
Core Document
CD6.2



[Home](#) / [The Red Book](#) / [Part 2: Operations](#) / [Tramways and railways](#) / Working near tramways

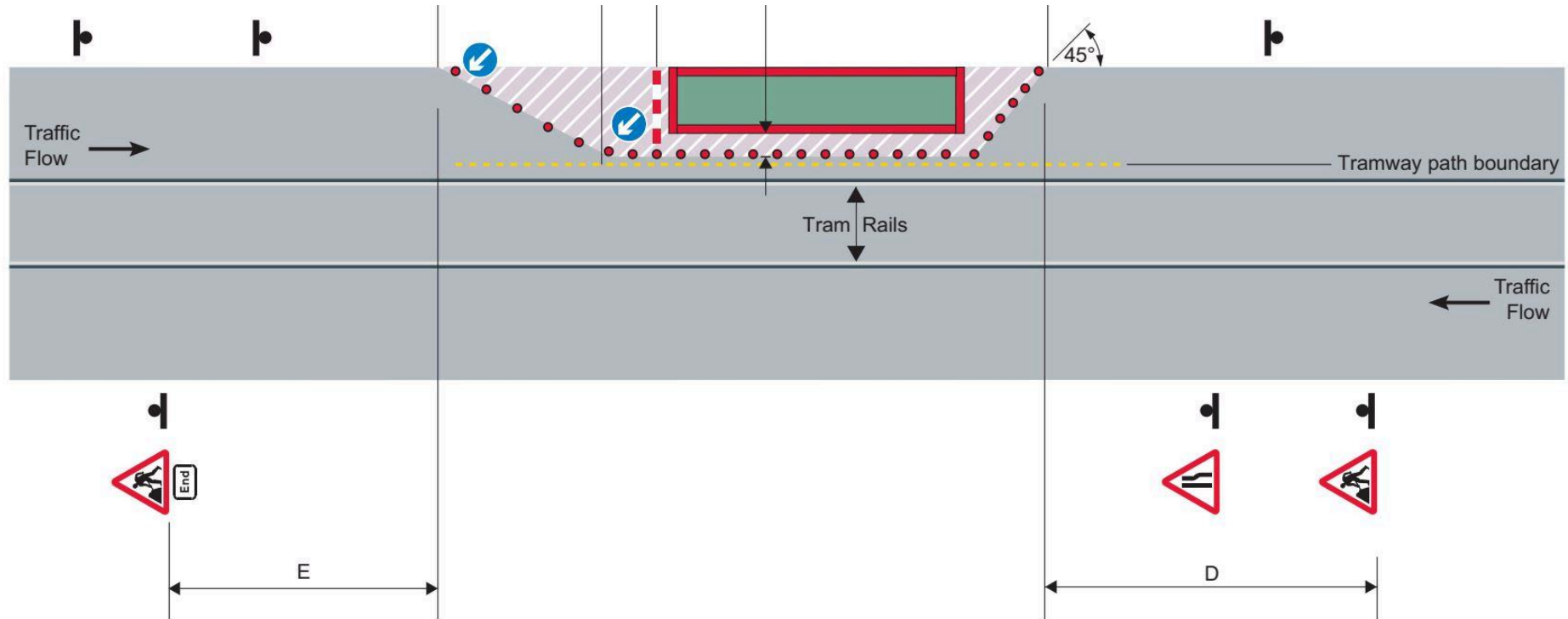
Working near tramways

Streets with tramways should be identified before works begin, and the job instructions must contain the special safety precautions to be taken when works are to be carried out near a tramway.

Warning: Before carrying out works in a street with a tramway, the tramway operator and highway authority must be consulted. The tramway operator will set out safety requirements to ensure safe working and to minimise the impact of works on operation of the tramway. These requirements must be followed.

Those planning the works should ensure that:

- the method of carrying out works in the part of the street containing the tramway is acceptable to the tramway operator;
- the works plan and sections have been approved by the tramway operator, if appropriate; and
- the supervisor, manager or other competent person arranges for the works to be carried out in accordance with the approved plan and sections. These drawings should be available on site while work is in progress.



Notes

1. For numbers and minimum size of cones, and dimensions D, T, L, S and E, see table in the [Setting out site](#) section of this Code.
2. An information board (omitted here for clarity) must be displayed.

Some tramway operators have developed standard conditions for work being carried out close to a tramway. These may include a requirement to obtain a permit to work from them that will set out the times when work close to the tramway may be undertaken, and the safety precautions that need to be followed.



Unlike other traffic, a tramcar cannot swerve to avoid a person or obstruction. Tramcars are wider than the tracks on which they run. The path of a tramcar and the area adjacent to it, known as the tramway path, contains its own safety zone and must be kept clear of any obstructions. The area may be marked, for example by a line of round yellow stud markings, a painted line or a raised kerb.

