



2023

Rally of the Bay

Risk Management:

Traffic Management

1 Event Service Park

This year Corrigan's Beach Reserve at Batehaven will once again be used as the Event Service Park. No special traffic management is planned for this location as vehicles come and go as part of the 'normal' traffic flow and no road or access closures are required.

2 Reconnaissance

This year the event will again run with crews having the option of using more detailed sets of instructions than the road book provided by the organisers. These detailed instructions are known as pace notes. The use of pace notes is considered to be a significant enhancement to the safety of competing crews however it does require the competing crews to be given an opportunity to drive through the course prior to competition.

During this reconnaissance period all crews are required to comply with ALL standard road rules, obeying speed limits, driving on the left and so on, and may only travel in the direction that will be used for competition.

In order to reduce the impact on residents and other road users in the affected area this year we will be issuing competitors who have entered the event the instructions and maps from Friday 1st July onwards. Necessary signage will be installed around the course prior to this to indicate where the major controls will be located.

Competitors will be permitted to undertake their reconnaissance at any time from 1st July to the start of the event on Friday 28th July. While we would expect that the majority of crews will only do this immediately prior to the event on Friday 28th July there will be a number of crews who elect to take advantage of the extended access period.

Crews doing reconnaissance prior to the event weekend will be required to use "Rallysafe Lite" and to advise the organisers of the dates they will be in the area and the type, colour & registration details of the vehicle to be used in case any issues should arise.

3 Event Start

4 Special Stages – Traffic & Risk Management

4.1 Traffic Control

The highest level of risk associated with this type of event is seen to arise from the possibility of a collision involving a competitor. Safety of the general public, spectators, competitors and officials is of paramount concern in an event of this nature and the closure of sections of road to all but competitive traffic for the duration of each Special Stage is a key component of the safety planning.

This road closing process involves the placement of a series of road closures followed by the passage of a number of official vehicles prior to the start of competition to check specified closures are in place and that no unauthorised vehicles are located.

4.1.1 Road Closures

Roads are closed to general access between one & two hours before the scheduled start of the first competitive vehicle. Once the road closing procedure has commenced on a stage, permission must be gained from Rally Headquarters before any ‘non official’ vehicle is allowed to travel on a ‘closed’ road.

There are four types of road closures required for the event and the appropriate risk assessments, diagrams and lists of locations are attached as shown in the following table.

No.	Type	Risk Assessment	Diagram	Locations
1	Special Stage Start	Appendix A	Appendix C	Appendix G
2	Special Stage Finish	Appendix A	Appendix F	Appendix G
3	Intermediate – Manned	Appendix B	Appendix D	Appendix G
4	Intermediate – Unmanned	Appendix B	Appendix E	Appendix G *

* Each point not already covered where a road or track meets the competitive course will be bunted and signed.

4.1.2 Course Cars

Course cars traverse the course in order to ensure the safety of the course and readiness of the special stages. They are under the command of the Clerk of Course and travel exactly the same course as the competing cars. Course cars appear in detail on the event running schedule.

Course Cars are the most important single facility the event command team has toward the safe running of the event. They are typically crewed by experienced senior officials who are able to troubleshoot and make management level decisions if required and act as the Clerk of Courses deputy if required.

4.1.3 000 Safety Car

The 000 Safety Car is scheduled to traverse each stage 50 - 60 minutes before the first competitor, to ensure:

- Officials and Marshals are located correctly.
- Signs etc are in correct position.
- All necessary road closure points are manned or otherwise secured.
- All spectator points are set up and manned correctly.
- No unauthorised vehicles are on the course. The roads are normally closed approximately 90 minutes prior to the arrival of the first competitor (30 minutes prior to the passage of 000)
- Advise the Rally Command Centre “Stage Ready” on completion of their stage duties.

4.1.4 00 Safety Car

The 00 Safety Car is scheduled to traverse each stage 40 minutes before the first competitor, to ensure:

- Time Control personnel are ready to operate and are in the correct location.
- Road closures are in place and secured.
- Spectator points are set-up and ready.
- All special stage signs etc. are in correct position.
- Timing marshals are set up and ready to operate.
- No vehicles are on the course.
- Radio to Rally Command Centre and recommend “Stage GREEN” on completion of each stage.

