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Introduction of field pilot tests

**Short preliminary descriptions of pilot tests to be conducted
in different countries**

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Pilot tests





Education at schools for 8–10 year old children (1/2)

- **Country/responsible organisation:** Finland/VTT
- **Brief description:** School children near the city of Tampere, where schools are close to railway, are given a 45 minute lesson about safe behaviour in railway environment
- **Target group:** 8–10 year old children
- **Target incidents:** Trespassing
- **Implementation site:** Five schools in Tampere area
- **Planned implementation period:** The lesson will be held in August–September 2013
- **Effects to be evaluated:** Knowledge, reported behaviour and awareness about the dangers of trespassing
- **Evaluation method:** Before-after study



Education at schools for 8–10 year old children (2/2)

- **Planned data collection periods:** At the beginning of the lesson in August-September (before data) and some months later in November-December 2013 (after data)
- **Description of the effect mechanism:** The hypothesis is that (at least some of the) school children who participate the lesson will become more aware of the danger related to railway lines and thus in the future avoid loitering in the railway area or avoid taking a shortcut across the tracks.
- **Cost of measure:** Cost of material, cost of time to plan the material, cost of teachers' time
- **Contact person:** Anne Silla, anne.silla@vtt.fi



Video enforcement and sound warning (1/2)

- **Country/responsible organisation:** Finland/VTT
- **Brief description:** A location where trespassing is frequent is monitored by video camera with motion detector. When a pedestrian approaching track is detected, he/she is given a warning by loudspeaker.
- **Target group:** People of all ages
- **Target incidents:** Trespassing
- **Implementation site:** Two implementation sites in southern Finland
 - Path across the tracks in Kirkkonummi
 - Station area in Purola
- **Planned implementation period:** August–October 2013
- **Effects to be evaluated:** Frequency of trespassing (number of trespassers, characteristics of trespassers)
- **Evaluation method:** Before and after counts of trespassers



Video enforcement with sound warning (2/2)

- **Planned data collection periods:**
 - May/June 2013 (first impressions on the amount of trespassers)
 - August 2013 (before data, for 1–2 weeks)
 - August/September 2013 (after implementation, for 1–2 weeks)
 - Late October 2013 (for 1–2 weeks)
- **Description of the effect mechanism:** The hypothesis is that (at least some of the) trespassers who are given a sound warning at site will avoid taking the same shortcut in future
- **Cost of measure:** Cost of equipment, cost of maintenance
- **Contact person:** Anne Silla, anne.silla@vtt.fi



Societal collaboration to prevent railway fatalities (1/2)

- **Country/responsible organisation:** Sweden/Trafikverket, KAU
- **Brief description:** Model for systematic collaboration between infrastructure manager, police, rescue services and health authorities. Emergency plan is set in action when a person is spotted in the track-area, including traffic shut down or speed reduction, search and rescue, and psychiatric care.
- **Target group:** Unauthorised persons in the track areas
- **Target incidents:** Suicides and trespassing
- **Implementation site:** Area is the southern Sweden (Skåne county)
- **Planned implementation period:** June–December 2013
- **Effects to be evaluated:** Impacts on train operations (number of alarms triggered by cameras, number of alarms triggered by society, number of traffic shutdowns, number of "search&rescue", number of speed reductions), number of railway suicide attempts, number of suicides, number of trespass, number of persons killed by train, number of lives saved per year



Societal collaboration to prevent railway fatalities (2/2)

- **Evaluation method:** Before-after study with control data. Comparison of data collected during the pilot period vs. data from the previous 5 years (both in the pilot area and in a similar area with no implementation of measure). Interviews with people in the participating organisations.
- **Planned data collection period:** June–December 2013
- **Description of the effect mechanism:** Prevention of train-pedestrian collisions by early intervention
- **Cost of measure:** Working time of involved people
- **Contact person:** Maria Hedqvist, maria.hedqvist@trafikverket.se



ISBRAIL – A Gatekeeper Training Course

- **Country/responsible organisation:** Germany, HMGU
- **Brief description:** Gatekeeper training course (Educational seminars/training, taught course)
- **Target group:** Railway frontline staff and individuals working in a railway environment (e.g. Police Officers, train drivers, security personnel, aid organisations)
- **Target incidents:** Suicides
- **Implementation site:** A pilot with members of the Bahnhofsmission (aid organisation) located at Munich Main Station. However, since the measure is planned as training course and taught seminar, participants might come from all over Germany.
- **Planned implementation period:** October/November 2013
- **Effects to be evaluated:** Satisfaction level, attitudes toward suicide, level of knowledge and skills of participating subjects. The views of participants and their opinions on the programme will also be evaluated.



