

DOCUMENT NO.	D2023/10120
WORK DESCRIPTION	Routine network maintenance activities – Cronulla – Lookout Working (moving worksite)
WPP Number	CS23B 12985
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 Up and Down Cronulla, Platform No 1-2 and 1-3 Sidings between CA 5 Signal and End of terminal line.</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 408 Sutherland to Cronulla</i></p>

Safe Work Instruction**Lookout Working Worksite Protection for Cronulla and Cronulla Stabling Yard
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 		
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 Cronulla and Cronulla Stabling Yard
Routine Network Maintenance Activities**



Worksite Protection Pre-work Briefing

Briefing date: / /

Protection Officer details

name signature contact No.

Work location: **Cronulla- All Tracks**

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
<ul style="list-style-type: none"> Approaching rail traffic 	Lookout working implemented, using lookouts watching for approaching 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 the protection plan attached to this document. Workers are to stop work and move to a safe place immediately on being warned by the lookouts	Protection Officer & Lookout
<ul style="list-style-type: none"> Adjacent live lines 	Lookouts must provide warning to workers when rail traffic is approaching from the adjacent line in either direction.	Protection Officer & Lookout
<ul style="list-style-type: none"> Two - way running / multiple entry points into worksite 	Lookouts must be placed watching each direction before work starts. Lookouts are to warn workers of approaching rail traffic, including rail traffic entering, stabling or travelling within the worksite. Workers are to stop work and move to a safe place once warned.	Protection Officer & 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 & 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 & 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



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Workplace Supervisor details

<input type="text" value="name"/>	<input type="text" value="contact No."/>
Emergency assembly point: <input type="text" value="Caronia Ave & Waratah St"/>	SWMS/SWI Ref #: <input type="text"/>
First aid kit location: <input type="text" value="Sydney Trains Vehicle or Cronulla Station"/>	First aider: <input type="text"/>

Workplace Supervisor acknowledgement

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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

Worksite Protection Plan – Lookout Working

Signaller details

Protection Officer details

Planned duration

Workplace Supervisor details:

Type of work:

Safe Work Instruction



**Lookout Working Worksite Protection for Cronulla and Cronulla Stabling Yard
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Worksite location

On the

All tracks within Cronulla includes

- UP Cronulla
- Down Cronulla
- Platform No 1
- Platform No 2
- Sidings No 1-3

between and

Worksite Assessment

Has the Lookout Working Prohibited Locations Register been consulted? Yes

Warning method

Whistle/Horn Voice/Touch

Minimum Warning Time Calculations

Maximum track speed

Number of Lookouts used Position of Lookouts to

Number of additional Lookouts* used Position of Lookouts

Note - Lookouts are relocated to positions within these KMs as workers move along the worksite.

2 sec	+	3 sec	+	10 sec	= Minimum Warning Time (MWT)	15 sec	65 km/h	271 metres
7 sec	+	3 sec	+	10 sec		20 sec	45 km/h	250 metres
2 sec	+	3 sec	+	10 sec		15 sec	45 km/h	188 metres
2 sec	+	3 sec	+	10 sec		15 sec	25 km/h	105 metres
2 sec	+	3 sec	+	10 sec		15 sec	8 km/h	34 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.

