


# TOA Worksite Protection for Epping to Thornleigh routine network maintenance activities

<b>WORK DESCRIPTION</b>	Routine network maintenance activities – Epping to Thornleigh
<b>WPP NUMBER</b>	CN15A2 14130
<b>SCOPE</b>	This SWI is applicable for the worksite protection arrangements using TOA for routine network maintenance activities performed by City North workgroups.  Work activities include: <ul style="list-style-type: none"> <li>Routine preventative and corrective work, such as inspections and maintenance, as appropriate for the type of protection being applied as part of this plan.</li> </ul>
<b>AUTHORISATIONS:</b>	<b>Protection Officer:</b> Protection Officer Level 2 or higher. <b>Placing TOA Protection:</b> Handsignaller Level 1 or higher, or Protection Officer Level 1 or higher.
<b>SAFETY CONTROLS – Track Occupancy Authority (TOA)</b>	The TOA limits are from: <b>114 pts and 52A points on the Down Relief line.</b>  Protection is placed at: <ul style="list-style-type: none"> <li>Worksite Protection Markers Country side of 114 Points adjacent to 23+649 structure on Down Relief and WPM City side of 52A Points Down Relief</li> <li><b>114 points and 52 points</b> are clipped and locked to prevent unauthorised entry into the TOA.</li> </ul>
<b>PRESTART REQUIREMENTS:</b>	Protection Officer assessment checklist must be completed before instructions in this SWI are followed.  Tools and equipment required: <ul style="list-style-type: none"> <li>Protection Officer requires a phone to contact the Signaller.</li> <li>Qualified Workers placing protection require:                         <ul style="list-style-type: none"> <li>2x Worksite Protection Markers</li> <li>2x Tangential / Standard point clip`s</li> <li>2x SL locks and 1x SL key</li> </ul> </li> </ul>
<b>FURTHER INFORMATION:</b>	<ul style="list-style-type: none"> <li>NWT 300 Planning work in the Rail Corridor</li> <li>NWT 304 Track Occupancy Authority</li> <li>NPR 702 Using a Track Occupancy Authority</li> <li>NPR 707 Clipping points</li> <li>NRF 002 Track Occupancy Authority (TOA)</li> <li>NPR 712 Protecting work from rail traffic on adjacent lines</li> <li>NGE 200 Walking in the Danger Zone</li> <li>NLA 300</li> </ul>

Protection Officer assessment checklist	
<b>Protection Officer's name:</b>	<b>Yes</b> (Tick if Yes)
This document has not expired 12 months beyond the issue date.	

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On-site safety assessment has been completed and additional hazards and controls recorded on the pre-work briefing (Page 3).		
SWI details and protection arrangements have been reviewed and validated for the assessed worksite location.		
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.*

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**Worksite Protection Pre-work Briefing**

Briefing date:

**Protection Officer details**

Work location:

Scope of work:

Worksite protection:  Refer to Worksite Protection Plan for details

Hazards (e.g. environment, plant, equipment, human error)	Controls (to be implemented to eliminate or reduce the risk to the lowest practicable level)	Person responsible for Control
Approaching rail traffic	TOA implemented.	Protection Officer
Adjacent live lines	Designated work and walk areas as per Protection Officer's instructions. All work must stop when warned by Protection Officer until rail traffic has passed.	Protection Officer
Mobile phone distraction	Mobile phone usage is only allowed in the Danger Zone when required for work purposes.  Other than being used for work purposes, mobile phones may be used only in a safe place after informing the Protection Officer.	All
Access to / Egress from worksite	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 and from the worksite or safe place	All
Placing protection	Use NGE200 to make an appropriate risk assessment - does a spotter need to be used,	PO
Understanding the Pre work briefing	Ask the 5 questions  What method of protection are we working under  What are the limits of the worksite?  Where is the safe place?  How will you be warned and moved to the safe place if needed?  What are the hazards in this environment?	

A final site inspection has been conducted immediately before commencing work, and any new hazards and controls have been included.

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**Worksite Protection Plan – Track Occupancy Authority**

**Signaller details**

<input type="text" value="name"/>	<b>Epping Panel</b>	<b>9701 1580</b>
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**Protection Officer details**

<input type="text" value="name"/>	<input type="text" value="signature"/>	<input type="text" value="contact No."/>
<input type="text" value="RSW or RIW No."/>	<input type="text" value="designation"/>	Planned duration <input type="text"/>

Workplace Supervisor details:

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

**Worksite location**

on the

between  and

The following are diagrams, notes and detailed instructions. These are to be read and followed as part of this worksite protection plan for TOA.

