of the infill is to be specified;
- f) measures to prevent snow, debris and other hazards from falling on to traffic below the bridge or structure;
- g) the provision of a plinth, which shall have a minimum height of 50 mm;
- h) specification for the provision of a steel cable inside the handrail;
- i) avoidance of footholds to discourage climbing;