**Lookout Working Worksite Protection for Cronulla and Cronulla Stabling Yard
Routine Network Maintenance Activities**

INSTRUCTIONS:	<ol style="list-style-type: none"> 1. Access to Cronulla 51 and 52 Points via Access Gate (I20 34.097 D) off Caronia Ave, or access Gate (I20 34.982 U) off Waratah St for Cronulla Yard. 2. Protection Officer briefs workers about the worksite protection arrangements. 3. Protection Officer contacts Sutherland Panel to inform the Signaller of the use of Lookout Working on All Tracks between CA 5 Signal and End of terminal Line at Cronulla. 4. Establish Lookouts and Additional Lookout at designated fixed locations for works between CA 5 Signal and CA 10 Signal. 5. Workers start work up to designated locations. 6. Workers move to safe places. 7. Recall Lookouts. 8. Exit via St Andrews Access gate and relocate to Cronulla yard access gate (I20 34.982 U) off Waratah St. 9. Re-establish the Lookouts at the next designated locations. 10. Repeats steps 4-7 until the work is complete. 11. Workers move to a safe place. 12. Recall Lookouts. 13. Exit via access gate (I20 34.982 U) off Waratah St. 14. Protection Officer contacts Sutherland Panel to end the Lookout Working.
ADDITIONAL DETAILS	<p><u>Obstruction to Minimum Sighting Distance</u></p> <p>Stabled rail traffic may obstruct the Lookouts minimum sighting distance requirements. When this hazard is identified, workers must stop work and move to a safe place until the Protection Officer makes an assessment and repositions Lookouts to achieve the required Minimum Sighting Distance.</p> <p><u>Two-way Running and Multiple entry points</u></p> <p>Tracks within Cronulla Interlocking are to be treated as bidirectional. When working between CA 5 Signal and CA 10 Signal Lookout and Additional lookout are to be placed at designated locations to watch for approaching rail traffic from the station and stabling yard and also a lookout placed watching for approaching rail traffic coming from City Direction. Rail traffic movements on other tracks may also obstruct minimum sighting distance requirements. When this is identified, workers must stop work and move to a safe place until the Protection Officer makes an assessment and repositions Lookouts to achieve the required Minimum Sighting Distance.</p> <p><u>Additional Lookout</u></p> <p>When working between CA 5 Signal and CA 10 Signal Lookout and Additional lookout are to be placed at designated locations to watch for approaching rail traffic from the station and stabling yard and a lookout placed watching for approaching rail traffic coming from City Direction.</p> <p><u>Lookout Working Prohibited Locations</u></p> <p><i>Up and Down Cronulla Between 33.476km and 34.100km – Inadequate Sighting Distance and No Safe Place.</i></p> <p><i>Lookout Working Prohibited in this area requires a higher form of protection.</i></p>

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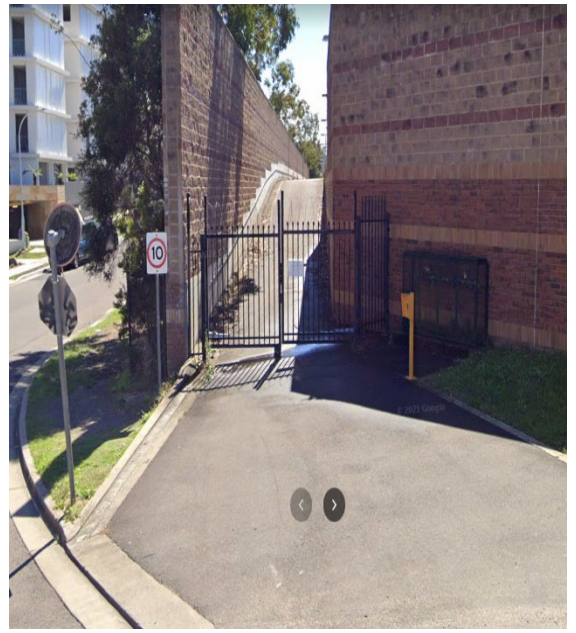