<b>INSTRUCTIONS:</b>	<ol style="list-style-type: none"> <li>1. Workers enter the rail corridor.</li> <li>2. Protection Officer conducts the worksite protection pre-work briefing.</li> <li>3. Protection Officer contacts the Signaller at Epping Panel and requests TOA.</li> <li>4. Instruct Qualified Workers to place Worksite Protection Markers Country side of 114 Points adjacent to 23+649 structure on Down Relief and WPM City side of 52A Points Down Relief.</li> <li>5. Instruct Qualified Workers to clip and lock <b>114 points and 52 points</b> to prevent rail traffic entry into the TOA.</li> <li>6. Protection Officer informs the workplace supervisor that it is safe for work to start.</li> <li>7. Workers start work.</li> <li>8. After all work is completed, move all workers and equipment into a safe place.</li> <li>9. Instruct Qualified Workers to remove Worksite Protection Markers and point clips from the TOA.</li> <li>10. Workers egress the rail corridor</li> <li>11. After all protection is removed, Protection Officer contacts the Signaller at Epping Panel that work is complete, all protection has been removed from the Down Relief line, workers and equipment are clear of the Danger Zone and if any restrictions have been applied to fulfil the TOA.</li> </ol>
<b>ADDITIONAL DETAILS</b>	
<b>ACCESS/ EGRESS:</b>	

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**TOA LIMITS**



**Image 1:** Epping side TOA limit

Utilise a spotter with NGE 200 at Epping P3 as an additional measure to warn qualified worker about any approaching rail traffic when clipping & locking 114 points



