

# **2024 Working Dog Rally**

**FINAL**

## **Traffic Management Plan**

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## 2 Introduction

Gold Coast Tweed Motor Sporting Club (GCTMSC) is conducting a high-speed car rally in the Bonalbo region, utilising roads within the Kyogle Council areas.

The date of the event will be the 6th of October 2024.

General traffic volume in the area will increase with an expectation that most teams and volunteers (up to 500) involved in the event will arrive on Saturday and depart on Monday. The event will commence at the Service Park in Bonalbo at approximately 8am and conclude at the same location at approximately 9pm.

The event would be based in Bonalbo and utilise the Bonalbo Showground for the central Service Park. Rally Headquarters would be based in Bonalbo with all administration and documentation taking place in an office at the Showgrounds.

The event is likely to attract a maximum of 60 crews from across NSW, Qld and other states. Each team will bring approximately five team members. Additionally, the organisers expect approximately 100 volunteers to be involved in the event. This is likely to attract potentially up to 500 visitors to the region for the weekend.

The event will be a round of the NSW and Qld State Rally Championships and the East Coast Classic Rally Series. Teams participating will be eligible for Points in one or multiple series.

The event will be known as the 2024 Working Dog Rally.

## 3 Purpose of this document

This traffic management plan is a document that outlines the steps and measures that will be taken to manage traffic in a particular area or on a specific road network utilised by the rally. The purpose of this traffic management plan is to ensure the safe and efficient movement of traffic while minimising disruption and inconvenience to road users, businesses, and residents.

This traffic management plan takes into account a variety of factors, including traffic volume, speed limits, road layouts, and the needs of pedestrians, and other transport. It also considers the impact of our event on traffic flow and outlines alternative routes or detours when necessary.

The implementation of this traffic management plan will lead to reduced congestion, improved safety, and enhanced mobility for all road users during the event. By providing clear guidance and direction, this traffic management plan will help to ensure that all road users can travel safely and efficiently, while minimising the negative impacts of traffic on the surrounding area.

## 4 General Traffic

In general, traffic volumes will increase on the weekend of the event with up to 500 visitors expected. However, this is unlikely to impact general traffic movements or congestion in any significant manner. Traffic volumes around the Service Park will increase and will be managed in line with this document.

Rally cars (up to 60 cars) will utilise public roads for the duration of the event. They will access the service parks and stages at 2-minute intervals and have a minimal impact on traffic. Access to the service parks will be controlled (see below).

Course Cars, Rally Cars and Service Vehicles must obey all road rules and regulations and observe all speed limits on open roads.

Road Rules and Speed limits will not apply on the closed roads used for Special Stages by course cars and rally cars entered in the event.

## **5 Service Parks – Traffic and Risk Management**

A service park is an essential component of a special stage rally. It is an area where rally teams can carry out maintenance, repairs, and adjustments to their vehicles between stages during the rally. The service park will be set up in a central location.

The service park is typically divided into two different areas. This includes the service area and the refuelling area. The service area is where mechanics and technicians work on the vehicles, carrying out repairs, adjustments, and maintenance. The refuelling area is where the vehicles are refuelled, and where the teams can replenish other fluids and supplies.

In addition to providing a space for the teams to work on their vehicles, the service park is also an opportunity for fans and spectators to get up close to the rally cars and meet the drivers and team members. It is typically a bustling and exciting area, with a festival-like atmosphere, as fans and supporters gather to watch the teams in action.

The service park in will also be the location of the ceremonial start.

### **5.1 Service Park Locations**

The Service Parks will use the grounds of the Bonalbo Showgrounds.

### **5.2 Service Park Traffic Management**

The event organisers will put in place measures for traffic management in and around the service park and will include:

- barricades and signage installed to indicate if any road is closed. The barricades will be placed at the entrance and exit of the closed road to prevent vehicles other than rally vehicles entering or exiting.
- Traffic Redirection: To minimise inconvenience to road users, signage will redirect traffic to alternative routes. This will be achieved by providing clear signage and road markings indicating the detour route.
- Personnel will be deployed to direct traffic and ensure compliance with the road closures. Traffic control personnel will also monitor the situation and communicate with emergency services if required.
- Road closure notices will be placed at the location of the Service Park before the event.
- Emergency vehicles will be given access to the closed road if required and the organising team will establish a clear protocol for how emergency services can access the area.