ACCESS GATES

Image 1: Access Gate (I20 34.097 D) off Caronia Ave



Image 2: Access Gate (I20 34.982 U) off Waratah Street



LOOKOUTS

Image 3: Lookout view towards Woolooware @ approx 34+140kms

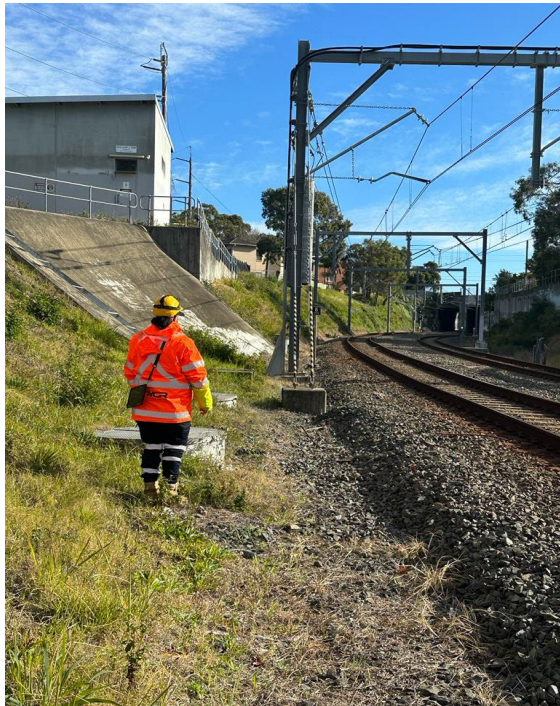


Image 4: Lookout view towards Cronulla @approx 34+325kms



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Image 5: Additional lookout view towards Cronulla station @ approx 34+475kms

