

Safe Work Instruction

Lookout Working Worksite Protection for Wollie Creek Junction routine network maintenance activities



DOCUMENT NO.	D2022/3702
WORK DESCRIPTION	Routine network maintenance activities- Wollie Creek junction (moving worksite)
WPP Number	CS17B 12798
SCOPE:	<p>This SWI is applicable for the worksite protection arrangements using lookout working concerning routine network maintenance, defect management and repair of assets within the limits specified below and in the attached plan.</p> <p>Work activities include:</p> <ul style="list-style-type: none"> Routine preventative and corrective work such as inspections and maintenance as appropriate for the type of protection being applied as part of this plan.
AUTHORISATIONS:	<p>Protection Officer: Protection Officer Level 1 or higher</p> <p>Lookout: Engineering Hand signaller Level 1 or higher or Protection Officer Level 1 or higher.</p>
SAFETY CONTROLS – Lookout Working arrangements:	<p>The nominated worksite location for Lookout working includes the Up and Down Illawarra Local and Up and Down Illawarra line between SM 651 I Signal to SM 801 I Signal as well as inclusive of the Up and Down East Hills Line to SM 674 EH Signal.</p> <p>The nominated worksite location for Lookout Working is a moving worksite, where workers are working along the track within the limits of the nominated worksite location up to the where the Lookout is established.</p> <p>As work moves along the track, the Protection Officer must assess the new location and:</p> <ul style="list-style-type: none"> Establish Lookouts as required to watch for approaching rail traffic from all entry points Designate and instruct which safe places the workers are to use as the work is completed along the work route within the worksite limits.
PRESTART REQUIREMENTS:	<p>Protection Officer assessment checklist must be completed before instructions in this SWI are followed.</p> <p>Tools and equipment required:</p> <ul style="list-style-type: none"> Protection Officer requires a phone to contact the Signaller. Lookouts require a high-visibility arm sleeve and a whistle/horn.
FURTHER INFORMATION:	<p><i>NWT 300 Planning work in the Rail Corridor</i></p> <p><i>NWT 310 Lookout Working</i></p> <p><i>NGE 200 walking In the Danger Zone</i></p> <p><i>NPR 711 Using Lookouts</i></p> <p><i>NPR 751 Calculating Minimum Warning Time</i></p> <p><i>NPR 712 Protecting work from rail traffic on adjacent lines</i></p> <p><i>Lookout Working prohibited locations register</i></p> <p><i>NLA 400 Central to Sutherland</i></p> <p><i>NLA 510 Sydenham to Glenfield</i></p>

Safe Work Instruction**Lookout Working Worksite Protection for Wolli Creek Junction routine network maintenance activities****Protection Officer assessment checklist**

Protection Officer name:		Yes <i>(Tick if Yes)</i>
This document has not expired 12 months beyond the issue date.		
SWI details and protection arrangements have been reviewed and validated for the assessed worksite location, including: <ul style="list-style-type: none"> On-site safety assessment has been completed for relevancy of works being undertaken The required protection details, environment and tasks are unchanged from the details of this SWI 		
<ul style="list-style-type: none"> The Protection Officer and Qualified Workers deploying qualifications are current and have practiced in the last 6 months. If not practiced, then a Rail Safety Coach must be contacted for guidance. 		
Corridor Safety Number	Protection Officer Signature	Date

Warning

If an above item does not apply, the Protection Officer must not use this Safe Work Instruction. A new worksite protection plan must be completed in accordance with NRF 014 Worksite Protection Pre-work briefing and NRF 015 Worksite Protection Plan.

Safe Work Instruction

Lookout Working Worksite Protection for Wollie Creek Junction routine network maintenance activities



Worksite Protection Pre-work Briefing

Briefing date: / /

Protection Officer details

name signature contact No.

Work location: **Wollie Creek Junction**

Scope of work: **Routine network maintenance activities**

Worksite protection: **Lookout Working** Refer to Worksite Protection Plan for details