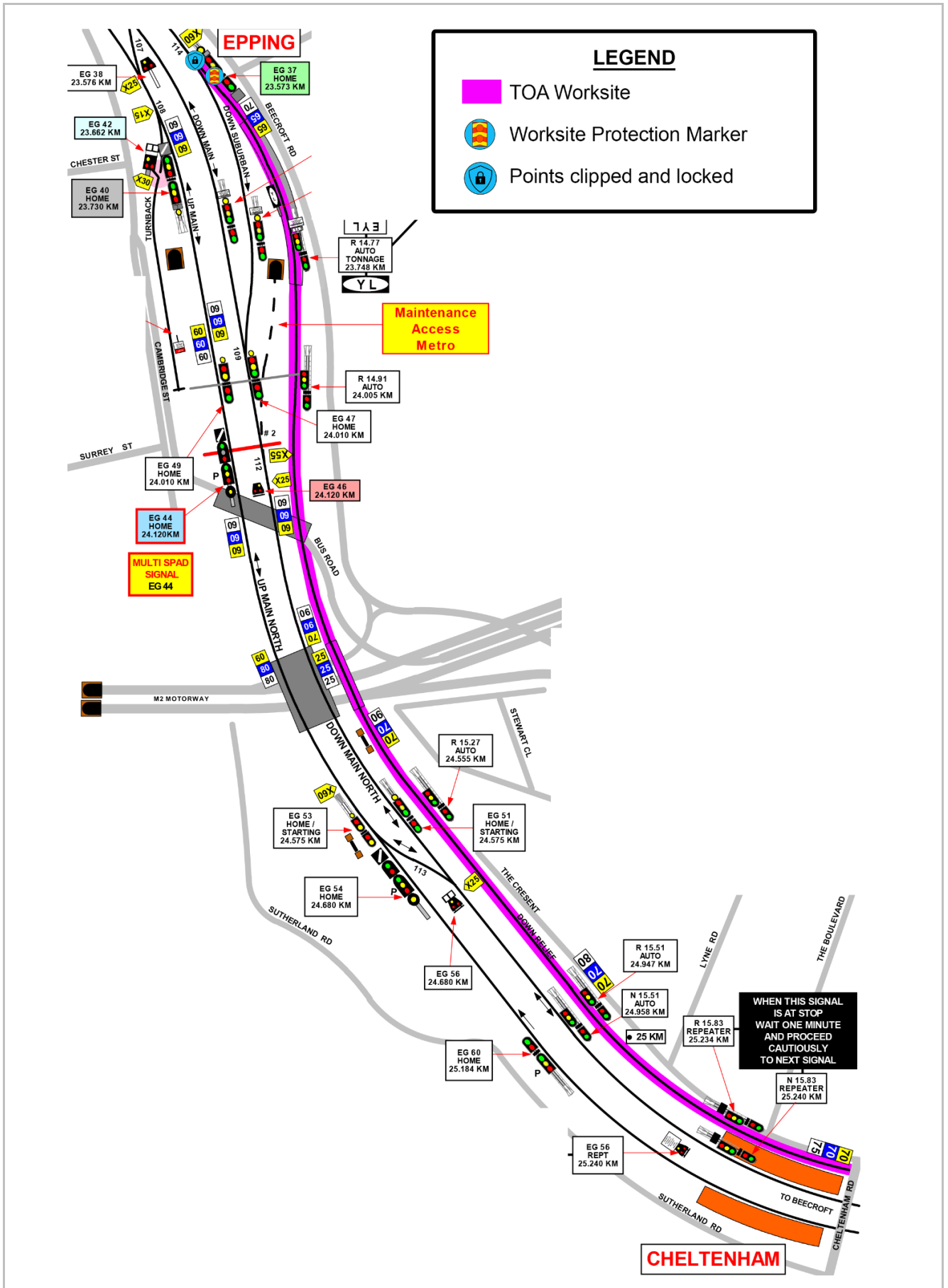
**Image 2:** Thornleigh Side TOA limit

NGE 200 with Qualified working to clip & lock Thornleigh 52B points

**POINTS TO BE CLIPPED AND LOCKED**