Once the “00” car has entered the Stage, absolutely no vehicle is permitted to enter that Special Stage, unless specifically authorised at that time by the Director.

4.1.5 0 Safety Car

The 0 Safety Car is scheduled to traverse each stage approx. 15 minutes before the first competitor, to:

- provide a warning to all personnel, and spectators, that the first competing car is due in approximately 15 minutes.
- To warn wildlife away from the stage.

A security breach may necessitate the delay of a special stage start or a delay in proceeding with the event.

Appendix A Risk Assessment – Control Point

Traffic Control at Work Sites Location Risk Assessment			
Road :	Various	Location:	Eurobodalla Shoalhaven Shire
Type of Work :	Rally Road Manned Closure Point		
Start Date:	12/8/2022	Start Time:	1700hrs
Finish Date:	13/8/2022	Finish Time:	2200hrs
Completed By :	Nigel Bland		

1	Will the location of any intersections, on-loading or off-loading ramps within the worksite increase the risk to workers?	YES	NO
2	Will vehicles be entering or leaving the worksite from private or commercial driveways?	YES	NO
	If yes will extra safety control measures be required to cater for those vehicles?	YES	NO
3	Is there adequate sight distance for road users to signs and traffic controllers?	YES	NO
4	Are signs or traffic controllers in the shade?	YES	NO
5	Will control measures be safe for the approach speeds of traffic?	YES	NO
6	Will work be undertaken outside peak times?	YES	NO
	If not, will the control measures cater for the traffic peak?	YES	NO
7	Will bus stops (including school) be affected?	YES	NO
8	Will pedestrians be affected?	YES	NO

9	Will cyclists be affected?	YES	NO
10	Are there any overhead power lines that might be a risk to construction vehicles and plant?	YES	NO
11	Is the time of day significant (ie night work, low setting sun)?	YES	NO

ITEM	ACTION TAKEN
11	All control officials will wear high visibility clothing

Appendix B Risk Assessment – Intermediate

Traffic Control at Work Sites			
Location Risk Assessment			
Road :	Various	Location:	Eurobodalla Shoalhaven Shire
Type of Work :	Rally Road Manned Closure Point		
Start Date:	12/8/2022	Start Time:	Start Date: 12/8/2022
Finish Date:	13/8/2022	Finish Time:	Finish Date: 13/8/2022
Completed By :	Nigel Bland		

