

# Working near the Light Rail Network



## Ensuring you work safely within the Light Rail Corridor & Surroundings

Due to the additional safety hazards that exist within the Rail Corridor including movement of Light Rail Vehicles (LRV) & live overhead power lines, a permit must be obtained and authorised by Canberra Metro Operations prior to any works commencing.

This document contains information about when and where a permit is required, and how to apply for one:

- When is a permit required?
- Where is the Rail Corridor?
- What is the Hazard Zone?
- Activities that require a Permit
- What information is required in a Permit to Work application?
- What to do in the event of an emergency

For any further information, or to clarify your permit requirements, please get in touch with the team at Canberra Metro Operations via email at [permits@cmet.com.au](mailto:permits@cmet.com.au).



### When is a permit required?

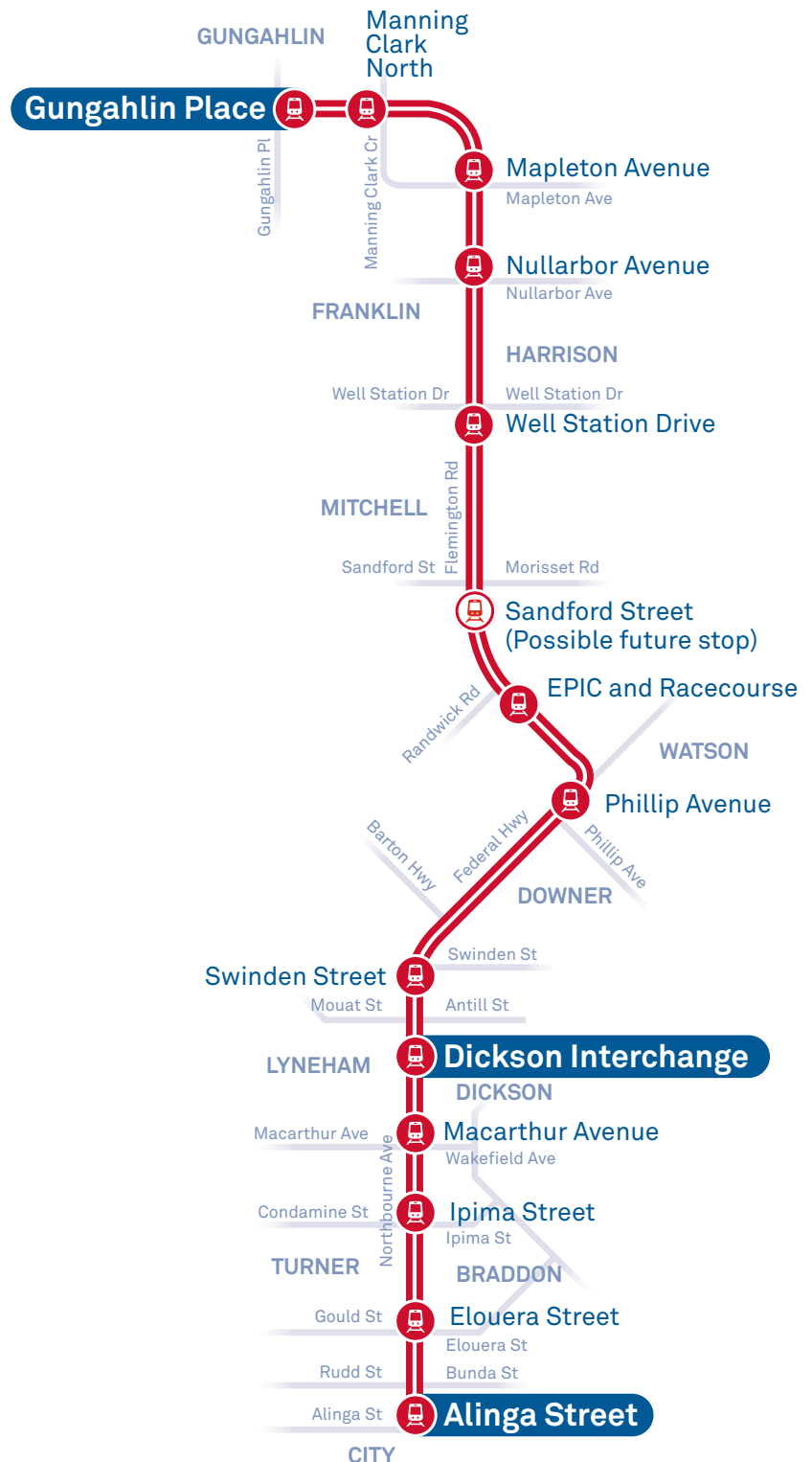
A Permit to Work is required at all times when working on or near the light rail network. This includes vehicles fitted with cranes, tipping bodies or skip loaders that may come within the Hazard Zone when this equipment is in use. If you are unsure if your work will occur within the Rail Corridor, please contact Canberra Metro Operations.