## 6 Special Stages – Traffic and Risk Management

A special stage is a timed section of a rally where competitors race against the clock on a closed course. It is a designated section of the rally route that has been specially designed and marked for racing. Typically, a special stage is a challenging and technical section of road that features a mix of different road surfaces, such as gravel, asphalt, or dirt.

Competitors start the special stage one at a time, usually at two-minute intervals, and they race against the clock to complete the stage as quickly as possible. The time taken to complete the special stage is recorded, and the fastest time wins. The total time taken to complete all the special stages in the rally determines the winner of the event.

Special stages are a crucial part of rallying, as they provide an opportunity for drivers to showcase their skill and ability to handle a variety of road conditions and obstacles. They also add an element of excitement and unpredictability to the race, as competitors must contend with challenging terrain and the pressure of racing against the clock.

### 6.1 Stages

The Itinerary for the 2024 Working Dog Rally is shown in the table below. This is a draft Itinerary and may change slightly on the day of the event.

TABLE TBA

### 6.2 Description of the event

The following describes the structure of the Liaison and competitive section of the Rally. All Liaison and Competitive Stages are detailed in an interactive Google Map:

<https://www.google.com/maps/d/edit?mid=1XNKfHbzvW7828jaYdvW9QzeUllCmRNE&usp=sharing>

The Rally will repeat itself twice. The stages will be travelled over three times.

### 6.3 Traffic Control

The highest level of risk associated with this type of event is from the possibility of an incident involving a competitor. Safety of the 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 several official vehicles prior to the start of competition to check specified closures are in place and that no unauthorised vehicles, residents or people are located.

### 6.4 Road Closures

Roads are closed to public access two hours before the scheduled start of the first competitive vehicle. Once the road closing procedure has commenced on a stage, permission must be provided from Rally Headquarters before any 'non-official' vehicle is allowed to travel on the 'closed' road.

There are four types of road closures that will be put in place for the event and the four road closure types are:

- Special Stage Start
- Special Stage Finish
- Intermediate – Manned
- Intermediate – Unmanned

Each point where a road or track meets the competitive course will be bunted (Bunting, Para webbing, chain with a lock or road closure barriers) and signs posted.

Road closures for the event will be:

<b>Stage</b>	<b>Times</b>	<b>Road Names</b>	<b>Section Closed</b>
1	0700 to 2100	Tunglebung Creek Rd	From 4km north east of Clarence Way intersection to Larssons Rd / Tunglebung Creek Rd intersection
		Larssons Rd	From Tunglebung Creek Rd intersection to Armstrong Rd intersection
		Larssons Rd	From Armstrong Rd intersection to Culmaran Creek Rd intersection
2	0730 to 2100	Old Lawrence Rd	From Deep Creek Rd intersection to Clarence Way intersection
3	0800 to 2100	Hootons Rd (Kyogle Council section only)	From bridge across Clarence River to Clarence Way intersection

### **6.4.1 Special Stage Start**

At the start of each special stage, there will be personnel in place to control access to the stage. These personnel will have authority to prevent the public from entering the stage. In addition to the personnel, signage and barriers will be put in place as per the diagram in Appendix A.

Vehicles will also be used to assist with the road closure – Such as placing the vehicle in a position that limits access to rally vehicles only.

### **6.4.2 Special Stage Finish**

At the finish of each special stage, there will be personnel in place to control access to the stage. These personnel will have authority to prevent the public from entering the stage. In addition to the personnel, signage and barriers will be put in place as per the diagram in Appendix A.

Personnel vehicles will also be used to assist with the road closure – Such as placing the vehicle in a position that limits access to rally vehicles only.

### **6.4.3 Intermediate – Manned**

Manned road closures will be used where there is a risk that a member of the public could access the rally route during road closure time frames.

Manned road closures will also have personnel in attendance and a vehicle may be placed in a position to further prevent access to the rally course. The personnel at the road closure will also have authority to prevent public access to the course and have all relevant paperwork and permits with them. In addition to the personnel, signage and barriers will be put in place as per the diagram in Appendix A.

### **6.4.4 Intermediate – Unmanned**

Unmanned road closures will be used where there is minimal risk that a member of the public could access the rally route during road closure timeframes. This will be used in such areas as closed pine forests and farmland with farm tracks.

Signage and barriers may be put in place as per the diagram in Appendix A depending on the circumstances and road access conditions and risks.

### **6.4.5 Signage**

Each road closure will have signage (A4) size attached to the road closure method as per below.