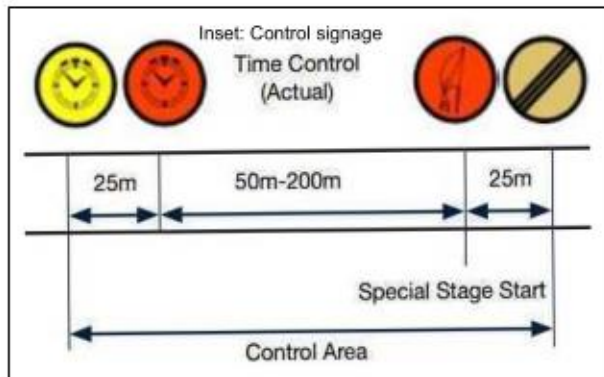
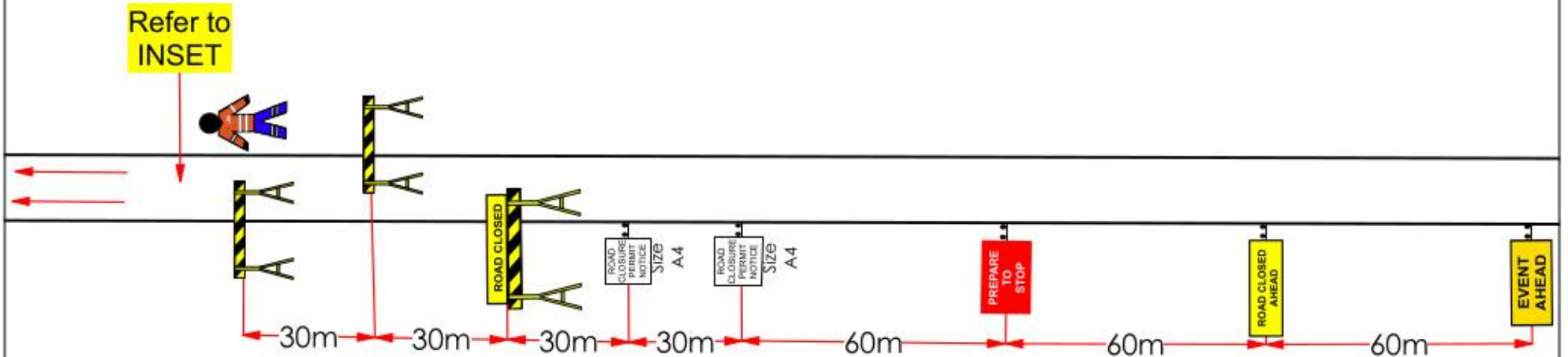
1	Will the location of any intersections, on-loading or off-loading ramps within the worksite increase the risk to workers?	YES	NO
2	Will vehicles be entering or leaving the worksite from private or commercial driveways?	YES	NO
	If yes will extra safety control measures be required to cater for those vehicles?	YES	NO
3	Is there adequate sight distance for road users to signs and traffic controllers?	YES	NO
4	Are signs or traffic controllers in the shade?	YES	NO
5	Will control measures be safe for the approach speeds of traffic?	YES	NO
6	Will work be undertaken outside peak times?	YES	NO
	If not, will the control measures cater for the traffic peak?	YES	NO
7	Will bus stops (including school) be affected?	YES	NO
8	Will pedestrians be affected?	YES	NO
9	Will cyclists be affected?	YES	NO

10	Are there any overhead power lines that might be a risk to construction vehicles and plant?	YES	NO
11	Is the time of day significant (ie night work, low setting sun)?	YES	NO

ITEM	ACTION TAKEN
11	All control officials will wear high visibility clothing

Appendix C TCP – Stage Start

Legend	
	Barrier Board
	Bunting/Flagging, Tape, Chain Rope or Similar
	Fencing, Vegetation Line, Edge of Unsealed Road Surface or Similar
	Worked Vehicle (if present)
	Rally Personnel
	Rally Traffic Direction of Travel



Notes:

- Local constraints may not allow signage and devices to be placed in accordance with this TGS. Signs and devices are to be positioned in accordance with tolerances shown in section 7.10.3 of the TCAWS Manual Issue 6 2020.
- This TGS is suitable for Short term works.
- Signs to be mounted 200mm from ground height for frame mounted and 2.2m for post mounted.
- This TGS is based on guidelines provided within the TCAWS Manual Issue 6 2020.
- For Night works adequate lighting is to be provided at all control points.
- Pedestrians MUST be monitored and assisted at all times and suitable controls implemented.
- If not already noted, The existing speed limits are to be noted on this plan.
- The value of speed limits displayed shall match the speed zone approval.
- Signage used in the TGS is to be B Size.
- Ensure all approval requirements are met prior to commencing set up.
- Cover all conflicting & Contradicting road signage & devices where required.
- If required cone spacing is to be no greater than 24m centres.
- TTM Inspections to be undertaken on a regular basis.
- Estimated Queue Lengths to be noted here
- The site MUST comply with the TCAWS (Traffic Control at Worksites) Manual Issue 6 2020 and AS 1742.3 (MUTCD) 2009.

Amendments:
All amendments to the TGS must be clearly documented on this plan. Amendments can only be made by the Traffic Control Supervisor holding a current PWZTMP card in consultation with the relevant project works supervisor.