ISBRAIL – A Gatekeeper Training Course

- **Evaluation method:** predefined questionnaire
- **Planned data collection periods:**
 - October/November 2013 (baseline assessment)
 - Immediately after the training (outcome assessment)
 - Three months follow-up (maintenance assessment)
- **Description of the effect mechanism:** The course aims to increase awareness and knowledge of suicidal behaviour. Deviant behaviour preceding a suicide can be identified and the high risk person can be approached (intervention) and interrupted.
- **Cost of measure:** Costs will include travel costs, costs to rent the venue, hardware (e.g. printing booklets, leaflets etc.) and software (personnel costs)
- **Contact person:** Karoline Lukaschek, karoline.lukaschek@helmholtz-muenchen.de



Mid platform fencing (1/2)

- **Country/responsible organisation:** UK/UNOTT
- **Brief description:** Fencing on island platforms, preventing access to fast lines where trains are not scheduled to stop
- **Target group:** People in the platform areas
- **Target incidents:** Suicides
- **Implementation site:** Three separate routes, covering 41 stations (6 stations for more in-depth investigations; 4 with interventions, 2 without interventions)
- **Planned implementation period:** Fencing is in different phases (already been built / in progress / in the design phase)
- **Effects to be evaluated:** Numbers and details of incidents at specific platforms (suicides, attempted suicides, trespass events), damage to fencing, staff and public perceptions (discussions with staff); investigation of any indication that this type of measure could displace incidents to other locations



Mid platform fencing (2/2)

- **Evaluation method:** Outcome measurement, use of theory based approaches to understand whether the intervention has worked, why it has worked and under what circumstances it has worked. Comparable data will be collected from control sites, without fencing.
- **Planned data collection period:** About one year from May/June 2013
- **Description of the effect mechanism:** The measure prevents physically access to fast lines at targeted stations
- **Cost of measure:** Cost of fencing
- **Contact person:** Brendan Ryan, Brendan.Ryan@nottingham.ac.uk



Warning signs and posters to address trespassing (1/2)

- **Country/responsible organisation:** Spain/CIDAUT
- **Brief description:** Warning signs and posters, targeted to prevent trespasses in the railway property, aiming to convey information about hazards and punishments associated to illegal crossing of rails.
- **Target group:** All local residents and users of the station
- **Target incidents:** Trespassing
- **Implementation site:** The warning signs will be erected to the stopping place located at the conventional gauge railway, L Madrid-Irún, PK-25+600, in Valladolid, Spain
- **Planned implementation period:** From mid September 2013 until the end of October 2013. The measure will be kept at the stopping place until February 2014 (“intervention phase”)
- **Effects to be evaluated:** Frequency of trespassing (different categories of trespassing and features of trespassers), increase of knowledge and awareness about the illegality (including associated punishments) and danger of the some behaviours carried out in the railway property



Warning signs and posters to address trespassing (2/2)

- **Evaluation method:** A before and after study with observations and interviews. Due to the nature of this study; a quasi-experimental study will be performed. Discussion about the control site.
- **Planned data collection period:**
 - September 2013 (Pre-intervention)
 - December 2013 (Post-Intervention 1)
 - April 2014 (Post-intervention 2)
- **Description of the effect mechanism:** Trespassers become aware that (a) trespassing is illegal, (b) they can be punished for trespassing, and (c) trespassing is dangerous
- **Cost of measure:** Cost of material, cost of maintenance, cost of labour
- **Contact person:** Juan Jose Plaza, juapla@cidaut.es



Railway safety museum education programme for children, young people and families (1/2)

- **Country/responsible organisation:** Spain/FFE
- **Brief description:** Railway safety education programme aiming to promote safe behaviours and habits of children and young people in railway environment
- **Target group:** Primary school pupils (6–12 years), teachers and families who make visits to museums
- **Target incidents:** Trespassing (short cuts across tracks, playing on the tracks and unsafe behaviour at stations)
- **Implementation site:** Railway Museums in Madrid and Barcelona
- **Planned implementation period:** January 2014 to April 2014
- **Effects to be evaluated:**
 - Changes in attitudes to safety, understanding and awareness of the risks and acquisition of personal skills
 - Process issues (management of the intervention and how best to implement the measure, lessons learnt to improve delivery)



Railway safety museum education programme for children, young people and families (2/2)

- **Evaluation method:** Interviews with museum staff, questionnaire to be filled by teachers and pupils, activity monitoring form
- **Planned data collection period:** Baseline information will be collected prior to school group's participation in the activity; then directly following the activity (in the same day) and where possible, a second follow up (a month later) to check reported attitudes and behaviour change
- **Description of the effect mechanism:** After participating in the programme the participants will understand the risks / dangers of crossing and / or playing on / near the train tracks and will know how to act safely in the railway areas
- **Cost of measure:** museum staff time, cost of materials used in the activity and cost of school visit to museum
- **Contact person:** Sarah Whalley, swhalley@ffe.es



Technical and soft measures to prevent trespassing in the area of Aydin station (1/2)

- **Country/responsible partner:** Turkey/TCDD, Intader
- **Brief description:** A combination of measures (anti-trespass panels, closing of a gate, building a fence, extension of an existing fence, heightening an existing fence/wall, warning signs, signs to support the correct behaviour, educational leaflets) to prevent trespassing of pedestrians in the area of Aydin station
- **Target group:** People with all ages
- **Target incidents:** Trespassing
- **Implementation site:** Railway station in the city of Aydin (an area with hospital, shopping center, stadium and schools).
- **Planned implementation period:** Not yet decided
- **Effects to be evaluated:** Frequency of trespassing (number and characteristics of trespassers)



Technical and soft measures to prevent trespassing in the area of Aydın station (2/2)

- **Evaluation method:** Counts of trespassers before and after implementation of the measure
- **Planned data collection period:** 2 weeks before and after the implementation (2 cameras in the station area)
- **Description of the effect mechanism:** Preventing people from entering the tracks by physical measures. Persuading people from entering tracks by signs and leaflets.
- **Cost of measure:** Cost of measures, cost of camera, cost of labour
- **Contact person:** Muhittin Güneş, tcddmuhittin@gmail.com