It is essential that no one enters the tramway path and that nothing (for example signing and guarding equipment, vehicles, or materials) is placed there. Equally, the moving parts of plant (for example buckets or counterweights) must not swing around into this obstruction-free zone. Where the works cause the footway to be diverted into the carriageway, cones marking the traffic side of the safety zone must not be closer to the trams than the edge of the tramway path.

Where the road layout means the normal sideways clearance would intrude into the tramway path, those planning the works should discuss the possibility of reducing the safety zone with the tramway operator. Such a reduction, subject to an absolute minimum of 0.3 metres to allow for the tram's swept path, is permissible with the agreement of the tramway operator. The tramway operator may impose a speed restriction on tramcars and/or provide a lookout. The highway authority should also be consulted to see if a temporary speed restriction is needed. If this is only realised on site, then the *supervisor, manager or other competent person* must consult the tramway operator straight away.

Risk of electrocution

Tramway electrical supplies, consisting of overhead lines or underground cables, may be located outside the obstruction-free zone. The tramway operator's requirements will state whether the electricity needs to be disconnected before work can be carried out. Work must not begin within 3 metres of overhead lines until a certificate has been received from the tramway operator stating that the electricity has been disconnected and made safe. Similarly, the electricity cannot be reconnected until your organisation has certified that the site is clear of men and machinery (including moving parts of machinery, for example the bucket on an excavator) within 3 metres of the overhead line. Your *supervisor, manager or other competent person*, will find out how close to the tramway you can safely work while the electricity is still connected.



Where works are to be carried out close to where a tramway crosses the street, traffic must not be caused to stop on the tramway. The advice given in relation to railway level crossings (see [Works at or near railway level crossings](#) section of this Code) should be adopted where appropriate.

The tramway operator must be consulted prior to works on or near the tramway that require altering the phases, timings or switching off road traffic signals that are connected to tramway signals.

[Previous](#)[Next](#)[Install the HAUC App](#)



[Home](#) / [The Red Book](#) / [Part 2: Operations](#) / [Tramways and railways](#) / Works at or near railway level crossings

Works at or near railway level crossings

[Previous](#)[Next](#)

Network Rail and Northern Ireland Railways Co. Ltd are transport authorities, but they are also street managers for the portion of street or road within the stop lines at their railway level crossings. In addition, there are some heritage railways that may have level crossings for which they are responsible. This Code is equally applicable to other railway authorities.

There are three main types of railway level crossings:

- Automatic or manually controlled level crossings with either half-width or full-width barriers and road traffic signals that display a steady amber light for approximately 3 seconds followed by twin red flashing lights as a train approaches. The barriers either descend automatically (automatic crossings) or are controlled manually by the signaller.
- User-worked crossings that are usually found on private roads such as through farmland or industrial estates. They have barriers and miniature red and green lights, and the red light is activated by approaching trains. Users open the barrier themselves, following instructions on the signs.
- Open level crossings that have neither gates nor barriers. They rely on traffic signs to warn drivers of the crossing. Some open level crossings have wig-wag signals, like automatic crossings.



advance if possible) of serving the initial notice, permit application or provisional advance authorisation where a permit scheme is in force. The *supervisor, manager or other competent person* should check with the works promoter that this has taken place and obtain details of the result of the consultation.

Extreme care must be taken to avoid stationary traffic tailing back across a railway level crossing when street works or road works are being carried out at or near a crossing. Particular attention must be paid to situations where works might cause traffic to tail back over the crossing as a result of long traffic delays, even though they could be a considerable distance from the crossing.

If it is necessary to carry out emergency works near a level crossing, the following must be done before works begin:

- at automatic half-barrier level crossings and most automatic open crossings, use the emergency telephones to inform the railway employee monitoring the crossing; and
- at manually-operated or CCTV controlled level crossings the railway employee controlling the crossing is to be informed directly or by telephone as appropriate.

In either case works **must not begin** until the railway authority advises it is safe to do so.

Warning: Road traffic must never be stopped on a level crossing or tram crossing. Your *supervisor, manager or other competent person* must contact the railway owner or tramway operator when works are to take place at or near a level crossing, or where traffic queues could affect a level crossing.



[Home](#) / [The Red Book](#) / [Part 2: Operations](#) / [Tramways and railways](#) / Works over and under railways

Works over and under railways

Works planned by any promoter on a road over rail, or under a rail over road bridge must be advised to Network Rail's Outside Party Engineer no later than one month in advance of serving the initial notice. The *supervisor, manager or other competent person* should check with the works promoter that this has taken place and obtain details of the results of the consultation.