



**POLICE  
SCOTLAND**

Keeping people safe

**POILEAS ALBA**

## **Railways Policing Safety Standard Operating Procedure**

**This SOP provides clear direction and procedural instruction to provide a consistency of response in accordance with force policy, however it is recognised that policing is a dynamic profession and the standard response may not be appropriate in every circumstance. In every situation, your decisions and actions should be supported by the National Decision Model and based on the values and ethics of Police Scotland. You may be expected to provide a clear and reasonable rationale for any decision or action which you take.**

### **Notice:**

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<b>Owning Department:</b>	Local Policing (Publication Scheme)
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## 1. Purpose / Scope

This Standard Operating Procedure (SOP) supports Police Scotland's Health, Safety and Wellbeing Policy and Major Incidents and Emergencies Policy.

This SOP informs police officers and staff of the procedures to be adopted when working on or near the railway infrastructure.

The overriding direction is: **do not enter the Railway Infrastructure.**

## 2. Definitions

**'Caution'** - Train drivers are warned that emergency services personnel are on the track. They must drive at such a speed, depending on circumstances, that they can stop short or clear of any person who may be on the track and does not move clear.

**'Stop'** - Trains will no longer move on an identified section of the track.

**'The Railway Infrastructure'** – Anything or anywhere other than where the general public are permitted access as part of a routine train journey.

## 3. Entering the Railway Infrastructure – Nationally Agreed Processes

Police personnel must not go onto the railway infrastructure in pursuit of a suspect or for any other reason unless one of the following nationally agreed processes has been followed:

- a) Where a Network Rail 'Rail Incident Officer' is immediately available and present at the scene, and they have confirmed that, within a defined area, there is a 'Stop' in place and, if necessary, overhead line equipment has been discharged or isolated.
- b) Where police personnel at the scene have personally been advised that, within a defined area, there is a **'Stop'** in place and if necessary, overhead line equipment has been isolated (switched off and earthed). This confirmation must come via the Police Scotland Area Control Room (ACR) who must have been advised by the Network Rail Control only and provided with a Scotland number (SC). This number is only relevant for police permission. If any other services attend e.g. Scottish Ambulance Service (SAS) they must contact their own control and receive their own SC number.
- c) Where police personnel are working under the direct supervision and protection of a Network Rail 'Rail Incident Officer'.
- d) Where police personnel at the scene reasonably believe that it is immediately necessary to prevent imminent serious injury or danger to life, and every effort has been made to follow the instructions at a), b) or c). In such circumstances a dynamic risk assessment should be carried

out, including the risk of electrocution from contact with overhead power cables or live rails through arcing if carrying lengthy or extending equipment of a conductive nature (Personal Protective Equipment (PPE) etc.).

#### 4. On the Railway Infrastructure – Safety Precautions and Advice

When police personnel have to go on or near the line or work in the vicinity of it, a '**Stop**' must be in place and the following safety precautions and advice must be observed:

- Accuracy in describing the location of an incident is essential. All structures on the rail environment have individual identifiers, usually located on a metal plate affixed to structure consisting of letters and numbers. This identifier should be passed to the ACR for onward transmission to Network Rail Control to ensure the most accurate location can be provided. If such an identifier cannot be located the nearest road name or railway station should be utilized for location purposes.
- Be aware that on double or multiple tracks, trains may approach from either direction on any line;
- Wear high visibility clothing;
- Walk beside the railway keeping as far as possible from the nearest line and no closer than 3 metres as there is a significant slipstream created by passing trains;
- Where possible, when Network Rail staff are not in attendance, have other police personnel positioned safely to act as lookouts to give an early warning of approaching trains
- Police lookouts should use any means possible to alert others of approaching trains, e.g. personal radios or shouting or whistles;
- Do not enter tunnels under any circumstances unless a member of Network Rail staff is present;
- Any police access to railway tunnels will be managed and co-ordinated via the relevant ACR and Network Rail Control Room.
- Particular care must be taken on bridges or viaducts and in cuttings where there is limited clearance at the line side – before negotiating these hazards there must be an available escape route. Only one person can be allowed into the hazard at any one time;
- When crossing the line persons must look both ways, cross quickly, avoid stepping on the rails and avoid points.
- For further advice, refer to the Railway Safety for the Emergency Services guidance.