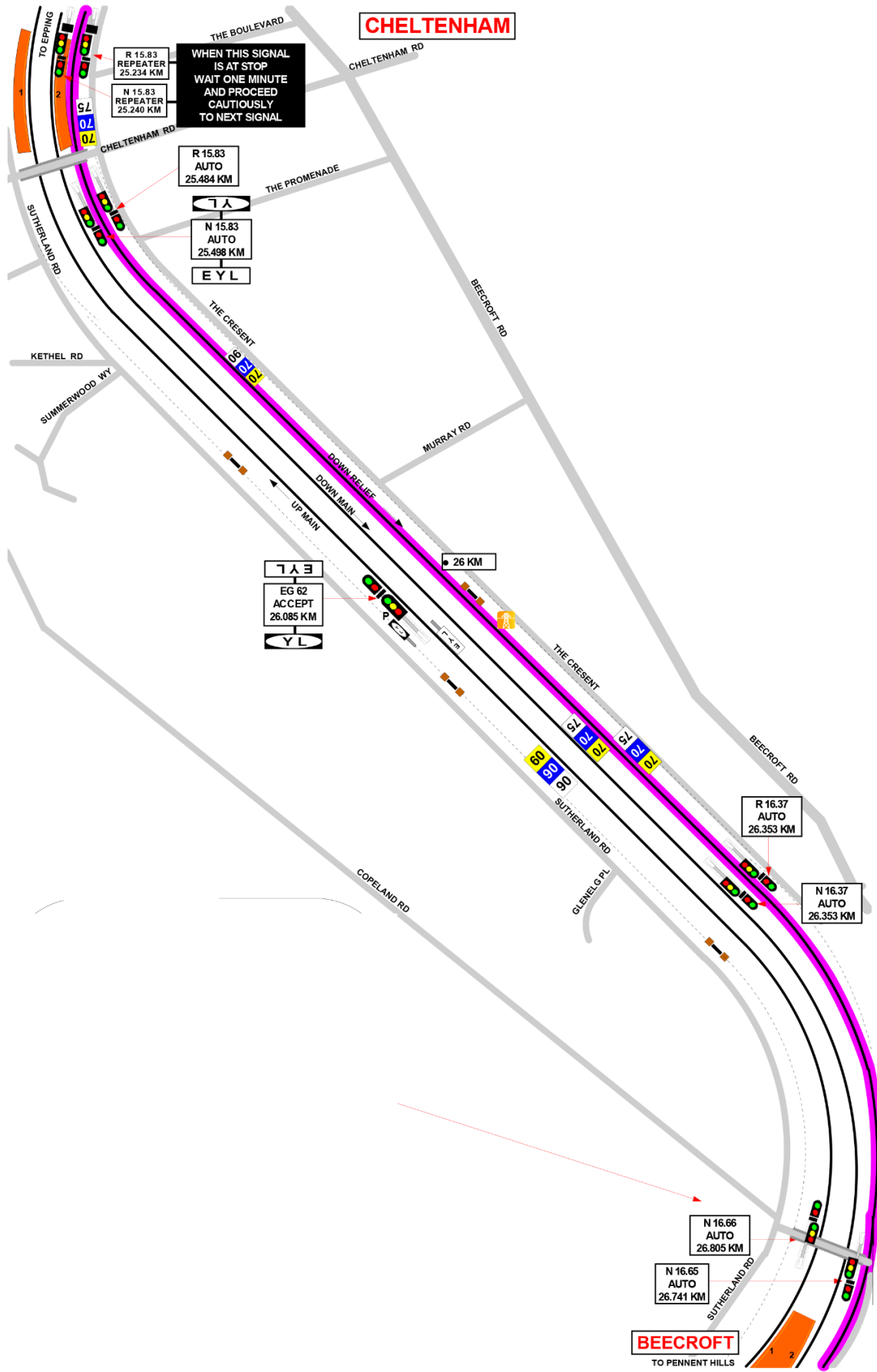
**Image 1:** 114 points

**Image 2:** 52 points



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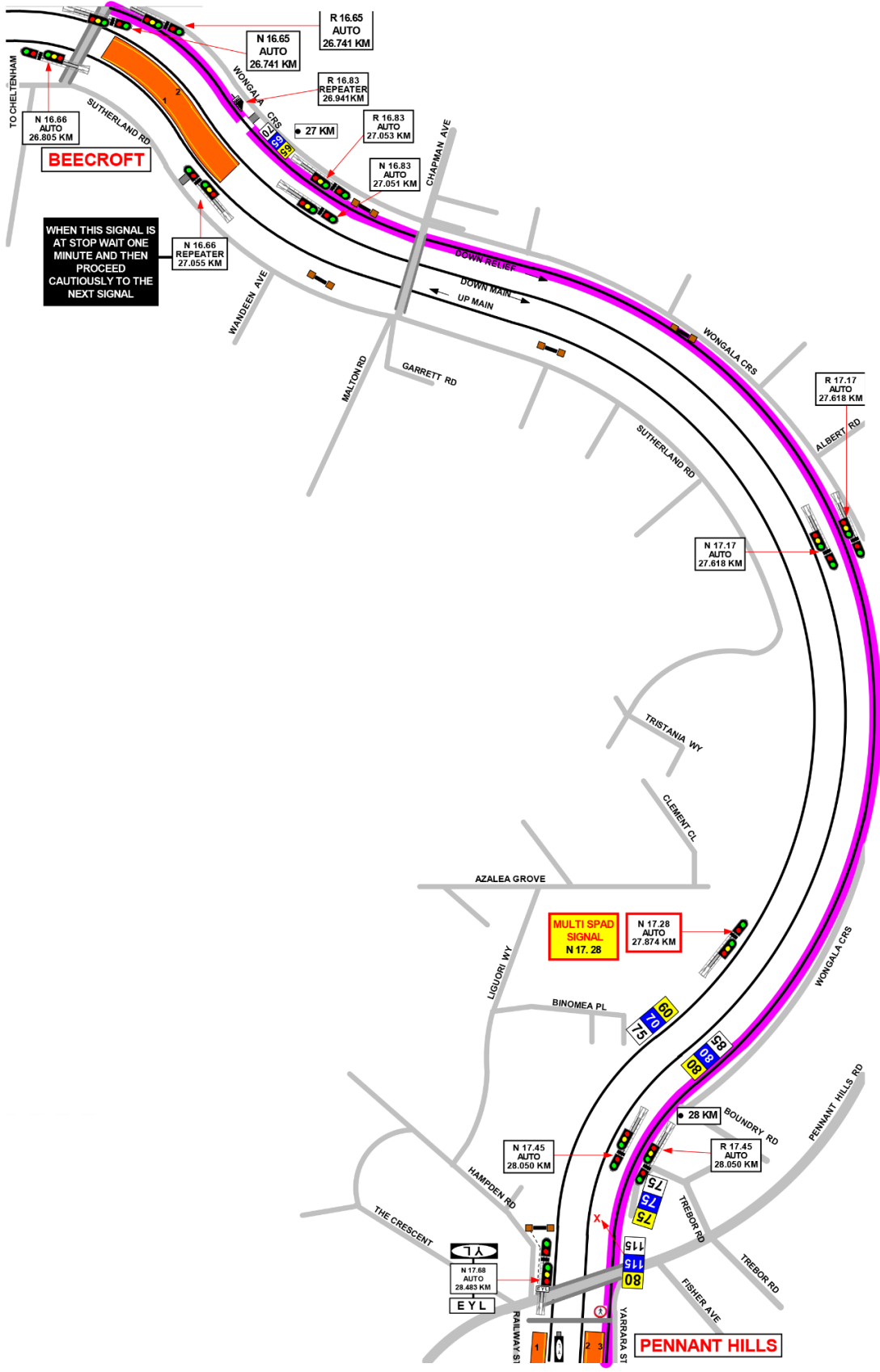




