

Specification Guide

Entrance Matting for Road, Rail & Air



INTRZ.
SYSTEMS

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Specifying Entrance Matting for Road, Rail & Air

Entrance matting at railway stations, airports, underground and bus stations has a tough job. Not only does it have to absorb dirt and moisture from millions of footfalls every year, but it also needs to withstand an assortment of wheels and wheeled vehicles, meet stringent safety standards and is often open to the elements for most of its life.

In this blog, we look at key entrance matting considerations for transport hubs and provide guidance for specifying commercial entrance matting in these highly specialised environments.

Safety First

In busy transport hubs, the safety of the public is the main priority.

As well as reducing the likelihood of slips from excess moisture on footwear and floors, commercial entrance matting can play a crucial role in keeping your entryways safe in an emergency.



Entrance Matting Fire Ratings

The European Safety Standard, EN 13501-1, ranks construction materials in 7 classes from A1 to F (non-combustible to easily flammable). Materials are also rated according to their smoke emissions, from class s1 (absent/weak) to s3 (high).

By specifying materials that have a limited or very limited contribution to fire and smoke, you help ensure safe evacuation in emergencies.

INTRALux Ultima, **Premier** and **Grafic** fibres are Bfl-s1 rated. This is the highest possible standard for entrance matting fibre. This means they have a very limited contribution to fire and little to no smoke emissions.

For underground stations and high-risk areas, we also offer a specialist Fire-resistant entrance matting system, which is authorised for use across the London Underground network including Section 12 locations.

The profiles are made from A1-rated (non-combustible) aluminium. While the multi-directional rubber inserts meet both the BS6853 Cat 1A requirements and achieve the highest HL3 rating under EN45545 -2 – the European railway standard for fire safety.

To find out more read our blog, 'Fire Resistant Entrance Matting for Travel Termini'

Further Specification Guidance

With such high volumes of multi-directional traffic, size and strength of the matting are two more key considerations for your specification.

With heavy wheeled cases, PRM vehicles and baggage trolleys crossing the entrance matting regularly, you need to specify a high strength system that can withstand these loads over the long-term.

It is also essential that the entrance matting is of a suitable size to provide enough walk-off area.

The minimum length recommended by BS 7953 is just 2.1m which will be wholly inadequate for an airport, bus, or train station.

For best performance, the matting should extend at least 1m each side of the entrance and 5-8 metres in the direction of traffic in these environments.



Product Recommendations



The **INTRAform DM** and **INTRAflow Plus** entrance matting systems are ideal for these heavy-duty applications.

INTRAflow Plus is particularly suited to very exposed situations or external matting. Built-in drainage channels allow moisture to drain away into the mat well beneath. Used in conjunction with the **INTRAmatting Waterlogic** drainable mat well base, it provides optimum moisture drainage.



With extremely strong aluminium construction, both systems offer the benefit of double-width inserts. Extra-wide fibre and rubber provide exceptional dirt and moisture removal and retention.

Both systems are also compatible with the complete ranges of fibre and rubber inserts. So you can specify any combination practical for your design and safety requirements, all within a single system.



The Bfl-s1 rated **INTRAlux Premier** is a popular insert choice within busy transport hubs. Its polyamide fibre can absorb 4.8 litres/m² while its flecked design helps to disguise soiling.



For London Underground stations and other high-risk areas, we recommend our specialist Section 12 fire-retardant **INTRAform FR** entrance matting system. These specialist inserts can also be combined with fibre to create a safe and durable entrance mat.



4 Key Takeaways

In short, there are 4 key things to consider when specifying entrance matting for road, rail, and air:

Fire safety

Specify Bfl-S1 rated inserts, or specialist section 12 compliant inserts for high-risk locations

Exposure

If the mat is exposed to rain or excess moisture, consider an open-construction mat with a drainable base.

Strength

Specify a strong aluminium system to withstand heavy wheeled loads.

