

# Worksite Protection for Sutherland to Kirrawee routine network maintenance


<b>WORK DESCRIPTION</b>	Routine network maintenance activities
<b>WPP NUMBER</b>	CS3B 12982
<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><b>Protection Officer:</b> Protection Officer Level 1 or higher</p> <p><b>Lookout:</b> Engineering Hand signaller Level 1 or higher or Protection Officer Level 1 or higher.</p>
<b>SAFETY CONTROLS:</b> Lookout working arrangements	<p>The nominated worksite location for Lookout Working is a fixed worksite and includes the <b>Up Cronulla</b> between <b>clear of 159 Points</b> and <b>SC 25.8 Signal</b></p> <p>The Protection Officer must:</p> <ul style="list-style-type: none"> <li>• 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>NLA 408 Sutherland to Cronulla</i></p>

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**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.		
SWI details and protection arrangements have been reviewed and validated for the assessed worksite location, including: 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.*

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**Worksite Protection Pre-work Briefing**

Briefing date:

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**Protection Officer details**

name	signature	contact No.
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Work location: **Sutherland to Kirrawee on the Up Cronulla Branch**

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

Worksite protection: **Lookout Working** 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	<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> <li>Lookouts must be placed as per protection plan on page 8.</li> <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
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	<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
Access to / Egress from worksite	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.	All
Slips, trips, falls and hazards carrying equipment	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.	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

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**

<input type="text" value="name"/>	<b>Sutherland Panel</b>	<b>02 8568 3454</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:

**Worksite location**

on the

between  and

**Worksite assessment**

The Lookout Working Prohibited Locations Register been consulted Yes

**Warning method**

<input type="text" value="Horn"/>	<input type="text" value="Whistle"/>	<input type="text" value="Voice"/>
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**Minimum Warning Time Calculations**

Maximum track speed

Number of Lookouts used  Position of Lookouts  and

Number of additional Lookouts\* used  Position of Lookouts  and

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

7 sec	+	3 sec	+	10 sec	= Minimum Warning Time (MWT)	20 sec	75 km/h	417 metres
7 sec	+	3 sec	+	10 sec		20 sec	55 km/h	306 metres
sec	+	sec	+	10 sec		sec	km/h	metres
sec	+	sec	+	10 sec		sec	km/h	metres
<small>See Time (S)</small>		<small>Move Time (M)</small>		<small>Safe Time</small>	<small>(S+M+10 sec = MWT)</small>		<small>Track speed</small>	<small>Minimum Sighting Distance as calculated</small>

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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<b>INSTRUCTIONS:</b>	<ol style="list-style-type: none"> <li>1. Workers enter the rail corridor via Old Princess Highway or an alternative designated entry gate.</li> <li>2. Protection Officer briefs workers about the worksite protection arrangements.</li> <li>3. Protection Officer contacts <b>Sutherland panel</b> and tells the Signaller about the use of Lookout Working.</li> <li>4. Establish Lookouts at designated locations.</li> <li>5. Workers start work up to designated locations.</li> <li>6. Workers move to safe place.</li> <li>7. Re-establish Lookouts at next designated location.</li> <li>8. Repeat steps 6-8 until work is complete.</li> <li>9. Workers move to a safe place.</li> <li>10. Recall lookouts.</li> <li>11. Workers egress the worksite via Old Princess Highway or an alternative designated gate.</li> <li>12. Protection Officer contacts <b>Sutherland panel</b> to end Lookout Working.</li> </ol>
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<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>Lookout Working Prohibited Locations</u></b></p> <p>Down Cronulla (Sutherland) between 24.969 kms to 25.568 kms-Lookout Working Prohibited – Insufficient sighting distance &amp; no safe places can be assessed.</p> <p><b><u>Trains Approaching on the Down Cronulla Line</u></b></p> <p>When trains are approaching on the Down Cronulla line and Lookouts are positioned in the UP or the Down cess, the Lookouts must provide a clear warning to the workers if their sighting is obstructed. Workers must move to a designated safe place; work may only resume once the train has passed and required sighting distance is re established.</p> <p><b><u>Additional Lookout</u></b></p> <p>An Additional Lookout must be used between the limits of this worksite, clear of 159 points and SC25.8 Signal</p> <p><b><u>Position of Lookouts</u></b></p> <p>Lookouts must be always positioned in a safe place; The additional lookout must always remain within sight and hearing of the primary lookout when in use as below.</p>
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LOOKOUTS