Name: _____
PWZTMP Card Number: _____
Exp Date: _____
Date: _____ Sign: _____
Reason for modification: _____



TCP#: Stage Start	Batemans Bay		 not to scale	1800 308 308	Author: Ken Beller
Nth Shore Sporting Car Club	Road Closure			Complete Staff Solutions New South Wales Australia	Cert#: PCT0040015
13/05/22	traffic@completestaff.com.au			traffic@completestaff.com.au	Exp: To Be Revised 13/05/23
				Signed: <i>Ken Beller</i>	

Notes:

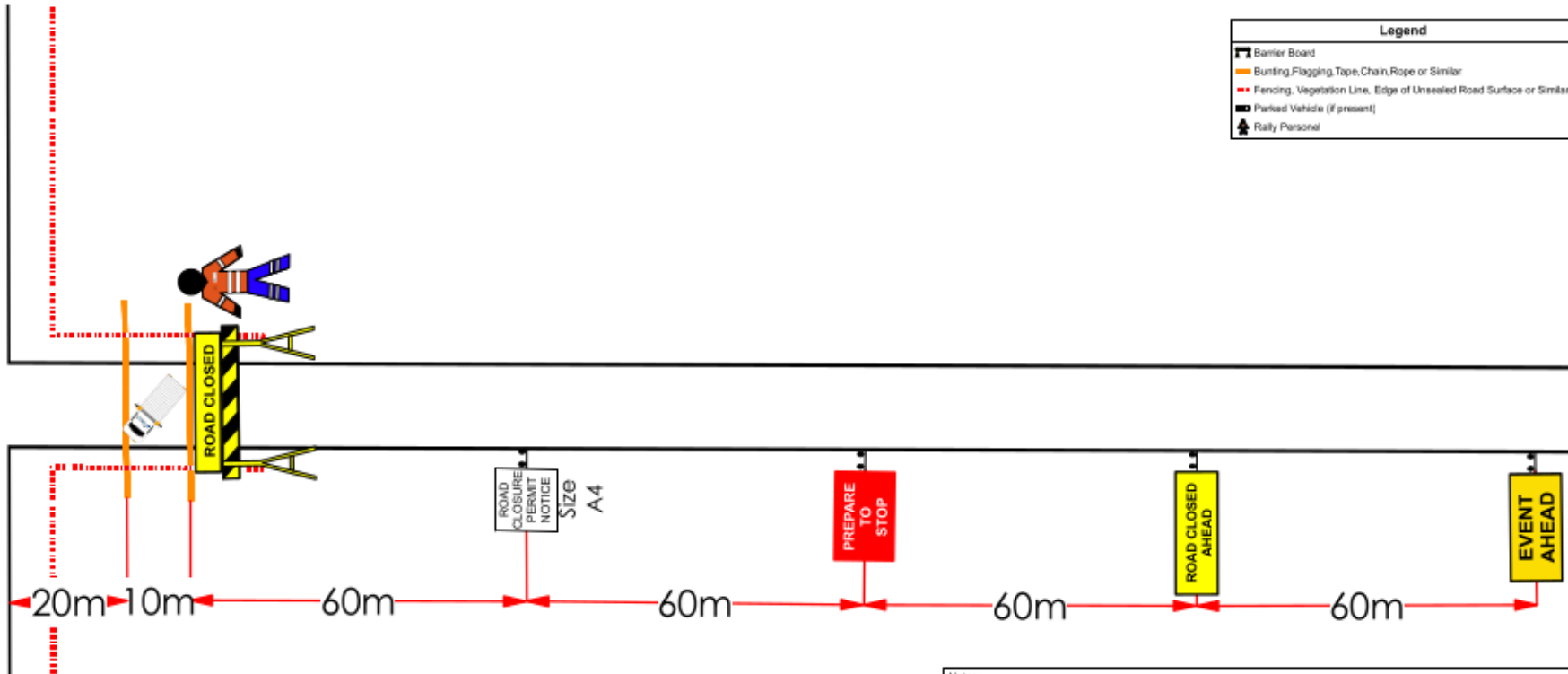
- Where local constraints prevent the placement of signs/devices in location shown on this TCP, positions may be changed, keeping within the tolerances allowable as per 2.5.8 of the TCAWS Manual Version V6 2020.
- This TCP is suitable for Short term works.
- This TCP is based on Principles from the TCAWS Manual Version 6.0 2020.
- Ensure all project and road authority approval
- The value of speed limits displayed shall match the speed zone approval.
- Cover all conflicting road signage where required.
- Cone spacing is to be no greater than 6 metres with a lateral offset of 0.5 metres from traffic lane.
- The site MUST comply with the TCAWS (Traffic Control at Worksites) Manual Version 6.0 2020 and AS 1742.3 (MUTCD) 2009.
- Sign Category used is R size as per sect 3.2.2 Cone Size is minimum 700mm
- This guidance scheme is for Traffic Management only. Complete Staff Solutions disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages and cost you might incur as a result of the information being inaccurate or incomplete in any way, and for any reason. This plan is drawn in accordance with the TCAWS

