

SUR LA VOIE  
**DU GIU**

# « 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



FF, SNC

trajectoire GIU

# 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

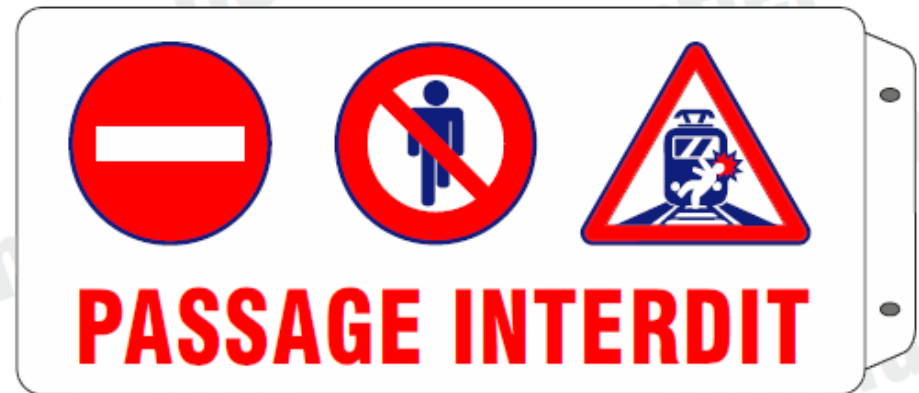
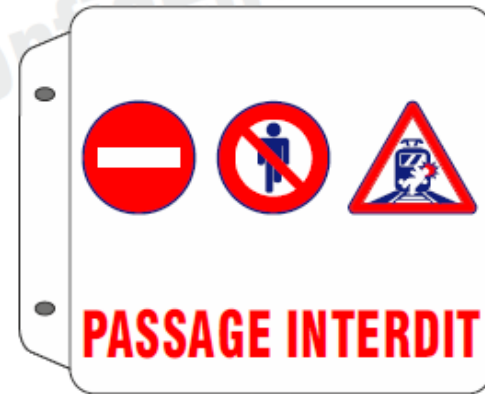
- To reduce trespass between platform ends and station crossings
- Robust enough not to be easily passed or broken but flexible enough to avoid trapping pedestrians
- To have no sharp edges
- To have red and white retro reflective strips on both sides
- To include signage stating “No-Entry” and “No Pedestrians” or “NO ENTRY” on each individual small flexible barrier arm
- Signage to be clearly visible from distance and to cover  $\frac{3}{4}$  of the height of the small strips
- Configuration of track for the minimum size of flexible barriers
  - $L_{\text{barrier}} = 0.483 \text{ m or } 48.3 \text{ cm}$

## 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

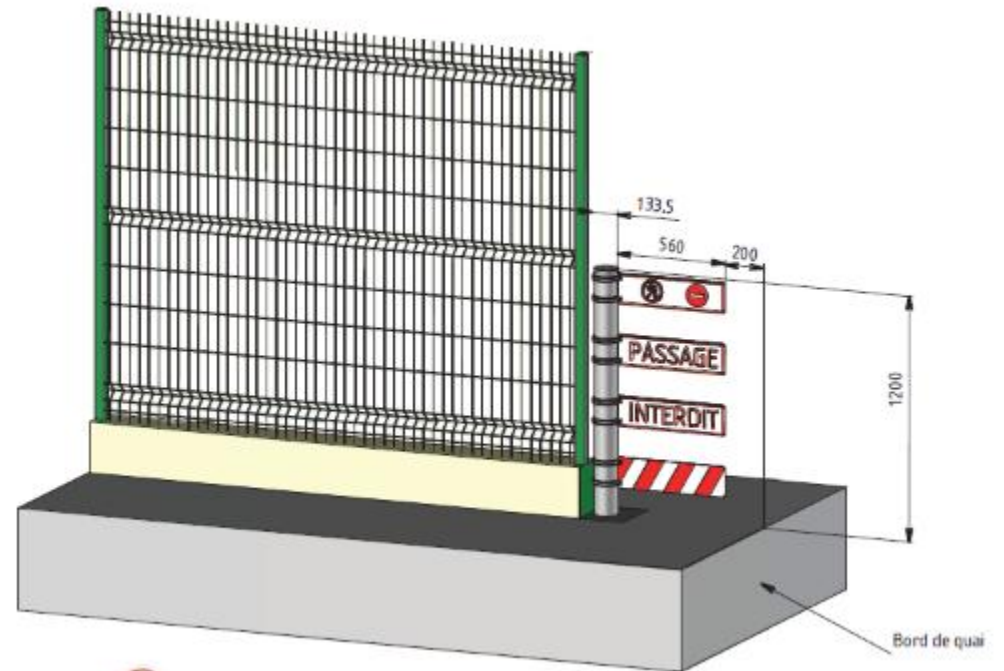


# Project 3M/ SARR





# Project Deschamps



# Trial Criteria & Next Steps

- 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!**

**For further information please contact:**

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