


# Cronulla and Cronulla Stabling Yard Worksite Protection Plan

<b>WORK DESCRIPTION</b>	Routine network maintenance activities – Cronulla – Lookout Working (moving worksite)
<b>WPP NUMBER</b>	CS23B 12985
<b>SCOPE:</b>	<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"> <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>	<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>
<b>SAFETY CONTROLS: Lookout working arrangements</b>	<p>The nominated worksite location for Lookout Working includes the <b>Up and Down Cronulla, Platform No 1-2 and 1-3 Sidings between CA 5 Signal and End of terminal line.</b></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"> <li>• Establish and/or re-establish Lookouts as required to watch for approaching rail traffic from all entry points</li> <li>• Designate and instruct which safe places the workers are to use as the work is completed along the work route within the worksite limits.</li> </ul>
<b>PRESTART REQUIREMENTS:</b>	<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"> <li>• Protection Officer requires a phone to contact the Signaller.</li> </ul> <p>Lookouts require a high-visibility arm sleeve and a whistle/horn.</p>
<b>FURTHER INFORMATION:</b>	<p><i>NWT 300 Planning work in the Rail Corridor</i></p> <p><i>NWT 310 Lookout Working</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>NGE 200 Walking in the Danger Zone</i></p> <p><i>Lookout Working Prohibited Locations Register</i></p> <p><i>NLA408 – Sutherland to Cronulla</i></p>

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Protection Officer assessment checklist		
<b>Protection Officer's name:</b>		<b>Yes</b> <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"> <li>On-site safety assessment has been completed for relevancy of works being undertaken</li> <li>The required protection details, environment and tasks are unchanged from the details of this SWI</li> </ul>		
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.*

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**Worksite Protection Pre-work Briefing**

Briefing date:

**Protection Officer details**

Work location: **Cronulla – All Tracks**

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

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

Hazards <small>(e.g. environment, plant, equipment, human error)</small>	Controls <small>(to be implemented to eliminate or reduce the risk to the lowest practicable level)</small>	Person responsible for Control
<b>Approaching rail traffic</b>	<ul style="list-style-type: none"> <li>Lookouts must be trained and competent to perform lookout duties.</li> <li>Lookouts must be rotated if performing lookout for extended periods of time.</li> <li>Workers to remain within worksite limits as set out in this procedure.</li> </ul> <p>Lookouts must be placed as per protection plan on page 9 and 10.</p> <ul style="list-style-type: none"> <li>Workers are to stop work and move to a safe place immediately on being warned by the lookouts</li> </ul>	Protection Officer and Lookout
<b>Live adjacent lines</b>	<ul style="list-style-type: none"> <li>Lookouts must provide warning to workers when rail traffic is approaching from the adjacent line in either direction.</li> </ul>	Protection Officer and Lookout
<b>Two - way running / multiple entry points into worksite</b>	<ul style="list-style-type: none"> <li>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.</li> </ul>	Protection Officer and Lookout
<b>Obstruction to Minimum Sighting Distance</b>	<ul style="list-style-type: none"> <li>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</li> </ul>	Protection Officer and Lookout
<b>Adjoining/Surrounding Worksites</b>	<ul style="list-style-type: none"> <li>Lookouts must have two independent audible warning devices that can be heard by workers over any noise generated by adjoining/surrounding worksites.</li> <li>Lookouts are to provide warning if their line of sight is obstructed by adjoining/surrounding worksites.</li> </ul>	Protection Officer and Lookout
<b>Access to / Egress from worksite</b>	<ul style="list-style-type: none"> <li>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.</li> </ul>	All
<b>Slips, trips, falls and hazards carrying equipment</b>	<ul style="list-style-type: none"> <li>Protection Officer will assess and instruct when it is safe for workers to use NGE 200 Walking in the Danger Zone to move to the worksite or safe place.</li> </ul>	All
<b>Mobile phone</b>	<ul style="list-style-type: none"> <li>Mobile phones use is not permitted in the danger zone unless being used by maintenance staff for critical maintenance communications or recording of defects.</li> </ul>	All

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 – Lookout Working**

**Signaller details**

**Protection Officer details**

Planned duration

Workplace Supervisor details:

Type of work:

**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**

The Lookout Working Prohibited Locations Register been consulted Yes

**Warning method**

Horn  Whistle  Voice

**Minimum Warning Time Calculations**

Maximum track speed

Number of Lookouts used  Position of Lookouts  to

Number of additional Lookouts\* used  Position of Lookouts  to

\* Add an additional 5 seconds See Time if an additional Lookout is used

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

2 sec	+	3 sec	+	10 sec	= <b>Minimum Warning Time (MWT)</b>	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.