Amendments:
All amendments to the Traffic Control Plan must be clearly documented below. Amendments can only be completed by a person holding Prepare Work Zone Traffic Management Plan Qualification.
Name: _____ Exp Date: _____
Reason for Modification: _____

Appendix D TCP - Intermediate - Manned

Legend	
	Barrier Board
	Bunting, Flagging, Tape, Chain, Rope or Similar
	Fencing, Vegetation Line, Edge of Unsealed Road Surface or Similar
	Parked Vehicle (If present)
	Rally Personnel

Rally By The Bay Stage -
Under Clerk of Course Control



- Notes:
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 - This TGS is suitable for Short term works.
 - Signs to be mounted 200mm from ground height for frame mounted and 2.2m for post mounted.
 - This TGS is based on guidelines provided within the TCAWS Manual Issue 6 2020.
 - For Night works adequate lighting is to be provided at all control points.
 - Pedestrians MUST be monitored and assisted at all times and suitable controls implemented.
 - If not already noted, The existing speed limits are to be noted on this plan.
 - The value of speed limits displayed shall match the speed zone approval.
 - Signage used in the TGS is to be B Size.
 - Ensure all approval requirements are met prior to commencing set up.
 - Cover all conflicting & Contradicting road signage & devices where required.
 - If required cone spacing is to be no greater than 24m centres.
 - TTM Inspections to be undertaken on a regular basis.
 - Estimated Queue Lengths to be noted here
 - The site MUST comply with the TCAWS (Traffic Control at Worksites) Manual Issue 6 2020 and AS 1742.3 (MUTCD) 2009.
- Amendments:
All amendments to the TGS must be clearly documented on this plan. Amendments can only be made by the Traffic Control Supervisor holding a current PWZTMP card in consultation with the relevant project works supervisor.
- Name: _____
PWZTMP Card Number: _____
Exp Date: _____
Date: _____ Sign: _____
- Reason for modification: _____



