

# Network Safeworking Rules and Procedures

## Protecting Work from Rail Traffic on Adjacent Lines

Procedure Number: 9010

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#### Document History

Version	Effective Date	Pages updated	Reasons for change
2.01	31 10 2020	Title Page	Rule reference changed to Procedure Number

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# 1. Purpose

The object of this procedure is to provide instruction for the *Protection* of workers from *Rail Traffic* on *Adjacent* lines in the *Network*.

## 2. General



**WARNING:** *Adjacent* lines may be under the control of a different *Network Controller* or *Rail Infrastructure Manager*.

*Rail Traffic* on lines *Adjacent* to *Track Occupancy* is a danger to workers. Workers must be *Protected* from all *Rail Traffic*.

Where there is an *Adjacent* line, appropriate *Authority*, including required *In-field Protection* and *Blocking Facilities*, must be used on the *Adjacent* line.

An *Authority* for the *Adjacent* line is not required where a *Safety Management Plan*, approved by the *Approved Operations* or *Infrastructure Delegate*, has controls in place to prevent intrusion of workers or plant and equipment into the *Adjacent* line's *Danger Zone*.

Excluding *Rail Traffic* from *Adjacent* lines gives the highest level of *Protection*.

During the *Safety Assessment* for the work, and as *Protection* requirements change, the *Possession Protection Officer* or the *Protection Officer* must decide on the best means to reduce the risk from *Rail Traffic* on *Adjacent* lines.



**NOTE:** Where *Lookout Working* is being used and there is an *Adjacent* line an appropriate *Protection* method must be used for the *Adjacent* line.

## 3. Means of Risk Reduction

If the *Safety Assessment* indicates that workers need to be *Protected* from *Rail Traffic* on *Adjacent* lines, the *Possession Protection Officer* or the *Protection Officer* must choose one or more of the following means to reduce risk.

### 3.1 Local Possession Authority

A *Local Possession Authority (LPA)*, in accordance with Rule 3001 Local Possession Authority (LPA), may be taken out over *Adjacent* lines to exclude *Rail Traffic*.

### 3.2 Work on Track Authority

A *Work on Track Authority (WoTA)*, in accordance with Rule 3005 Work on Track Authority (WoTA), may be taken out over *Adjacent* lines to exclude *Rail Traffic*.

### 3.3 Lookout Working

*Lookout Working* may be used, in accordance with Rule 3013 Lookout Working, to provide warning of approaching *Rail Traffic* on *Adjacent* lines.



**NOTE:** The use of Rule 3025 Temporary Speed Restriction may be used to reduce the speed of approaching *Rail Traffic* on the *Adjacent* line to ensure correct *Sighting Distance* for *Lookout Working*.

## 3.4 Using Demarcation Fencing

*Demarcation Fencing* may be used to define:

- a boundary;
- a *Safe Place*; or
- an exclusion area.

The *Protection Officer* must:

- Put appropriate *Protection* or safety measures in place to *Protect* workers installing *Demarcation Fencing*;
- Make sure that the *Demarcation Fencing* is installed before starting other work;
- Make sure that the *Demarcation Fencing* can withstand disturbances caused by passing *Rail Traffic*;
- Keep workers and equipment on the safe side of the *Demarcation Fencing*;
- If necessary, place *Competent Workers* to make sure that workers stay within the *Demarcation Fencing*;
- Make sure that the *Demarcation Fencing* is kept in good condition throughout the work; and
- Make sure that nothing is stacked or placed against the *Demarcation Fence*.

### 3.4.1 Demarcation Fencing



**WARNING:** *Demarcation Fencing* is only a warning that a boundary exists. It may not stop workers from entering a *Danger Zone* on an *Adjacent* line and may not indicate a *Safe Place*.

*Demarcation Fencing* is an easily seen, continuous boundary marker, placed between a worksite and an *Adjacent* line.

*Demarcation Fencing* used within the *Network* must be of a type approved by *Arc Infrastructure*.

## 4. References

3001 Local Possession Authority (LPA)

3005 Work on Track Authority (WoTA)

3013 Lookout Working

3025 Temporary Speed Restriction

## 5. Effective Date

3 February 2020