# Where is the Rail Corridor?

The Rail Corridor represents the outer boundary of the area in which the Light Rail operates. It is defined as:

1. **Within the road reserve:**
  - a. along Hibberson Street from Gungahlin Place to Kate Crace Street: the road area from back of kerb and gutter to back of kerb and gutter; and
  - b. for all other areas, including along:
    - i. Flemington Road from Kate Crace Street to the Federal Highway;
    - ii. the Federal Highway from Flemington Road to the Barton Highway; and
    - iii. Northbourne Avenue from the Barton Highway to Alinga Street

within the median from back of kerb to back of kerb
2. **Intersections:** from the edge of the track slab + 300mm on each side
3. **Outside of the road reserve (including substations):** fence to fence or building to building (as applicable)
4. **At Stops:** to include the Stop, steps, ramps and paving; and
5. **Depot:** fence boundary

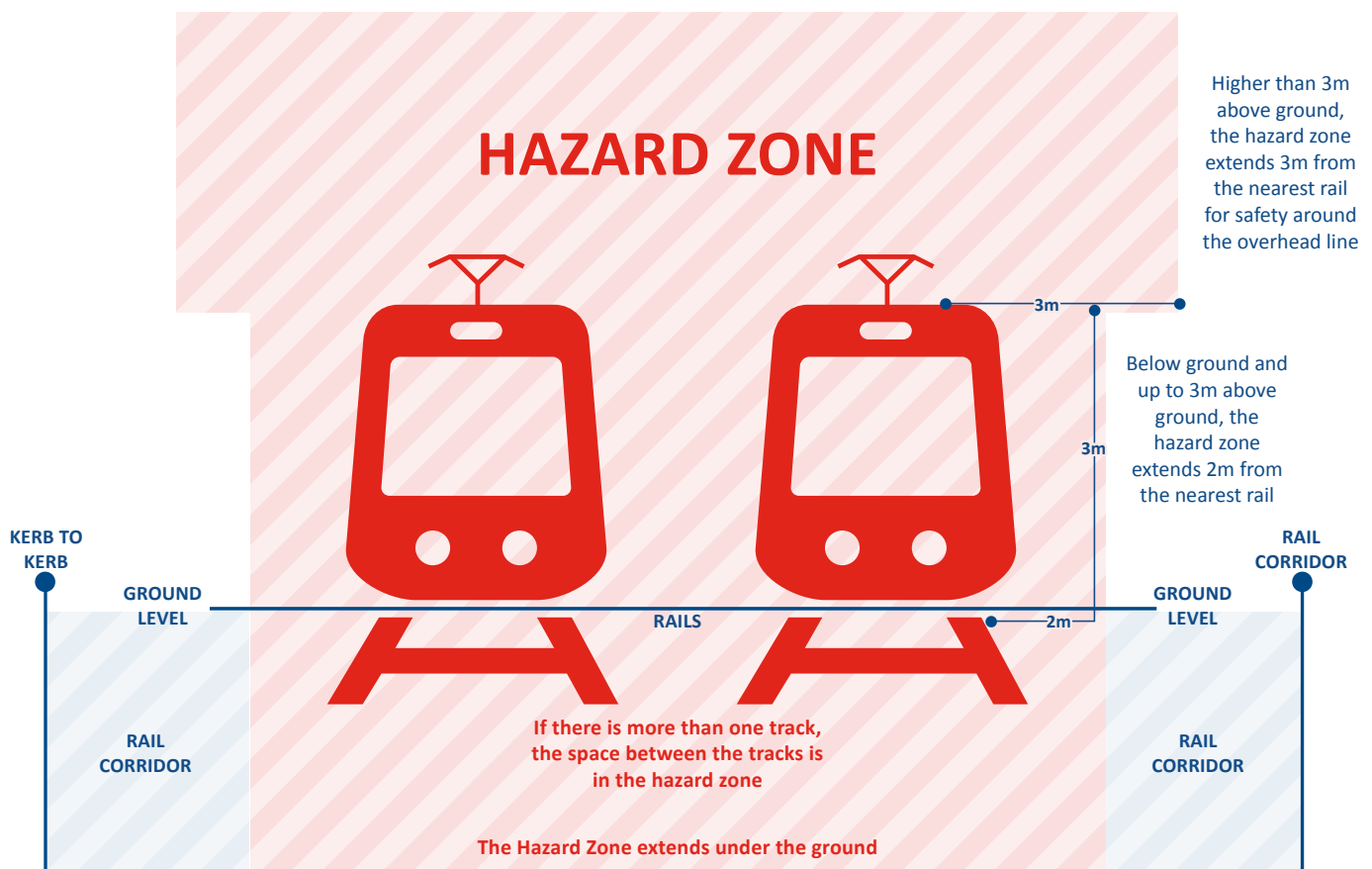


## What is the Hazard Zone?

The Hazard Zone represents the safe boundary of the Rail Corridor. Crossing over the boundary could lead to a major safety risk, such as collision with a LRV or electrocution. It is defined as 2m from the nearest rail up to 3m in height, and 3m from the nearest rail above this height to ensure safety around the over head lines (as shown in the figure below). The Hazard Zone also extends below the ground. Where there is more than one track, the area between the tracks is also considered to be within the Hazard Zone.

### Remember:

LRVs are typically quieter than road vehicles and much quieter than heavy-rail trains. That is why it is important to watch out for LRVs and to always be alert in the vicinity of the light rail corridor.



## Activities That Require a Permit

All works on or near the Rail Corridor must be approved by Canberra Metro. These activities include, but are not limited to:

1. Any work where any part of the worksite, any tools or material, plant or machinery, a suspended load, or any person (who is performing work), could come within the Rail Corridor or the Hazard Zone
2. Any work which will force pedestrians to be diverted into the Hazard Zone
3. Piling, using a crane, excavation over 2m deep, or erecting and dismantling scaffolding, within 6m of the edge of the Hazard Zone
4. Any excavation within 3m of any pole supporting overhead wires (including those assets outside of the Hazard Zone)
5. Any work of any kind within 3m of a pole supporting overhead wires
6. Any work where vehicles fitted with cranes, tipping bodies or skip loaders will come within the Hazard Zone when this equipment is in use
7. Any work of any kind that may produce smoke, dust or gas in a confined area requiring inhibition of the fire alarm system