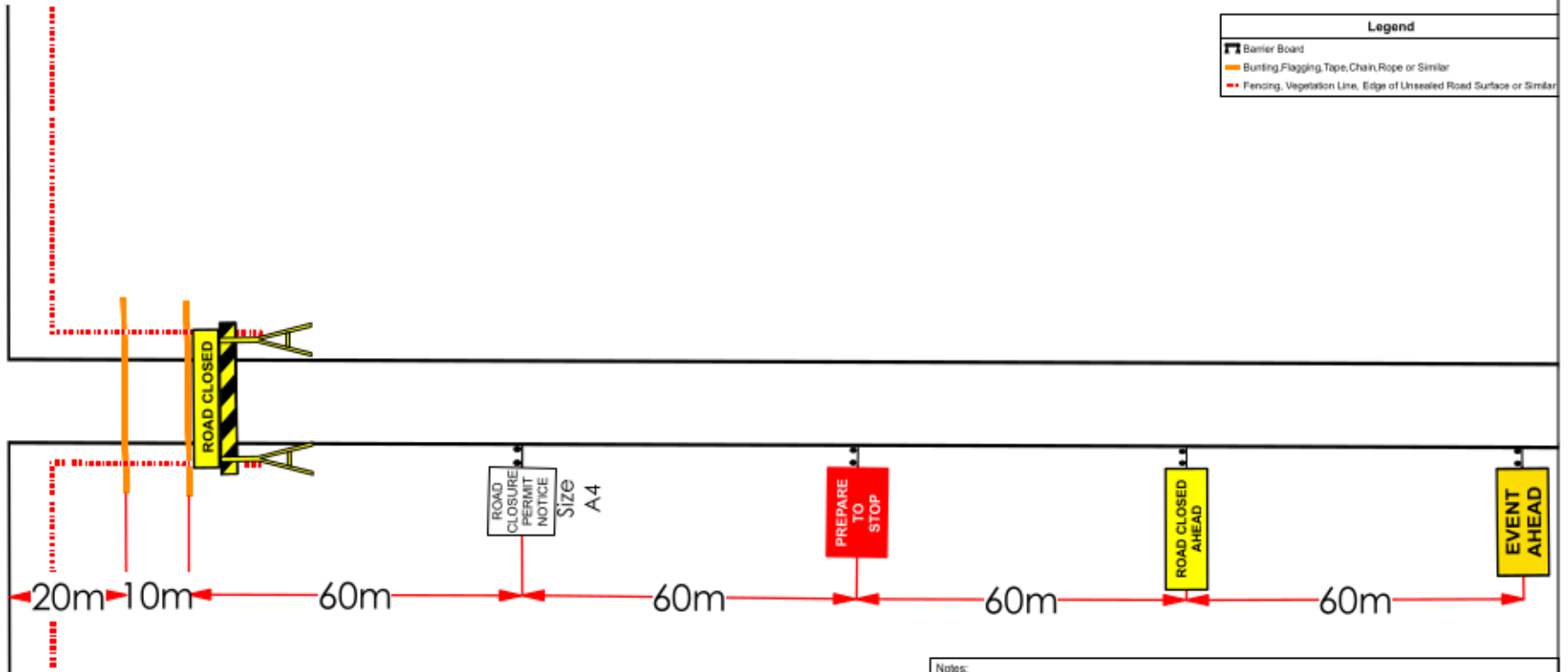
TCP#: Manned Closure	Batemans Bay		<p>not to scale</p>	1800 308 308	Author: Ken Beller
Nth Shore Sporting Car Club	Road Closure			Complete Staff Solutions New South Wales Australia	Cert#: PCT0040015
13/05/22	traffic@completestaff.com.au			traffic@completestaff.com.au	Exp: To Be Revised 13/05/23

- Notes:
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 - This TCP is suitable for Short term works.
 - This TCP is based on Principles from the TCAWS Manual Version 6.0 2020.
 - Ensure all project and road authority approval
 - The value of speed limits displayed shall match the speed zone approval.
 - Cover all conflicting road signage where required.
 - Cone spacing is to be no greater than 6 metres with a lateral offset of 0.5 metres from traffic lane.
 - The site MUST comply with the TCAWS (TrafficControl at Worksites) Manual Version 6.0 2020 and AS 1742.3 (MUTCD) 2009.
 - Sign Category used is B size as per sect 3.2.2 Cone Size is minimum 700mm
 - This guidance scheme is for Traffic Management only. Complete Staff Solutions disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages and cost you might incur as a result of the information being inaccurate or incomplete in any way, and for any reason. This plan is drawn in accordance with the TCAWS
 - All amendments to the Traffic Control Plan must be clearly documented below. Amendments can only be completed by a person holding Prepare Work Zone Traffic Management Plan Qualification. Name: _____ Exp Date: _____ Reason for Modification: _____

Appendix E TCP – Intermediate – Unmanned

Legend	
	Barrier Board
	Bunting, Flagging, Tape, Chain, Rope or Similar
	Fencing, Vegetation Line, Edge of Unsealed Road Surface or Similar

Rally By The Bay Stage -
Under Clerk of Course Control



Notes:

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- The value of speed limits displayed shall match the speed zone approval.
- Signage used in the TGS is to be B Size.
- Ensure all approval requirements are met prior to commencing set up.
- Cover all conflicting & Contradicting road signage & devices where required.
- If required cone spacing is to be no greater than 24m centres.
- TTM Inspections to be undertaken on a regular basis.
- Estimated Queue Lengths to be noted here _____
- The site MUST comply with the TCAWS (Traffic Control at Worksites) Manual Issue 6 2020 and AS 1742.3 (MUTCD) 2009.