Protection

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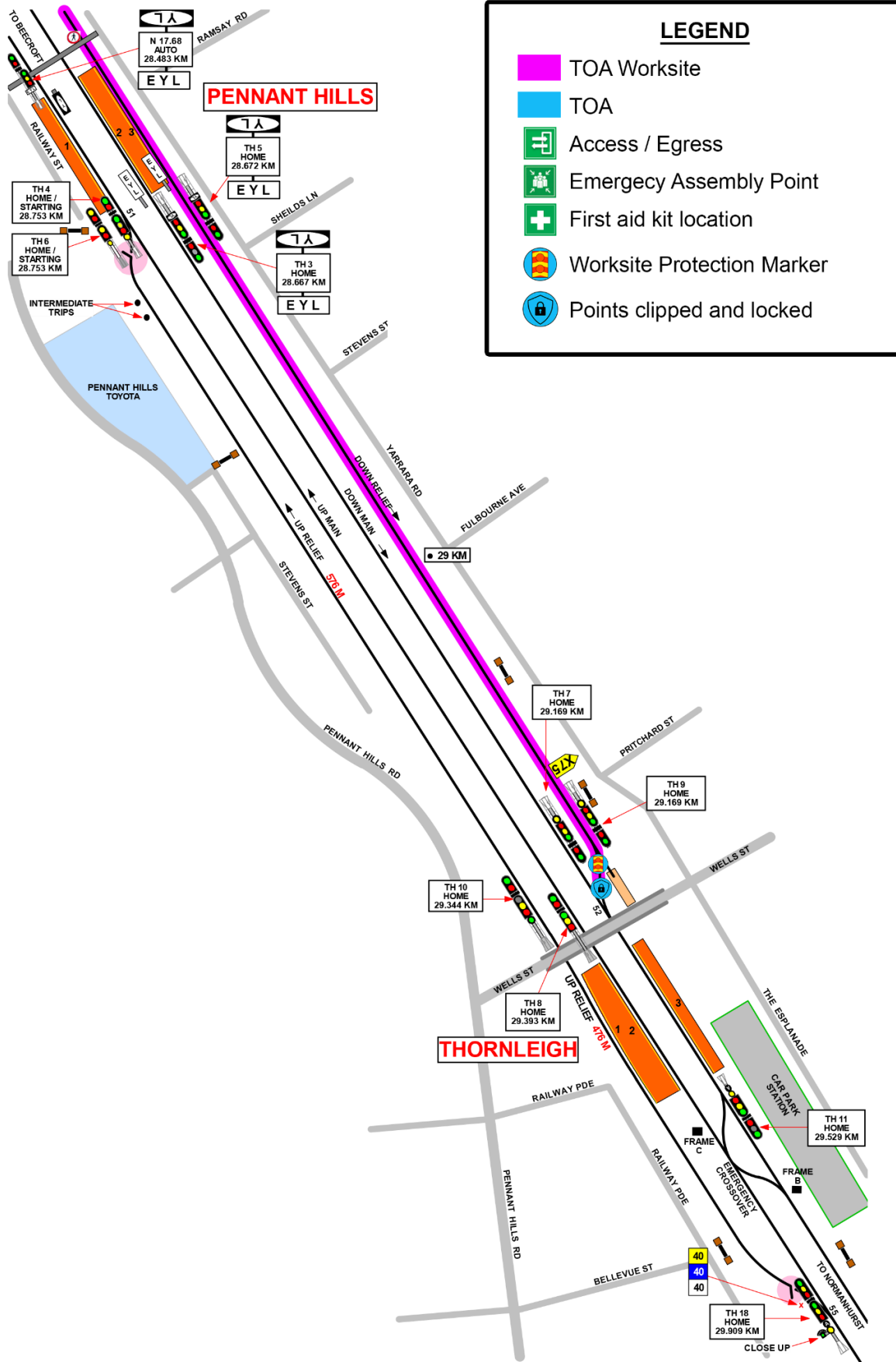




WHEN THIS SIGNAL IS AT STOP WAIT ONE MINUTE AND THEN PROCEED CAUTIOUSLY TO THE NEXT SIGNAL

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