

Let's talk safety

#safetytogetheritstartswithme

Westmead

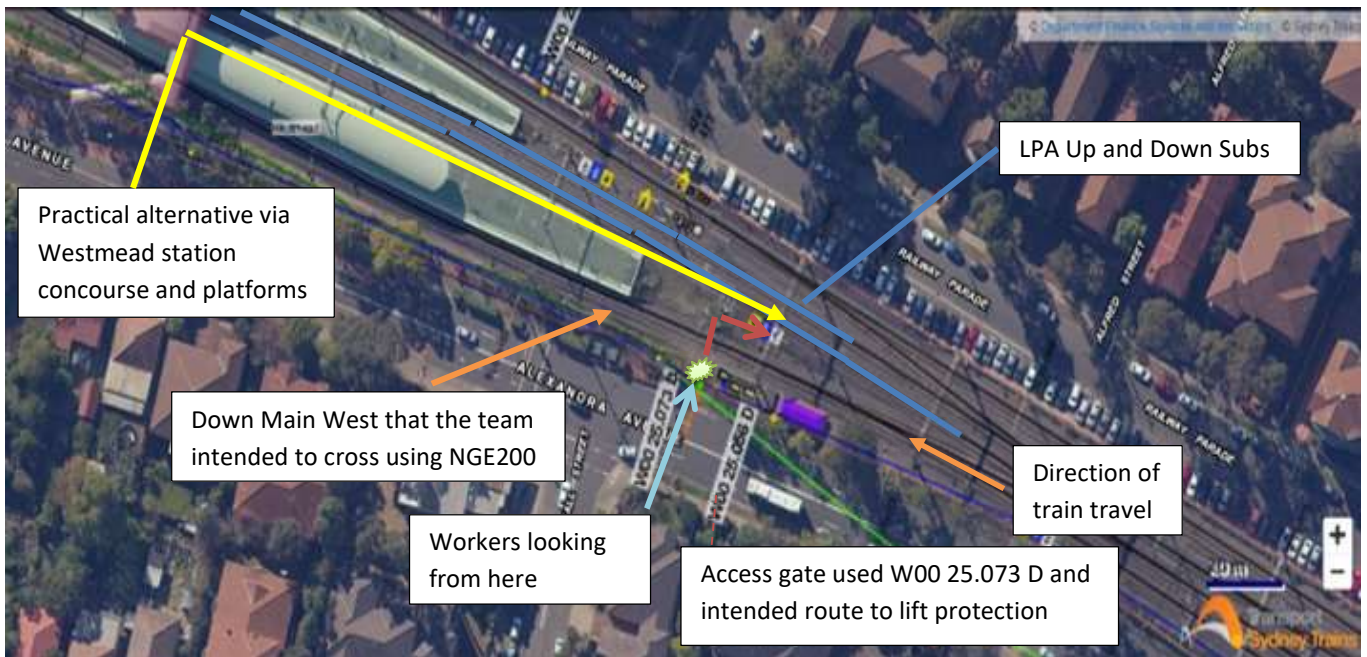
15/08/2022

Target audience

This communication is intended for all staff working in and around the rail corridor

What happened?

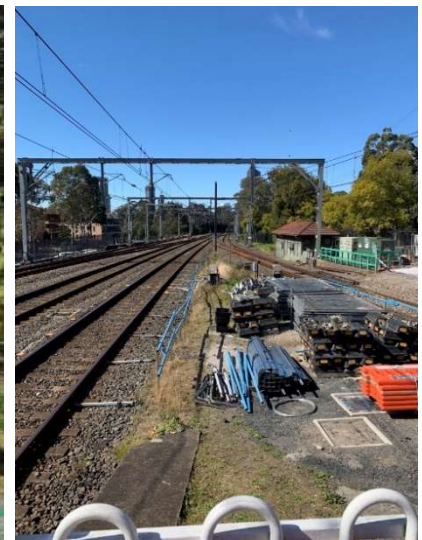
A Protection team were removing LPA protection at Westmead. They entered gate W00 25.073 D to remove protection from the Up & Down Suburban lines. The team was planning to cross the Down main and looked to see if it was ok to cross the Down Main using NGE200. A train was on approach and the team stepped back and didn't cross. The driver reported the incident.



Inside gate W00 25.073 Down Cess



City side of Hut Down Cess



End of platform 3 & 4 Westmead

What did we learn?

Before using NGE200 we must make sure that we are conducting onsite safety assessments. Over time conditions may have changed at a location that you attend regularly. Vegetation grows, buildings are built, site sheds are placed which can all affect the location that we were previously able to cross the track under NGE200. We must never assume that because we have done something one day that it is safe the next. Each day when we are in the rail corridor, we must stop and assess the conditions on the day and act accordingly. In this location the team had a practical alternative to access the Up & Down Suburban's via Westmead concourse and station platforms.

Let's talk safety. What do we need to do?