Amendments:
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Name: _____
PWZTMP Card Number: _____
Exp Date: _____
Date: _____ Sign: _____
Reason for modification: _____



TCP#: Unmanned Closure	Batemans Bay		<p>not to scale</p>	1800 308 308	Author: Ken Beller
Nth Shore Sporting Car Club	Road Closure			Complete Staff Solutions New South Wales Australia	Cert#: PCT0040015
13/05/22	traffic@completestaff.com.au			traffic@completestaff.com.au	Exp: To Be Revised 13/05/23

Notes:

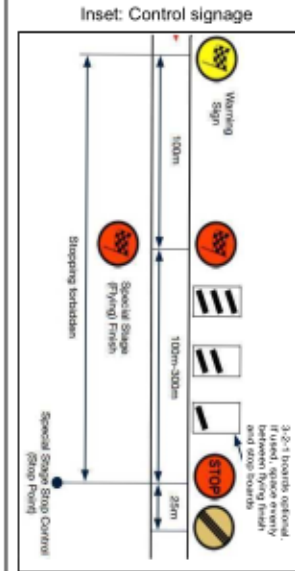
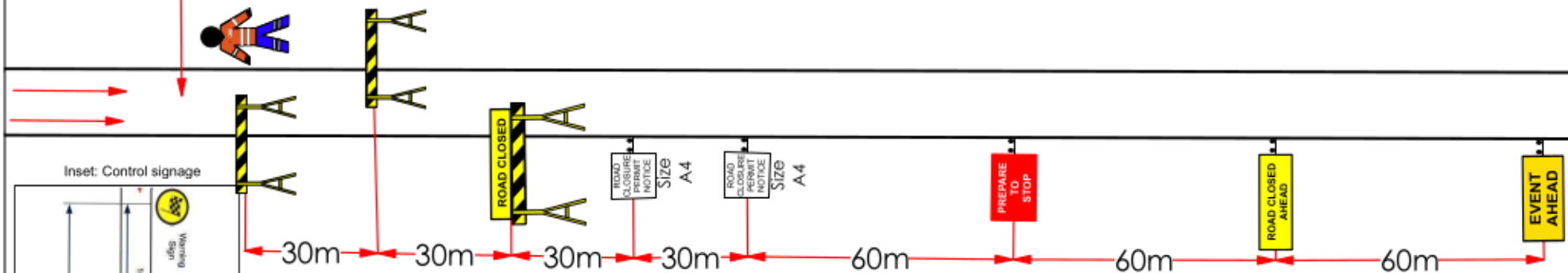
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- This TCP is suitable for Short term works.
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Reason for Modification: _____

Appendix F TCP – Stage Finish

Legend	
	Barrier Board
	Bunting/Flagging, Tape, Chain Rope or Similar
	Fencing, Vegetation Line, Edge of Unsealed Road Surface or Similar
	Marked Vehicle (if present)
	Rally Personnel

Refer to INSET



- Notes:**
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 - If required cone spacing is to be no greater than 24m centres.
 - TTM Inspections to be undertaken on a regular basis.
 - Estimated Queue Lengths to be noted here
 - The site MUST comply with the TCAWS (Traffic Control at Worksites) Manual Issue 6 2020 and AS 1742.3 (MUTCD) 2009.
- Amendments:**
All amendments to the TGS must be clearly documented on this plan. Amendments can only be made by the Traffic Control Supervisor holding a current PWZTMP card in consultation with the relevant project works supervisor.
- Name: _____
PWZTMP Card Number: _____
Exp Date: _____
Date: _____ Sign: _____
Reason for modification: _____



TCP#: Stage Finish	Batemans Bay		<p>not to scale</p>	1800 308 308	Author: Ken Beller
Nth Shore Sporting Car Club	Road Closure			Complete Staff Solutions New South Wales Australia	Cert#: PCT0040015
13/05/22	traffic@completestaff.com.au			traffic@completestaff.com.au	Exp: To Be Revised 13/05/23

