Flexible barriers at level crossings

November 2014 - Virginie Taillandier
Summary

- Background & Problem Statement
- Local Initiatives
- Objectives
- Functional Requirements
- Product Trials
  - Project 3M/SARR
  - Project Deschamps
- Trial Criteria & Next Steps
Context

- The high level requirement for a solution to reduce the risk of trespass between platform edges and the operational railway at station crossings was first identified in 1995 by the SNCF.

- The first trial of a new device commenced at a station crossing between Blainville & Lure in 1996.

- The conclusion of this trial in 1997 was extremely encouraging with strong indications that the device reduced the risks of deliberate and accidental trespass by users.

- No national programme of installation was commissioned due to company reorganisation.
Local Initiatives
Objectives

- To develop a national solution to reduce trespassing at station crossings
- To specify requirements and costs of the solution
- The estimated scope of the project defined as 1000 crossings throughout France
Functional description of the needs

- To reduce trespass between platform ends and station crossings

- Robust enough not to be easily passed or broken but flexible enough to avoid trapping pedestrians

- To have no sharp edges

- To have red and white retro reflective strips on both sides

- To include signage stating “No-Entry” and “No Pedestrians" or “NO ENTRY" on each individual small flexible barrier arm

- Signage to be clearly visible from distance and to cover ¾ of the height of the small strips

- Configuration of track for the minimum size of flexible barriers
  - \( L_{\text{barrier}} = 0.483 \text{ m or 48.3 cm} \)
2 Trial Products

- RFF contracted 2 suppliers to design the solution: Deschamps and 3M / SARR
- Small sample of different layouts and level crossings selected for trial sites
Project 3M/ SARR

PASSAGE INTERDIT

PASSAGE INTERDIT
Project Deschamps
Baseline data on user behaviour was gathered during 2 weeks of observation during peak times.

This was followed by the installation of the new barrier solutions.

A further period of evaluation will then commence to measure any changes in behavior.

Feedback from local stakeholders and maintainers will be sought before finalising the final design.

Based on successful trials and feedback, a framework agreement with 1 or 2 suppliers will be issued for a national deployment of the anti trespass solution at station crossings.
Thank you for your attention!

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