Hazards (e.g., Site specific hazards identified, including physical environment, human errors, plant and equipment)	Controls (to be implemented to eliminate or reduce the risk to the lowest practicable level)	Person responsible for Control
Struck by rail traffic	Lookouts must be trained and competent to perform lookout duties. Lookouts must be rotated if performing lookout for extended periods of time Workers to remain within worksite limits as set out in this procedure. Lookouts must be placed as per protection plan on page 8. Workers are to stop work and move to a safe place immediately on being warned by the lookouts	Protection Officer and Lookout
Live adjacent lines	Lookouts must provide warning to workers when rail traffic is approaching from the adjacent line in either direction.	Protection Officer and Lookout
Two - way running / multiple entry points into worksite	One Lookout placed watching each direction before work starts. Lookouts are to warn workers of approaching rail traffic, including rail traffic entering or travelling within the worksite. Workers are to stop work and move to a safe place.	Protection Officer and Lookout
Obstruction to Minimum Sighting Distance	Lookouts must provide warning to the workers whenever their line of sight is obstructed by passing rail traffic. Workers must stop work and move to a safe place and reassess positioning and method	Protection Officer and Lookout
Adjoining/Surrounding Worksites	Lookouts must have two independent audible warning devices that can be heard by workers over any noise generated by adjoining/surrounding worksites. Lookouts are to provide warning if their line of sight is obstructed by adjoining/surrounding worksites.	Protection Officer and Lookout
Access to / Egress from worksite Slips, trips, falls and hazards carrying equipment	Access and egress points must be agreed prior to entering the danger zone, consideration should be given to ease of access and safest possible entry and exit points. Protection Officer will assess and instruct when it is safe for workers to use <i>NGE 200 Walking in the Danger Zone</i> to move to the worksite or safe place.	All
Mobile phone	Mobile phones use is not permitted in the danger zone unless being used by maintenance staff for critical maintenance communications or recording of defects.	All

Safe Work Instruction

Lookout Working Worksite Protection for Wollie Creek Junction routine network maintenance activities



Workplace Supervisor Details

name		contact No.	
Emergency assembly point:	Lusty and Mount Olympus Blvd access gate	SWMS/SWI Ref #:	
First Aid kit location:	Sydney trains Vehicles	First Aider:	

Workplace Supervisor Acknowledgement

The Workplace Supervisor acknowledges that all identified WHS and rail safety hazards have the appropriate controls in place to manage and/or eliminate the hazards.

Yes signature

Participant Acknowledgement

NOTE: Recipients of the briefing are to question the Briefer if they don't understand any part of this briefing.

All workers listed below acknowledge that they:

- | | |
|---|---|
| 1. have been inducted to the site | 6. have been briefed on the contents of the Worksite Protection Plan |
| 2. are free from alcohol and drugs | 7. have been shown the Worksite Protection Plan diagram |
| 3. are free from the effects of fatigue | 8. understand the kinds and limits of worksite protection in place |
| 4. hold the applicable and current Rail Safety Worker Authorisation, trade licence and/or induction record e.g. Construction Industry Induction | 9. have been briefed about any new hazards and controls identified during the final site inspection (<i>final site inspection must be conducted immediately before commencing work</i>) |
| 5. must wear the appropriate Personal Protective Equipment (PPE) | |

Mark each check box below with a tick if the item applies or a cross if the item does not apply.

- | | |
|---|---|
| <input type="checkbox"/> have been informed of the requirements of the electrical permit (if required) | <input type="checkbox"/> have been made aware of any hazardous materials/substances on site |
| <input type="checkbox"/> have been briefed on the SWMS/SWIs/documentated safe work practice for the job | <input type="checkbox"/> have been briefed on Safety Data Sheets (SDS) |
| <input type="checkbox"/> have been instructed in the controls recorded in this document and SWMS/SWIs | <input type="checkbox"/> have been briefed on the WHS Management plan |
| | <input type="checkbox"/> have been briefed on the hazards of adjoining worksites/processes. |

Name	Signature	Time of briefing: hh:mm	Amendment briefing: hh:mm and initial

Safe Work Instruction

Lookout Working Worksite Protection for Wollie Creek Junction routine network maintenance activities



Worksite Protection Plan – Lookout Working

Signaller Details

Protection Officer Details

Workplace Supervisor details:

Type of work:

Worksite Location (tick the track that apply)

On the

On the

On the

between and to

Worksite Assessment

Has the Lookout Working Prohibited Locations Register been consulted? Yes

Warning method

Minimum Warning Time Calculations

Maximum track speed

Number of Lookouts used Position of Lookouts to

Number of additional Lookouts* used Position of Lookouts

2 sec	+	3 sec	+	10 sec	= Minimum Warning Time (MWT)	15 sec	100 km/h	420 metres	* Add an additional 5 seconds of See Time if an additional Lookout is used
2 sec	+	5 sec	+	10 sec		17 sec	85 km/h	402 metres	
2 sec	+	5 sec	+	10 sec		17 sec	70 km/h	331 metres	
2 sec	+	3 sec	+	10 sec		15 sec	55 km/h	230 metres	
7 sec	+	3 sec	+	10 sec		20 sec	55 km/h	306 metres	
See Time (S)		Move Time (M)		Safe Time	(S+M+10 sec = MWT)		Track speed	Minimum Sighting Distance as calculated	Note – Additional MWT calculations can be recorded in the Protection Officer's Diary.

Where are the safe places identified for the Lookouts and the workers?

Lookouts:

Workers:



Ensure the workers have been briefed about these work details Yes

Diagrams, notes, and detailed instructions are over the next pages. These are to be read and followed as part of this worksite protection plan for Lookout Working.

