

Japanese Ministry of Transport Guidelines on Installation of Elevators and Escalators

Elevators

When a railway company builds a new station or makes major modifications¹ to an existing station, and when differences in level cannot be alleviated by ramps, at least one elevator must be installed in a location where it can be used easily, especially by wheelchair users remaining seated, to ensure that people can easily reach the different levels, platforms and passages.

However, these situations do not apply:

- If people with impaired mobility can reach the different levels using an elevator or ramp in an adjacent facility;
- If there is insufficient space to install an elevator;
- If it would be difficult to install an elevator for other important reasons;
- If the local government determines that an elevator is not needed due to the extent of usage by people with impaired mobility, or due to the existence of a substitute mobility aid, but the station design should allow for future elevator installation if the need arises.

In existing stations, when the difference in passage levels is at least 5 meters, and when the number of station passengers is at least 5,000 per day, elevator installation must be planned, based on factors such as the number of people with impaired mobility, and assistance from the local community.

However, these do not apply:

- If people with impaired mobility can reach the different levels using an elevator or ramp in an adjacent facility;
- If there is insufficient space to install an elevator;
- If installation would require an investment equivalent to major modifications, or if it would be difficult to acquire sufficient space.

Escalators

In the case of new stations or major modifications to existing stations, up and down escalators must be installed if the station construction or modification will create a

level difference of at least 5 meters between platforms and passages, or between platforms, if the number of station passengers is at least 5,000 per day, and for special reasons such as a nearby welfare facility requiring use of an escalator. In principle, escalators in stations without elevators or ramps must be designed to accommodate a wheelchair with the user remaining seated.

However, these do not apply:

- If people with impaired mobility can reach the different levels using an elevator, escalator, or ramp in an adjacent facility;
- If there is insufficient space to install an escalator;
- If it would be difficult to install an escalator for other important reasons.

If both up and down escalators cannot be installed for space reasons, priority must be given to an up escalator, although a down escalator can be chosen if necessitated by usage patterns.

When possible, escalators must be installed

in frequently used passages leading to different levels.

Installation of escalators in existing stations must satisfy the above guidelines for new stations and major modifications. Gradual installation must be made taking into account the number of passengers, the assistance from the local community, the station structure, etc.

However, if installation of escalators in existing stations would require an investment equivalent to major modification¹, or if it would be difficult to acquire sufficient space, etc., escalators may be installed only in feasible locations. ■

¹ Major modifications to a station mean:

- Relocating, elevating or building the station underground;
- Relocating the station building to a bridge or similar structure in a way that involves complete modification, including relocation of passages and staircases.

The content of this text is a summary of the April 1999 revision of the MOT guidelines.



This new elevator and up escalator were recently installed to provide access to a pedestrian bridge with steep stairs over tracks at Logi Station on the Seibu-Shinjuku Line when the station underwent major modifications as the result of building a 3-km road tunnel under the line on Tokyo's Ring Road 8. (R. Hancock)