



Railway Bridges - Collisions Procedure

Supporting Documents

[Railway Safety for Emergency Services](#)

[College of Policing - APP- Railway](#)

Policy

[College of Policing- App- Civil Contingencies](#)

Procedure

1. Introduction

- 1.1 This procedure provides guidance to Surrey Police Force Command Centre (FCC) staff in the event of a collision between a vehicle and a Network rail bridge.

2. Statement

- 2.1 Surrey Police employees should report any collision with a railway bridge, which comes to their attention, to the FCC as soon as possible. A bridge strike is potentially a critical incident.
- 2.2 Upon receipt of a report into the FCC that a bridge involving the rail network has been hit or damaged, the call handler must attempt to ascertain the following information from the caller:
- date and time of incident
 - location of the bridge (Road name(s), or nearby road name(s)/junctions/landmark(s) if applicable)
 - whether the bridge is over the road or
 - over the railway
 - bridge identification shown on the bridge identification plate
 - any known hazards or if persons are trapped

2.3 This information must then immediately be passed to Network Rail by the FCC call handler.

- the ICAD reference:
- details of any witnesses
- vehicle and driver details if available

East Surrey (Sussex Region (Victoria) Control - Redhill, Leatherhead, Dorking)
Surrey Police area (Wessex (Waterloo) Region Control)

2.4 The incident should then be graded and passed to the FCC, if appropriate, in the normal way according to the circumstances of the accident (that is injury/non-injury, obstruction to highway and so on). Even if Surrey Police deployment is not deemed necessary, Network Rail must still be informed.

2.5 If a member of staff informs the FCC dispatch directly bypassing the call handlers, then the above procedure must be followed by the FCC dispatcher.

2.6 The FCC will advise other emergency services' control rooms as necessary.

2.7 If the incident requires police attendance the FCC will seek to deploy an RPU unit to take investigative primacy. If the subject vehicle involved is a Goods vehicle weighing in excess of 3500kg the Commercial Vehicle Unit (CVU) must be consider for deployment.

2.8 The Police will advise Network Rail of any road closure implemented following a bridge strike incident, and the local highway authorities' emergency response contact when road diversions are necessary.

2.9 The FCC will advise local media of any road closure(s) and alternative route(s) available.

2.10 Police Officers and staff are **NOT** to proceed onto railway tracks (if applicable) without direct authorisation from the Rail Incident Officer (RIO) or Mobile Operations Manager (MOM) for Network Rail. Neither the Force Incident Manager (FIM) or an Ops2 can authorise officers onto railway tracks, however Harms Way principle may apply in certain cases. Please refer to [Railway Safety for Emergency Workers](#).