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INSTRUCTIONS:	<ol style="list-style-type: none"> 1. Workers enter rail corridor via double access gate (100 7.566 U) off Lusty Street Upside or via (100 7.542 D) gate opposite Magdalene Street on the Downside 2. Protection Officer briefs workers about the worksite protection arrangements. 3. Protection Officer contacts Wolli Creek Panel and tells the Signaller about the use of Lookout Working on all tracks at Wolli creek Junction from SM 651 I Signal to SM801 I Signal on the Illawarra line and to SM 674 EH Signal on the East Hills line. 4. Establish Lookouts at designated locations. 5. Workers start work up to designated Lookouts location. 6. Workers move to a safe place. 7. Re-establish Lookouts at next designated location. 8. Repeat steps 4-6 until work is complete work. 9. Workers move to a safe place. 10. Recall Lookouts 11. Workers egress the worksite via double gate (100 7.566 U) off Lusty Street Upside or via (100 7.542 D) gate opposite Magdalene Street on the Downside. 12. Protection Officer contacts the Signaller at Wolli Creek Panel to end Lookout Working.
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ADDITIONAL DETAILS	<p><u>Sighting Distance</u> <u>An Additional Lookout must be used for works around 754 points on the Up Illawarra Local to achieve the sighting distance. An Additional Lookout must be placed between 7.324kms and 7.355kms between the Up and Down East Hills watching for approaching rail traffic on the Up East Hills line.</u></p> <p><u>Multiple entry points</u> When work is to be conducted around 755 and 756 points, be aware that trains crossing through 755 points will cross through the Up Illawarra in the Down direction and trains crossing through 756 points will cross through the Down Illawarra Local in the Up direction. If working around 753 points be aware that trains may cross the Up Illawarra Local in the Down direction through 753 points. Adequate Lookouts must be placed to ensure workers are warned and moved to the safe place in accordance with the Minimum Warning Time Calculation.</p> <p><u>Lookout Working Prohibited Locations</u> There are multiple Lookout Working Prohibited Locations near to the work area. Higher form of protection required if working in the following locations.</p> <ul style="list-style-type: none"> • Lookout working is prohibited on the Up and Down Illawarra between 6.997 to 7.092kms. • Lookout working is prohibited on the Down Illawarra between 7.707 to 7.800kms • Lookout working is prohibited on the Up and Down Airport Line between 0.660 to 10.500kms. <p>NOTE: Kms on the Up and Down Airport Line are different from the Up and Down East Hills Line kms.</p>
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LOOKOUTS	<p style="text-align: center;">Image 1: View towards 756 and 755 points.</p> 	<p style="text-align: center;">Image 2: View towards 1 and 2 Platforms Penshurst</p> 
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LOOKOUTS

Image 3: View towards 1-4 Platforms Tempe



Image 4: View towards Penshurst and Turella



ACCESS / EGRESS

Image 5: Access Gate (100 7.556 U) end of Lusty Street

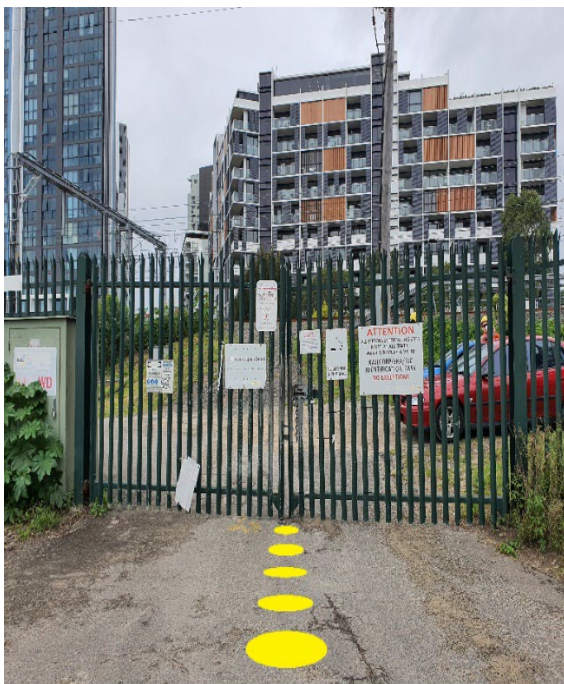


Image 6: Access Gate (100 7.542 D) Corner of Magdalene Terrace and Mount Olympus Boulevard