Before using NGE200 we must make sure that we have conducted an onsite safety assessment to ensure the safest possible route. During this assessment we must be assessing whether we need to cross the running lines, or do we have a practical alternative that we can use. (In this instance the alternate route took an extra 3min to walk – not a long time)

- Is there an over or under pass if working near a station or pedestrian walkway?
- Can we drive around and access the track from the other side of the corridor?
- Do we need to implement worksite protection to cross safely?
- Does the work need to go ahead today, or can we wait till we have a Config or Maintenance Window?

If there is no practical alternative, factors to consider before using NGE200.

- How many lines am I crossing?
- If crossing multiple lines is there a safe place midway?
- Is the Ballast shoulder steep?
- Do I have good Sighting distance?
- How long would it take to cross?
- How many people need to cross?
- Access to and time in a safe place?
- Train Driver perception – what would the driver be seeing travelling at speed?
- Doing no work other than placing or removing protection?
- Move down the track to a spot where you have more sighting distance and easy access to a safe place.
- Use a spotter

Approved by



Mitch Gaskin
Director SEQR Service Delivery

Let's talk safety

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Site Induction and Worksite Protection Compliance

05/07/2022

Target audience

This communication is intended for all EMB team members and focuses on planning and conducting works at unfamiliar sites and site induction processes.

What happened?

A small team of employees conducting environmental noise assessments of trains within the Chullora Yard Precinct attended the site on two occasions over a two-week period. They had not completed the site safety induction that was developed in March 2021 or planned for the worksite protection required for the activity.

This was reported as an unsafe act. This process failure presents a risk of injury to staff, as well as a non-compliance with Sydney Trains safety requirements. Safety induction and worksite protection requirements have been recommunicated to all Chullora Yard Controllers and staff. No one was injured as a result of the event.

What did we learn?

- The workgroup was not aware of the site safety induction process and worksite protection requirements for the site and activity planned.
- The safety induction procedure and booklet included specific safety risks, controls and worksite protection requirements, however was not communicated to the workgroup by the site staff.

Let's talk safety. What do we need to do?

- Remind all staff of the importance of completing and understanding the site safety induction and worksite protection requirements for all sites, as outlined in:
 - [SMS-11-OP-3666 - Local Safety Induction](#)
 - [SMS-06-FM-4308 - Construction Workplace Induction Record](#)
 - [NWT 300 – Planning Work in the Rail Corridor](#)
- This includes ensuring that all site safety records, and induction documentation are completed, with records maintained.
- All Site Managers and/or Yard Controllers are to help ensure that site staff and visitors are aware of and comply with the site safety induction and worksite protection requirements.
- All team members have a responsibility for safety, so speak up and ask questions if you are unclear if the required safety arrangements are in place.

Approved by



Mitch Gaskin
Director SEQR Service Delivery

Hazardous Corridor Access Road Conditions due to Landslips

01 August 2022

Target audience

This communication is intended for Engineering & Maintenance Branch, Rail Operations – South Coast Territory

What happened?

Two recent Landslips have occurred due to the extreme recent weather events resulting in the introduction of driving hazards around the South Coast territory corridor access roads.

Stanwell Park Station (country-side) has now been closed for vehicular access due to a substantial landslip. Safety Barriers have been installed and light vehicle access is available up to the barriers at the slip site from the station entry gates. Light trucks and light vehicle trailers are not permitted due to the lack of turning circle area.



At Red Cutting (Country-side of Otford Station Up Track) a second landslip has occurred which has also impacted our access road. This area now has limited room for a vehicle to pass. The site has very soft edges which are eroding further with each rain event.

Workers are requested to park all vehicles at the top of the concrete roadway and walk down to any assets requiring a maintenance activity. Particular caution needs to be applied at night.



Both sites have engineered repair programs in development by geotechnical engineers. Due to the close proximity to either residents or sensitive waterways these repairs may take some time to plan and implement.

Please take time to ensure all our safety barriers are in place and functioning and report any concerns to your manager for actioning.

What did we learn?

Access and egress paths to work locations within the rail corridor need to be risk assessed as part of our Pre-work brief planning. Supervisors need to ensure any hazards along the access route are identified and an appropriate risk control implemented.

In some locations a spotter may be required to ensure the vehicle/plant has sufficient clearance from any known hazard.

Ensure areas of thick vegetation are not obscuring hazards or any piece of infrastructure. Where this occurs, report the issue with your Regional Corridor Services Manager

Let's talk safety. What do we need to do?

- Communicate this information to relevant key stakeholders. The more we talk about safety and how we work safely, the better our chances are of preventing a serious accident from happening in our workplace.
- This is a good time to reflect on the way we work and remember what can hurt us and what is in place to keep us safe.
- Think about what can harm you any time the job or environment changes, no matter how pressured you feel to get the job done.



Approved by

Mitch Gaskin
Director SEQR Service Delivery