

PUBLIC TRANSPORT AUTHORITY
SAFEWORKING RULES AND PROCEDURES

2001
WALKING
IN THE
DANGER ZONE

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1. PURPOSE

The purpose of this rule is to provide instructions for *Workers* on *Walking in the Danger Zone* in the Public Transport Authority (PTA) *Network*.

2. GENERAL

Workers must not walk in the *Danger Zone* where there is a practical alternative.

Walking in the Danger Zone is:

- walking from place to place within the *Danger Zone*; and
- doing no work other than placing or removing *Protection* for a worksite or *Rail Traffic*.

2.1. THE DANGER ZONE

The *Danger Zone* is everywhere within three (3) metres horizontally from the nearest rail and any distance above or below this three (3) metres, unless a *Safe Place* exists or can be created.

2.2. SAFE PLACE

A *Safe Place* is defined as a place where *Workers* and equipment cannot be struck by *Rail Traffic*.

A *Safe Place* is:

- at least three (3) metres clearance between the *Worker* and the nearest rail line;
- behind a structure or barrier erected to provide *Protection*;
- behind a designated *Safety Line*; or
- a place created following the use of a rule that stops *Rail Traffic*.

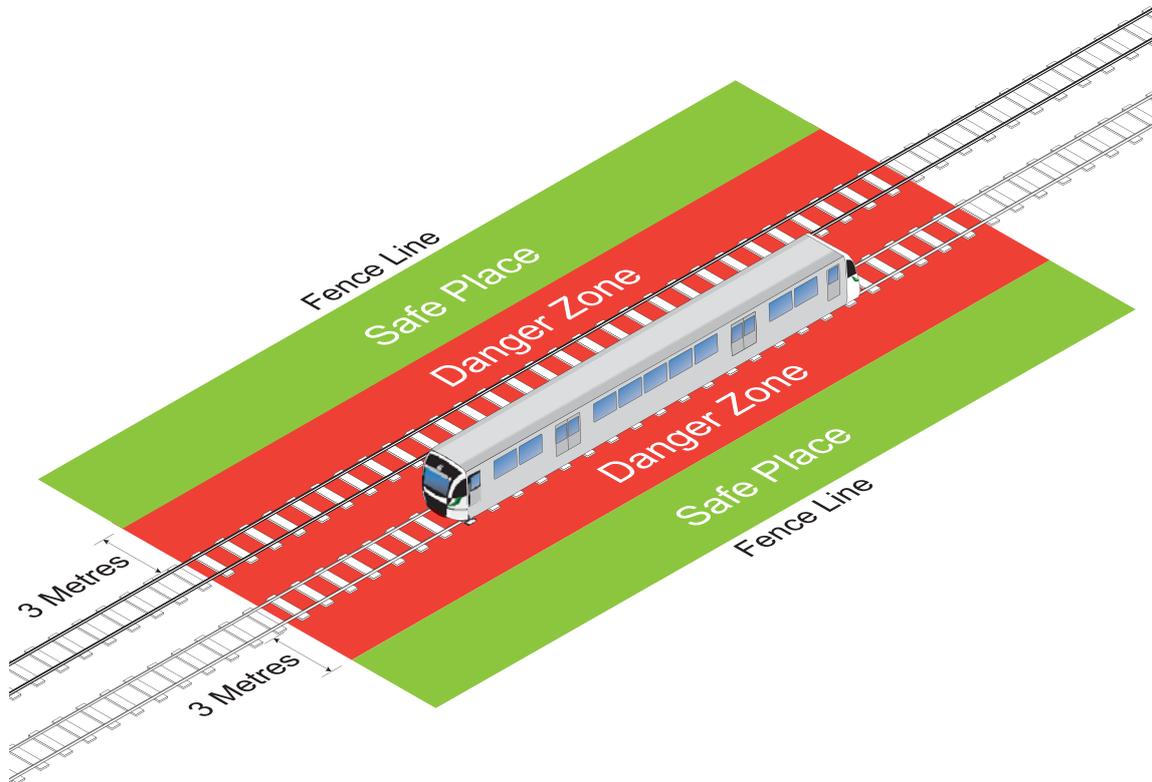


FIGURE 2.1: Danger Zone and Safe Place

3. WALKING IN THE DANGER ZONE

Before entering the *Danger Zone*, *Workers* must check that *Track(s)* are *Clear* of approaching *Rail Traffic*.



WARNING

Rail Traffic can approach from either direction at any time.

Where *Workers* must walk in the *Danger Zone*:

- an easily-reached *Safe Place* must be identified and communicated to all *Workers*; and
- visibility conditions must allow enough *Sighting Distance* for *Workers* to reach the *Safe Place* before the arrival of *Rail Traffic*.

3.1. WHEN WALKING IN THE DANGER ZONE

When *Walking in the Danger Zone*, a *Worker* must:

- wear compliant high-visibility clothing and safety footwear;
 - where possible, walk in the direction of approaching *Rail Traffic*;
 - look frequently in both directions for approaching *Rail Traffic*;
 - carry a light during the hours of darkness and when visibility is limited;
 - not step on *Points*, interlocking equipment or on rails; and
 - carry equipment to enable communication with *Train Control*.
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4. RAIL TRAFFIC CREW

Rail Traffic Crew may need to walk in the *Danger Zone* to perform tasks associated with the operation of *Rail Traffic*. This includes, but is not limited to:

- operation of *Points* and associated *Infrastructure*;
- vehicle examination, including preparation to enter the *PTA Network*;
- preparation of *Disabled Rail Traffic* for assistance; and
- minor repairs or other tasks, en route.

Rail Traffic Crew must assess the risks of *Walking in the Danger Zone* and may include risks associated with:

- the required tasks;
- *Rail Traffic* on *Adjacent* lines;
- the ability to communicate with the *Train Controller*;
- the ability to communicate with other *Workers* in the vicinity; and
- operation of *Rail Traffic*.



NOTE

Where required the *Rail Traffic Crew* must arrange for *Adjacent* lines to be protected as per **Procedure 9010 Protecting Work from Rail Traffic on Adjacent Lines**.

5. REFERENCE

Procedure 9010 Protecting Work from Rail Traffic on Adjacent Lines

6. EFFECTIVE DATE

1 November 2018