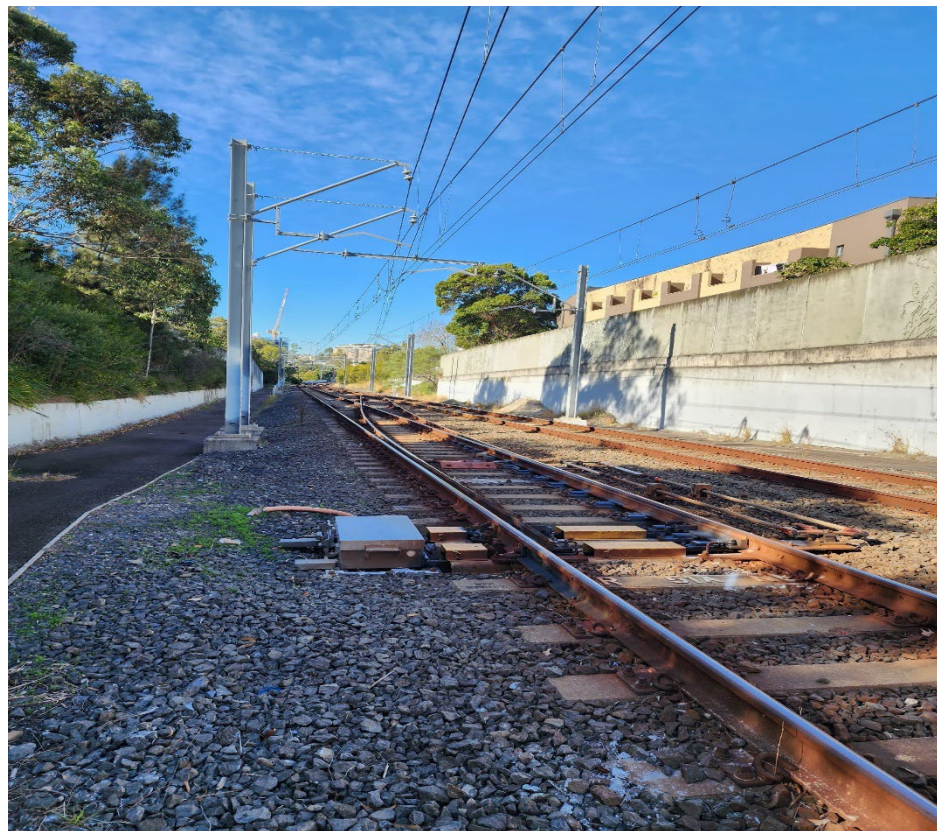


Image 6: View towards Cronulla station and Stabling Yard

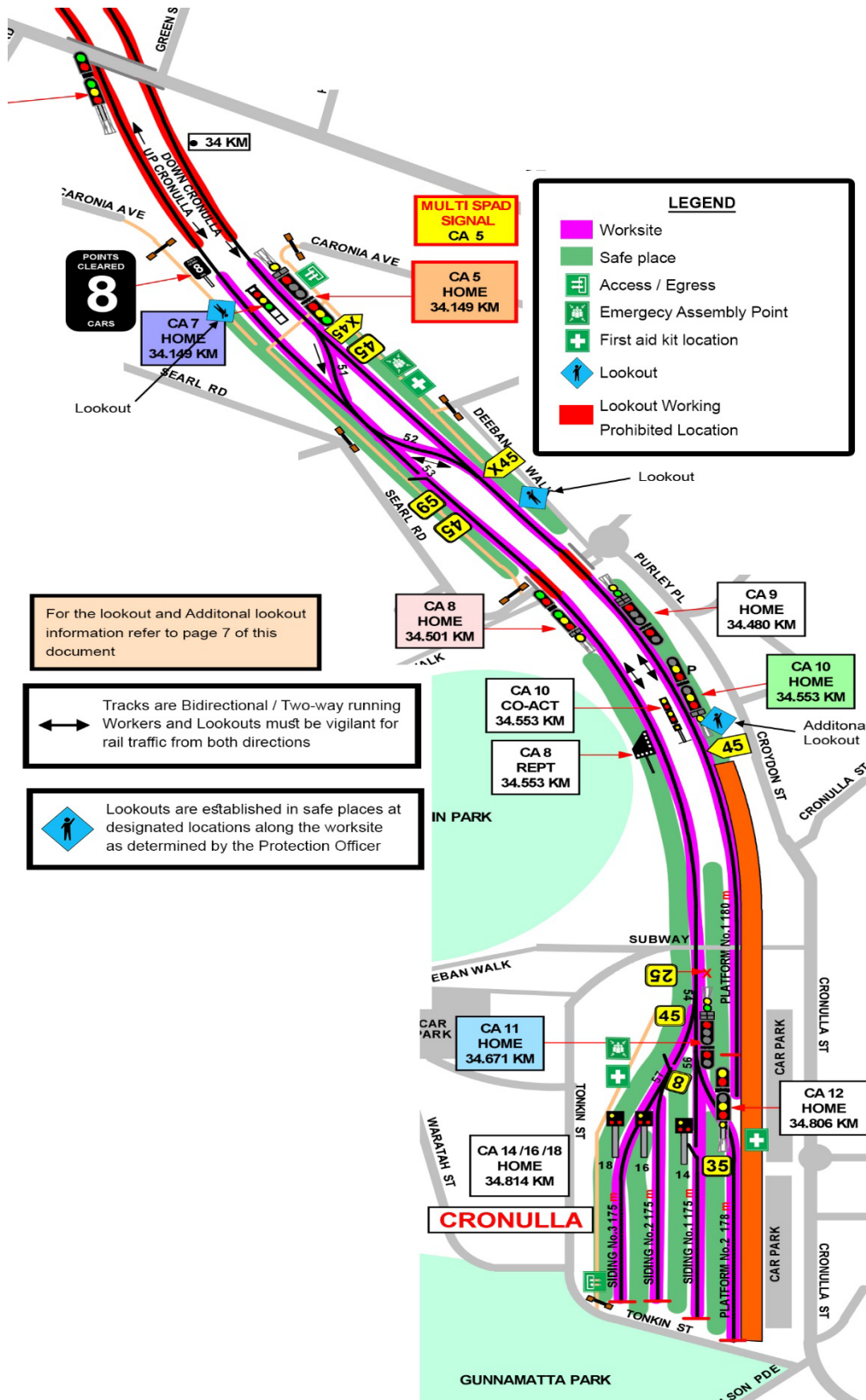


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Image 6: View of 51 and 52 crossover looking towards Cronulla



Diagram



Protection Officer's diary

