



REDUCTION OF SUICIDES AND TRESPASSES ON RAILWAY PROPERTY



The University of
Nottingham

RESTRICTION OF ACCESS TO FAST LINES, USING MID-PLATFORM FENCING AND OTHER RESTRICTIONS TO ACCESS



WHERE: *This field test focused on three pilot areas in GB around London, including 51 stations. Access has been restricted through mid-platform fencing at 22 of these stations as part of recent programmes of suicide prevention.*

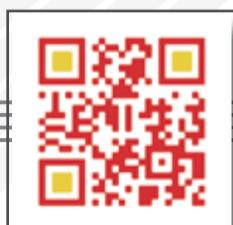
WHY: Mid-platform fencing (along the centre line of island platforms) prevents access to fast lines where trains are not scheduled to stop.

WHAT: The evaluation focused on the collection and analysis of three types of data:

- Statistical data on incidents;
- Descriptions of stations and details of different fencing interventions, as well as descriptions of the process of implementing the intervention;
- Information on stakeholder perceptions of the intervention, from interviews and other relevant sources (e.g. analysis of content from an on-line rail forum).

There has been only one fatality incident on the fast lines after fitting mid-platform fencing. It is too early to comment on whether there may be an increase in incidents on other (slow) lines at these stations, as a result of the fencing intervention.

RESULTS: It is thought to be very effective in stations with a specific layout and where closure of the gates after use can be assured. Therefore it is not a solution that can be applied everywhere.



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