8. Work within the Hazard Zone or an electrical exclusion zone (Safe Approach Distances)
9. There is a risk of breaking rail continuity or a bonding cable
10. Any kind of works that will impact the visibility of lights and signals around the Light Rail network, even if outside the Hazard Zone

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## Permit To Work Application: Required Documents

In support of any PTW application, Canberra Metro Operations will require detailed descriptions of the tasks to be undertaken, how risks will be controlled, communication plans, identification of person in charge (PIC) of worksite, safeworking controls as required, and any associated training or certification required, timings, and risk assessments.

This information can be provided in the form of work packages, method statements, work instructions or in any other format as utilised by the organisation requesting the PTW.

This will allow Canberra Metro Operations to evaluate risks to operations, ensure that appropriate risk management of work activities will be in place, and ensure the appropriate controls and actions are undertaken by Canberra Metro Operations prior to allowing the PTW to become active.



## Work Packages

Work Packages must contain at least:

1. Pre-work brief
2. Risk assessment
3. Tool box talk
4. Any High-Risk Permits
5. Any specific risk assessment
6. Details of the work required
7. Description of the equipment / personnel involved
8. Scope of work
9. Expected timeframes (i.e. days/hours)
10. Pre-job inspection information
11. Special precautions
12. Isolations required
13. Copies of Certifications held (if required)
14. Any other pre-requisites or safety-related documentation as requested

## High-Risk Permits

High Risk Permits by the Applicant cover the following work activities:

1. Confined space
2. Hot work
3. Working at height
4. Trenching
5. Excavation
6. High Voltage



## In the Event of an Emergency

Keeping workers, pedestrians and passengers on the Light Rail Network safe is our top priority. During works if an incident or a task posing any danger occurs on a Light Rail stop, please stop work immediately and contact the Operations Control Centre (OCC). The OCC will give directions to keep all users safe and contact the necessary emergency services.

Examples of safety hazards:

- Work obstructs the Light Rail tracks unexpectedly
- An item or person has, or is suspected to have, come in to contact with the overhead power lines (cables/wires)
- If any Light Rail equipment has, or is suspected to have been damaged

If an approaching LRV must be stopped, signal to the driver by holding both arms above your head. Stand where the driver can see you, but not in the path of the LRV.

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