

Process for establishing walk-times (Appendix B)

Memo	
Ref	RMTU bargaining claim 31
Date	19 June 2024
<p>AOR uses walk times as a planning and rostering tool to allocate time in crew shifts for walking between activities.</p> <p>The purpose of walk times is to determine appropriate travel time allowances for these key journeys. From time to time, AOR may need to establish or modify a walk time and it will engage in consultation with RMTU as part of this process.</p> <p>The process for this shall be added to the Rail Operating Manual (ROM).</p> <p><i>Method for establishing walk-times</i></p> <ol style="list-style-type: none"> 1. <i>ROM</i> <ol style="list-style-type: none"> a. Any new or adjusted walk-times will be included in the next available roster, implemented in conjunction with a Level C variation. b. If there is a failure to reach agreement on the walk-time, this will be dealt with under clause 5 of the ROM, and any document which supersedes the ROM. 2. <i>Route Description</i> <ol style="list-style-type: none"> a. The route between the train cab and the rest area rooms takes place in both directions and includes the following key steps: <ol style="list-style-type: none"> i. Stepping out of/into the cab; ii. Walking along the platform to any escalator, stairwell, elevator or other means of egress where relevant iii. Walking to/from the break room, including egress via secure doors and accessing such area using a key card where relevant iv. Walking to/from the rest area 3. <i>Methodology</i> <p>When setting a walk time, AOR will undertake an observational analysis, as set out below:</p> <ol style="list-style-type: none"> a. On-site travel time established by walking the proposed route as a joint exercise between the Train Crew Manager of AOR and nominated RMTU delegate. b. A stopwatch will be used to collect relevant times, that may include: <ol style="list-style-type: none"> i. Embarking/disembarking the train ii. Train cab to rest area secure door (arriving train) iii. Rest area door to train cab (departing 6 car train) iv. Escalator up/escalator down c. Multiple observations can be recorded in both directions of travel, including at peak and non-peak times. 	