## 5. Overhead Lines

Police personnel should **never** approach electrified overhead lines or equipment until they have been **isolated** (switched off and earthed) and they have been advised it is safe to do so by Network Rail. Overhead lines should be considered live at all times and should not be approached by Police Officers.

Assistance in all matters relating to electrical line and equipment in Scotland **must** be managed and co-ordinated through the Network Rail Control Room.

## 6. Bodies on the Line

Unless there are serious geographical and other challenges that prevent British Transport Police (BTP) from attending, BTP will be the lead agency for all non-suspicious railway fatalities.

**Unless there is good reason to suspect that a crime is involved**, a dead body on the line will be moved as soon as reasonably possible. If for any reason, other than a crime, it is considered necessary to photograph the body at the scene, this should be done as a matter of urgency. The body should be covered from view until this has been done.

## 7. Interviewing of Rail Staff

For safety reasons, Rail Staff should **not** be interviewed whilst on duty and at their posts. In these cases the appropriate railway operator should be contacted to arrange for the person concerned to be properly relieved from their duties prior to interview.

## 8. Passenger Welfare at Incidents

The Rail Incident Officer will provide a response to an incident and a coordination function on behalf of Network Rail as their certified point of contact.

At all incidents where trains are stopped out with station access, due consideration should be taken of the welfare of passengers, particularly in extreme temperatures. Discussion should take place with the Rail Incident Officer as soon as practicable and the use of Rail Incident Care Teams considered.

## 9. Bridge Strike

All incidents involving bridge strikes should be reported to Network Rail Infrastructure Control in order for the bridge to be examined for structural integrity. All bridges have an identification number which should be passed to the ACR.

Road Policing Officers should be requested to attend however, if unavailable, a divisional resource should attend.

All affected roadways must be closed until the bridge integrity is assessed by the relevant Network Rail employee and deemed safe.

Further guidance and advice on dealing with bridge strikes can be found in:

- Police Bridge Strike Protocol – Initial Actions;
- Response to a Bridge Strike at a Bridge Carrying the Railway over the Road;
- Response to a Bridge Strike over the Railway.

## 10. Jurisdiction

Under legacy Force arrangements, there was a nationally agreed protocol between BTP and ACPOS Police Circular 12/2002 which covered the following areas:

- Reporting and recording of offences;
- Reporting and Investigation of categories of deaths on the railway;
- Drugs Related Deaths;
- Fatal Road Accidents at Level Crossings; and
- Mutual Aid / Extended Jurisdiction.

Although currently under review, Police Scotland and BTP should continue to work within the spirit of that arrangement to ensure the integrity of any and all investigations related to deaths, or otherwise, remains intact.

BTP has a Police Service Agreement (PSA) for the policing of Glasgow Subway network. This includes stations, rail lines and the Broomloan Road Depot. This agreement does not extend to the policing or recording of crimes or offences committed on or at the SPT Subway Park and Ride Car Parks, which remain under the jurisdiction of Police Scotland.

## 11. Carriage of Dangerous Goods

Guidance and advice on dealing with an incident on the railway involving dangerous goods can be found in Dangerous Goods on the Railway guidance.

## 12. Risk Assessments

Prior to carrying out any planned operations on or near railways, reference should be made to the Railways generic Risk Assessment and a Health and Safety Risk Assessment (Form 076-001) should be completed. For unplanned operations and/or responses, a dynamic risk assessment must be carried out and all police personnel and staff involved made aware of the hazards and control measures identified.

## 13. Key Contacts

For further advice and assistance, contact can be made with:

**Information has been removed due to its content being exempt in terms of the Freedom of Information (Scotland) Act 2002, Section 30, Prejudice to effective conduct of public affairs.**

### Compliance Record

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### Version Control Table

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