Size

Make sure your matting extends at least 1m beyond the doors and 5-8 metres in the direction of traffic.

Finally, to ensure your careful specification is delivered in the build, provide a prescriptive entrance matting specification with the manufacturer's product details.

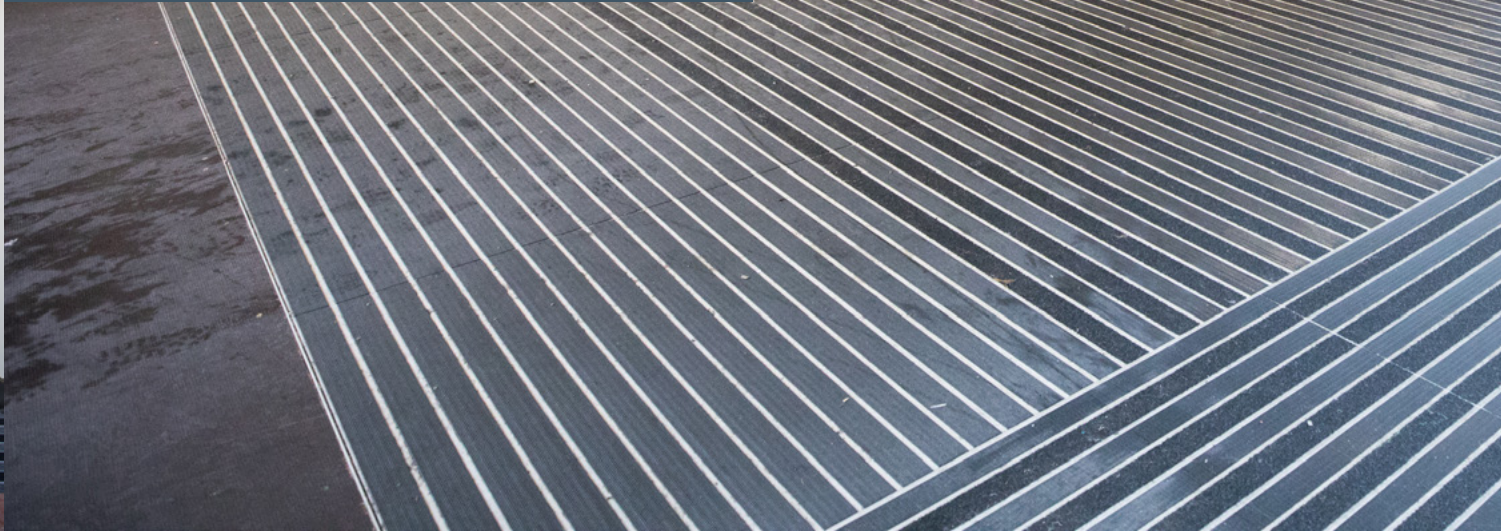
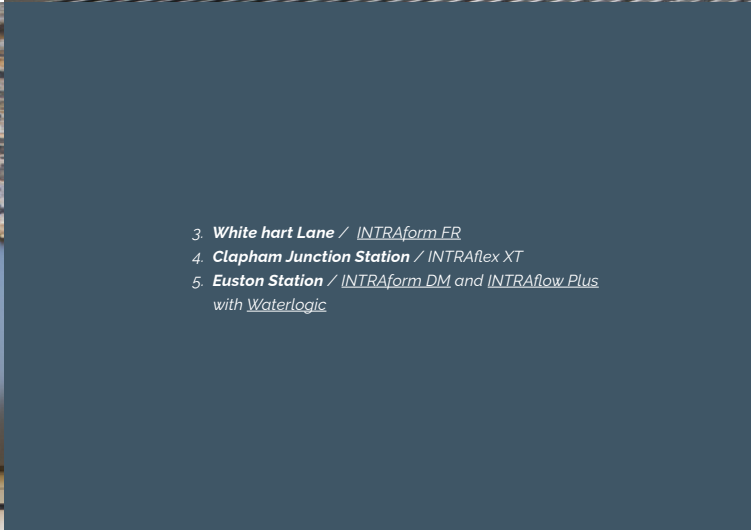
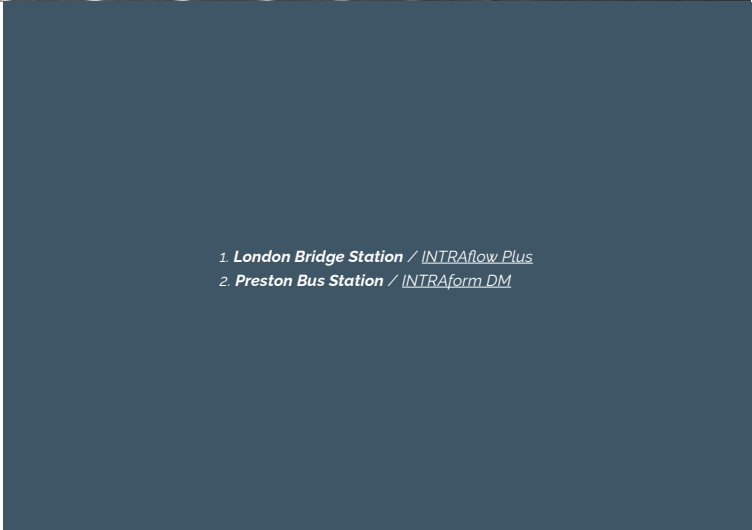
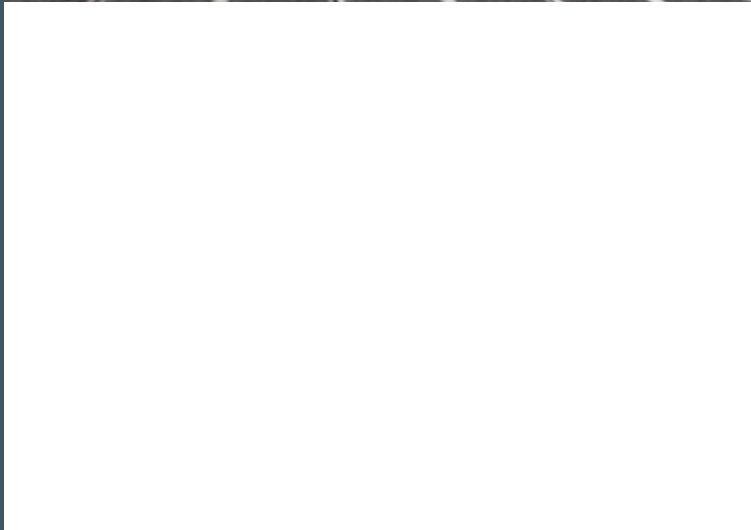
Example Specifications

Having worked extensively with specifiers and contractors to provide high-performance entrance matting solutions for Road, Rail and Air, INTRAsystems has an unrivalled understanding of the nuanced needs of this sector.

The systems we recommend are exceptionally durable to cope with high traffic flow. We combine these with inserts that provide effective soil and moisture removal.

We are also mindful of budget constraints in this sector. The INTRAsystems team can advise on cost-effective entrance matting solutions to balance strict budgets and high-performance requirements.

Click [here](#) to see some of our work and sample specifications used in this sector by visiting our Transport Hubs Case Studies page on our website or contact the team today to discuss your project needs.



- 1. London Bridge Station / *INTRAflo^W Plus*
- 2. Preston Bus Station / *INTRAform^{DM}*

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- 3. White hart Lane / *INTRAform^{ER}*
- 4. Clapham Junction Station / *INTRAfleX^{XT}*
- 5. Euston Station / *INTRAform^{DM}* and *INTRAflo^W Plus* with *Waterlogic*



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