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 - Cover all conflicting road signage where required.
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- Name: _____ PWZTMP Card #: _____ Exp Date: _____
Reason for Modification: _____

Appendix G Road Closure Locations

Stage	Intersection	MRC	Comment
SS1 & 6 Dog Trap	Dog Trap / Mitchells Rd	Yes	
	Dog Trap Rd / L Tree Rd	Yes	
	Dog Trap Rd / Cpt147/2 Rd	Yes	
	Dog Trap Rd / Cpt147/3 Rd	Yes	
	Dog Trap Rd / Myrtle Creek / Mogo Trig Rd	Yes	
	Dog Trap / The Ridge Rd	Yes	
	The Ridge Rd / Cpt 139/2 Rd	Yes	
	The Ridge Rd / Cpt 139/1 Rd	Yes	

Stage	Intersection	MRC	Comment
Stage 2 & 7 Buckenbowra	Buckenbowra Rd / Cpt 189/4 Rd	Yes	
	Buckenbowra Rd / B tree Rd	Yes	
	Buckenbowra Rd / Pistol Shot Rd	Yes	
	Buckenbowra Rd / Cpt 160/2 Rd	Yes	
	Buckenbowra Rd / Ross Ridge Rd	Yes	
	Ross Ridge Rd / Steel Gully Rd	Yes	
	Ross Ridge Rd / Quart Pot Rd	Yes	
	Quart Pot Rd / CPT172/1	Yes	
	Quart Pot Rd / Egans Rd	Yes	
	Quart Pot Rd / Buckenbowra Rd	Yes	
	Quart Pot Rd / Bolaro Mountain Rd	Yes	
	Bolaro Mountain Rd / Bolaro Mountain Firetrail	Yes	
	Bolaro Mountain Rd / Sugarloaf Rd	Yes	
	Bolaro Mountain Rd / Runnyford Rd	Yes	

Stage	Intersection	MRC	Comment
SS3 / 8 Wallaby	Western Distributor Rd / Wallaby Rd	Yes	
	Wallaby Rd / Waterfall Rd	Yes	
	Wallaby Rd Cpt492/4	Yes	
	Wallaby Rd / Western Link Trail	Yes	
	Clyde Ridge Rd / Durys Rd	Yes	
	Clyde Ridge Rd / Durys Rd	Yes	

Stage	Intersection	MRC	Comment
SS 4 Lookout	Shannons Rd / Cpt114/3	Yes	
	Shannons Rd / Louis Lane	Yes	
	Shannons Rd / Lookout Rd	Yes	
	Lookout Rd / Old Neligen Rd	Yes	
	Lookout Rd / Big Bit Rd	Yes	
	Lookout Rd / Morris Firetrail	Yes	
	Lookout Rd / Mill Firebreak Rd	Yes	

Stage	Intersection	MRC	Comment
SS5 Old Highway	Ironbark Ridge Rd / Picnic Rd	Yes	
	Ironbark Ridge Rd / Shannons Rd	Yes	
	Ironbark Ridge Rd / Cpt 115/1 Rd	Yes	
	Ironbark Ridge Rd / Lois Ln	Yes	
	Ironbark Ridge Rd / Lookout Rd	Yes	
	Ironbark Ridge Rd / Old Nelligen Rd	Yes	
	Ironbark Ridge Rd / Big Bit Rd	Yes	
	Big Bit Rd 500 metres before Pacific Hwy.		

Stage	Intersection	MRC	Comment
Stage 9 Follow the River	River Rd Unnamed Rd (on R 1km from Start)	Yes	
	River Rd / Cpt 225/2 Rd	No	
	River Rd / Cpt 225/1 Rd	No	
	River Rd / Cpt 226/1 Rd	Yes	SOS
		Yes	
		Yes	
		Yes	

Stage	Intersection	MRC	Comment
Stage 10 Runnyford	Runnyford Rd / Egans Rd	Yes	
	Runnyford Rd / Firebreak Rd	Yes	
	Runnyford Rd / Mays Rd	Yes	
		Yes	
		Yes	
		Yes	
		Yes	