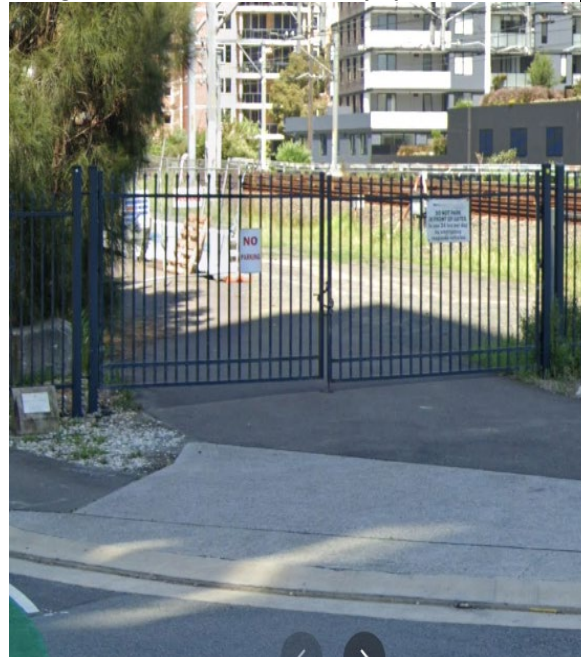


Diagram 1

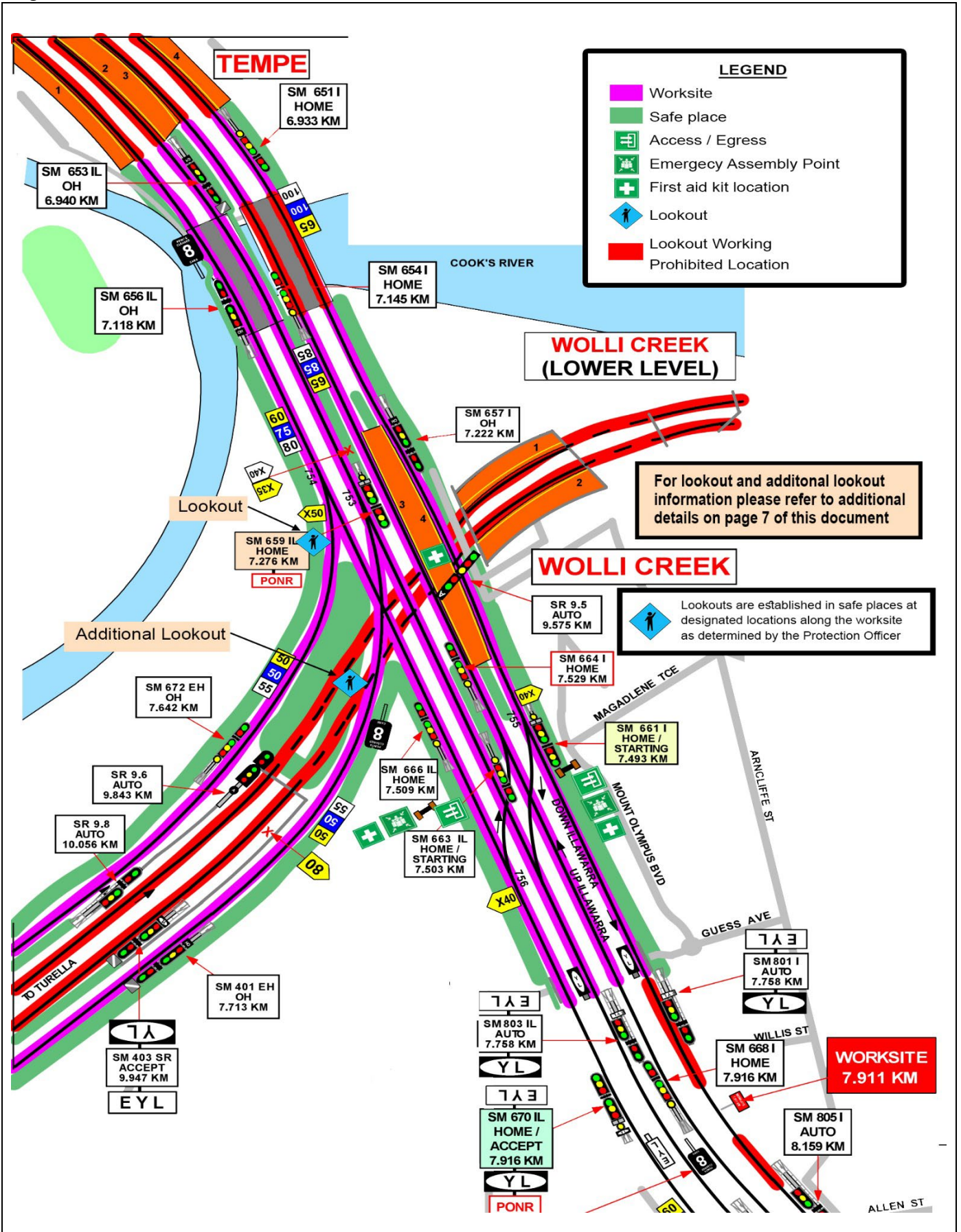


Diagram 2