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

Lookouts: **Up and Down Cess, open 6 Feet, behind fixed structures, designated walkways, and for platforms, behind the yellow line**

Workers: **Up and Down Cess, open 6 Feet, behind fixed structures, designated walkways, and for platforms, behind the yellow line**

**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.

<b>INSTRUCTIONS:</b>	<p>Workers enter the rail corridor via Access Gate (I20 34.097 D) off <b>Caronia Ave</b>, or access Gate (I20 34.982 U) off <b>Waratah St</b> for Cronulla Yard.</p> <ul style="list-style-type: none"> <li>Protection Officer briefs workers about the worksite protection arrangements.</li> </ul> <p>Protection Officer contacts Sutherland Panel and tells the Signaller about the use of Lookout Working on <b>all tracks</b> between <b>CA 5 Signal</b> and <b>end of terminal line at Cronulla</b>.</p> <p>Establish Lookouts at designated locations between <b>CA 5 Signal</b> and <b>CA 10 Signal</b>.</p> <ul style="list-style-type: none"> <li>Workers start work up to designated locations.</li> <li>Workers move to safe place.</li> <li>Re-establish Lookouts at next designated location.</li> </ul> <p>Repeat these steps until work is complete.</p> <ul style="list-style-type: none"> <li>Workers move to a safe place.</li> <li>Recall lookouts.</li> </ul> <p>Workers egress the worksite via <b>St Andrews</b> Access gate and relocate to Cronulla yard access gate (I20 34.982 U) off <b>Waratah St</b>.</p> <p>Protection Officer contacts Sutherland Panel to end Lookout Working.</p>
<b>ADDITIONAL DETAILS</b>	<p><b><u>Obstruction to Minimum Sighting Distance</u></b></p> <p>Stabled rail traffic on any tracks and conditions on the day may obstruct minimum sighting distance. When this hazard is identified, workers must stop work and move to a safe place until the Protection Officer makes an assessment and relocates lookouts to achieve the required minimum sighting distance.</p> <p><b><u>Two-way Running and Multiple entry points</u></b></p> <p>Tracks within Cronulla Interlocking are to be treated as <b>bidirectional</b>. When working between <b>CA 5 Signal</b> and <b>CA 10 Signal</b> 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><b><u>Additional Lookout</u></b></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><b><u>Lookout Working Prohibited Locations</u></b></p> <p><b>Up and Down Cronulla Between 33.476km and 34.100km – Inadequate Sighting Distance and No Safe Place. Lookout Working Prohibited in this area requires a higher form of protection</b></p>

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LOOKOUTS



Image 1: Lookout view towards Woollooware at approximately 34+140kms



Image 2: Lookout view towards Cronulla at approximately 34+325kms

IMAGES



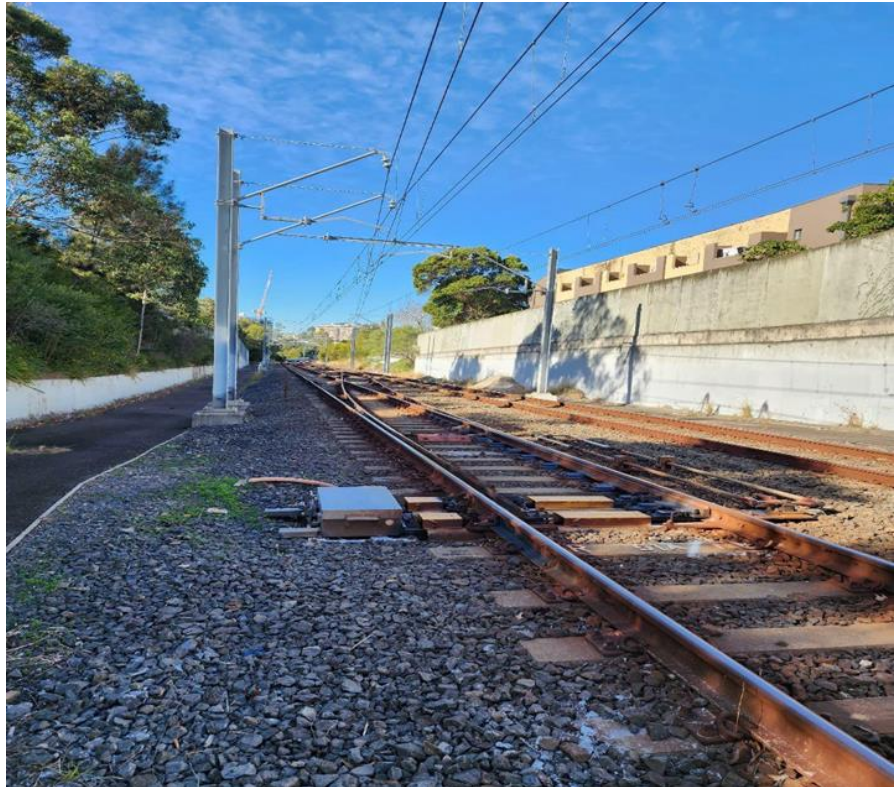
Image 3: Additional lookout view towards Cronulla station at approximately 34+475kms