**Image 1:** Safe places along Up Cess, looking country around 25+100 kms



**Image 2:** Safe places Up Cess, looking country around 25+272 kms



**Image 3:** Safe places Up Cess, looking country around 25+380 KMS



**Image 4:** Safe places Down Cess, looking country around 25+ 455 KMS

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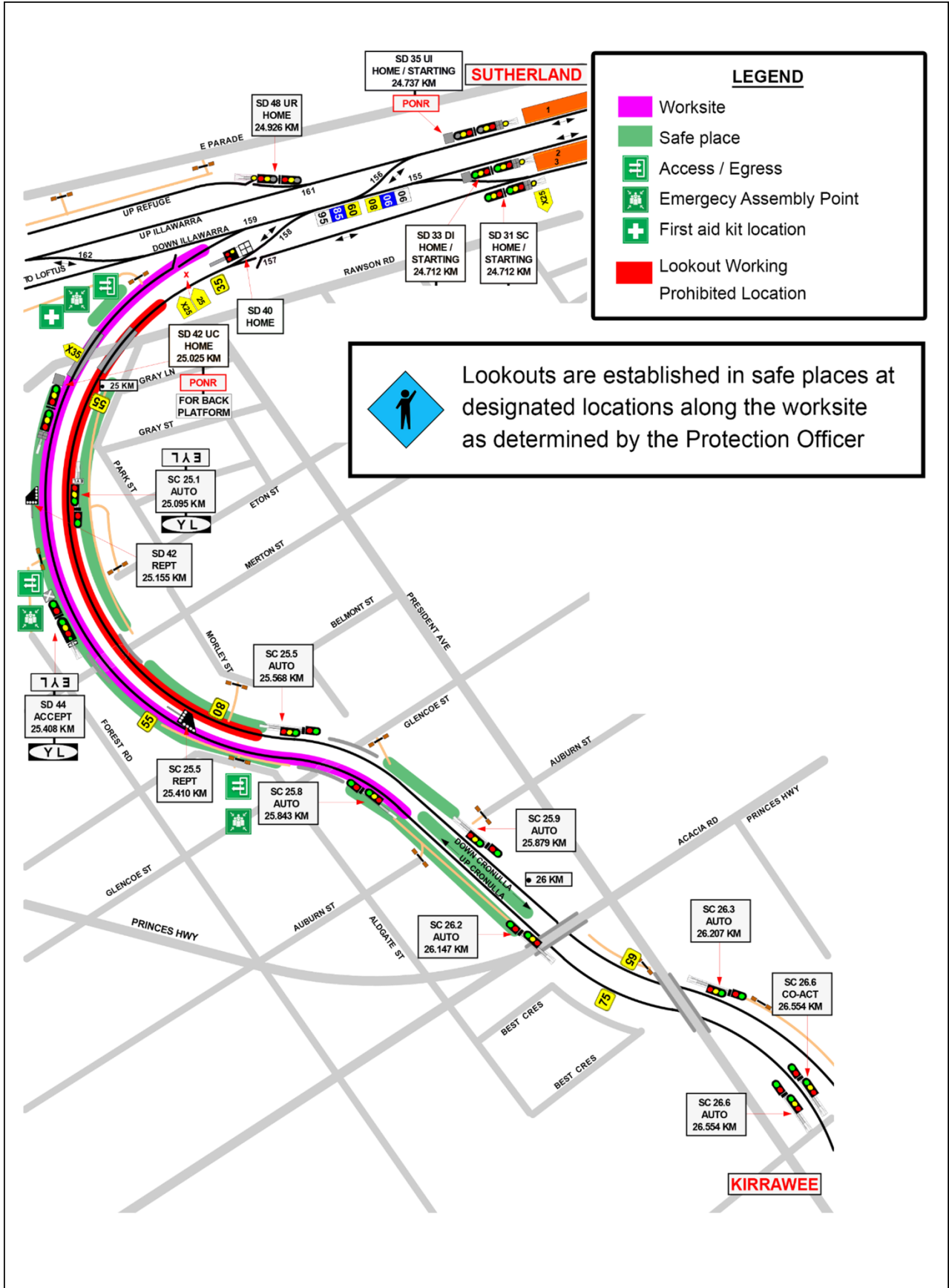
ACCESS /  
EGRESS



**Image 5:** Safe places Down Cess, looking country around 25+ 660 KMS

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**Diagram**



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