Image 4: View towards Cronulla station and Stabling Yard

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IMAGES

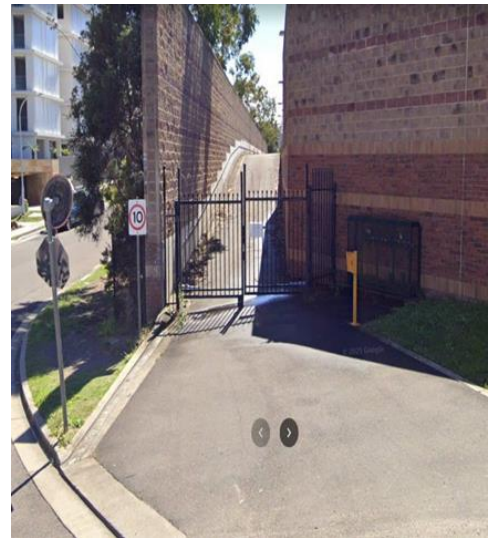


**Image 5: View of 51 and 52 crossover looking towards Cronulla**

ACCESS /  
EGRESS



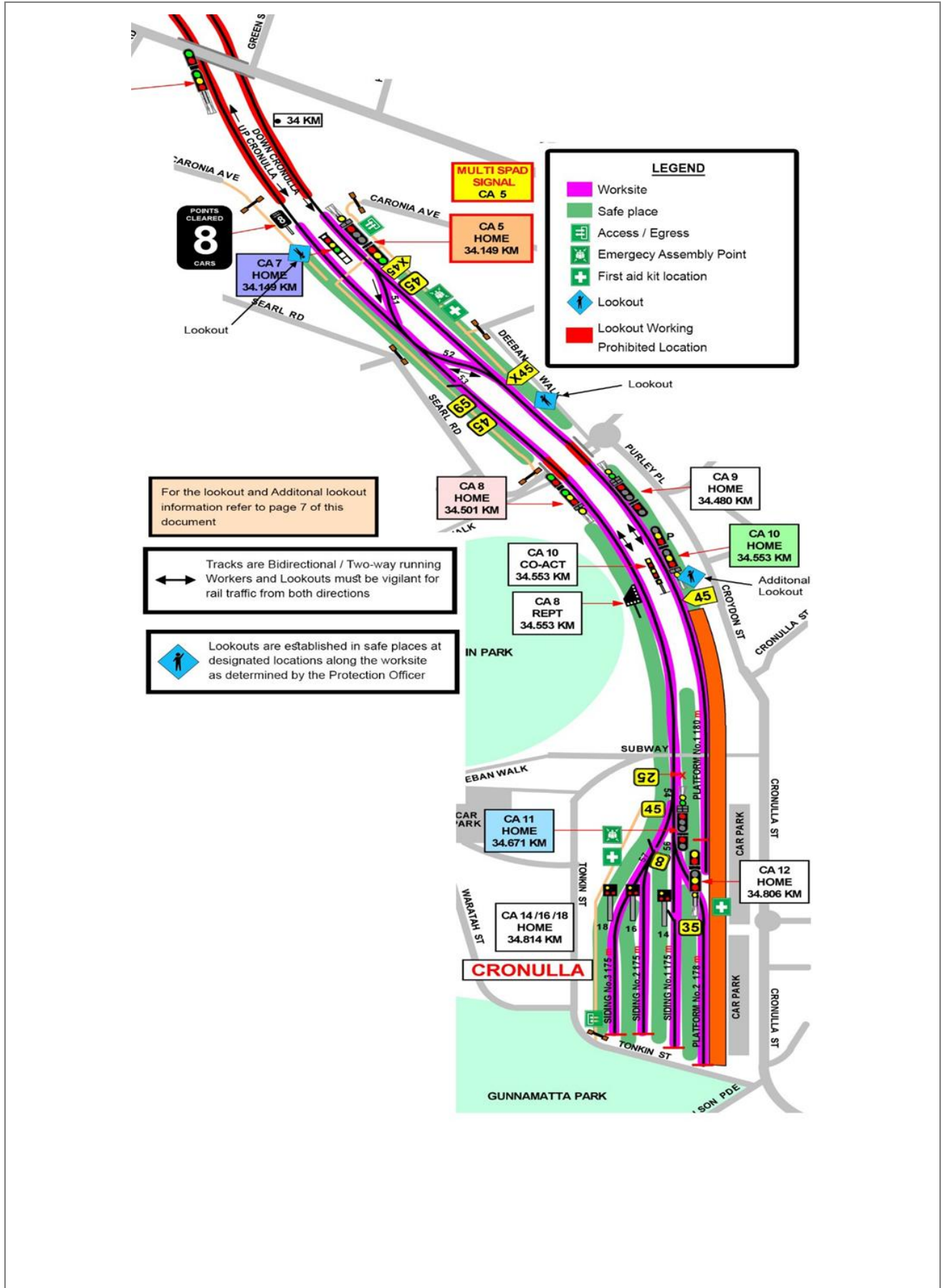
**Image 6: Access Gate I20 34.097 D on the Down Side  
off Caronia Ave**



**Image 7: Access Gate at I20 34.982 U on the Up Side.  
Double Gate off Waratah Street**

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Diagram



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