**THIS ROAD  
IS CLOSED**

Sunday 6<sup>th</sup> October 2024 for a  
***HIGH SPEED Car Rally***

For the safety of you and others:

**DO NOT ENTER THE ROAD**

IT IS AN OFFENCE TO ENTER THIS ROAD or REMOVE THIS SIGN or REMOVE THE SAFETY TAPE

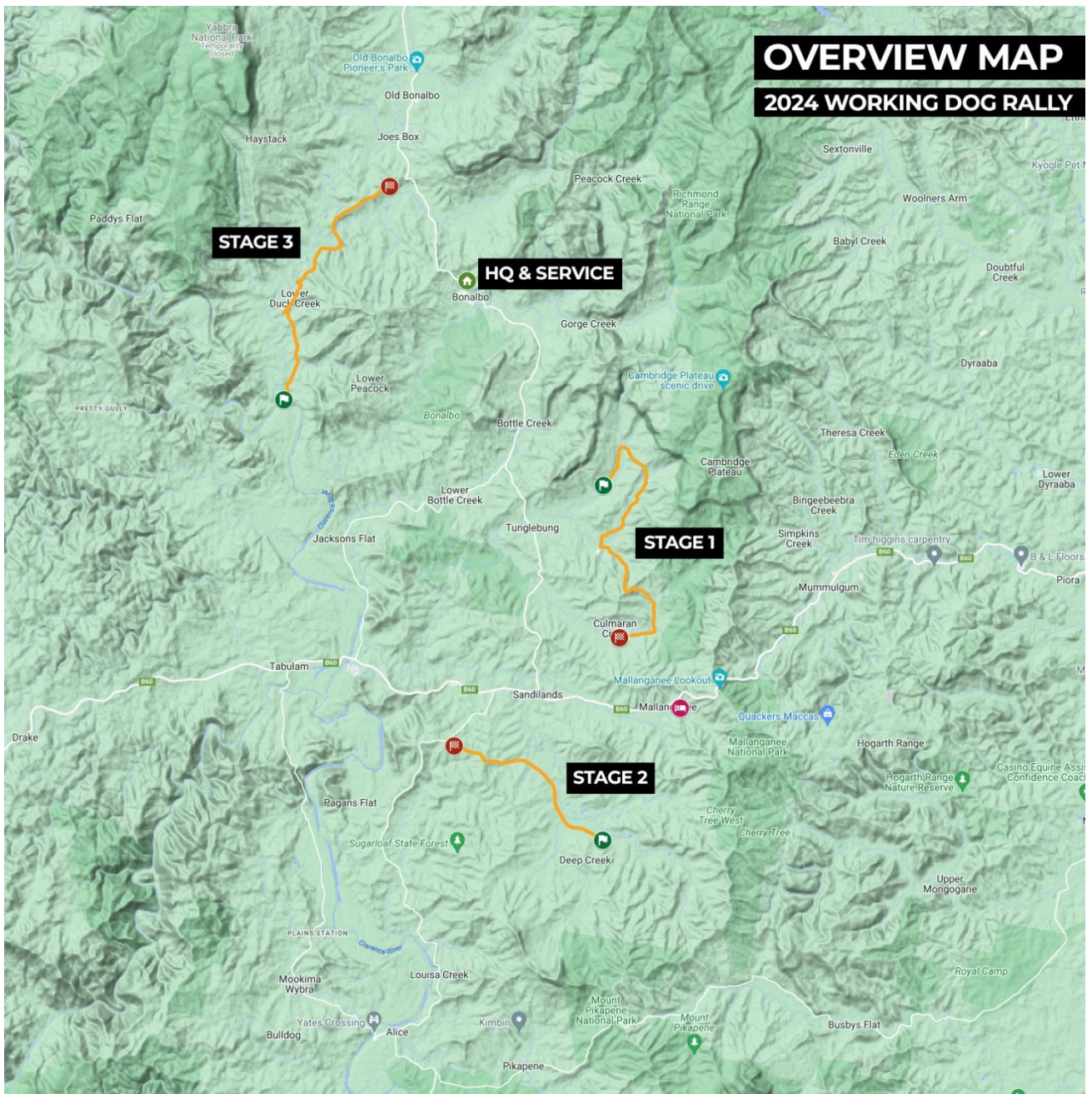
We thank you for your cooperation and apologise for any inconvenience.

**In Emergency, Contact Rally Control on Ph 0418 000 000**

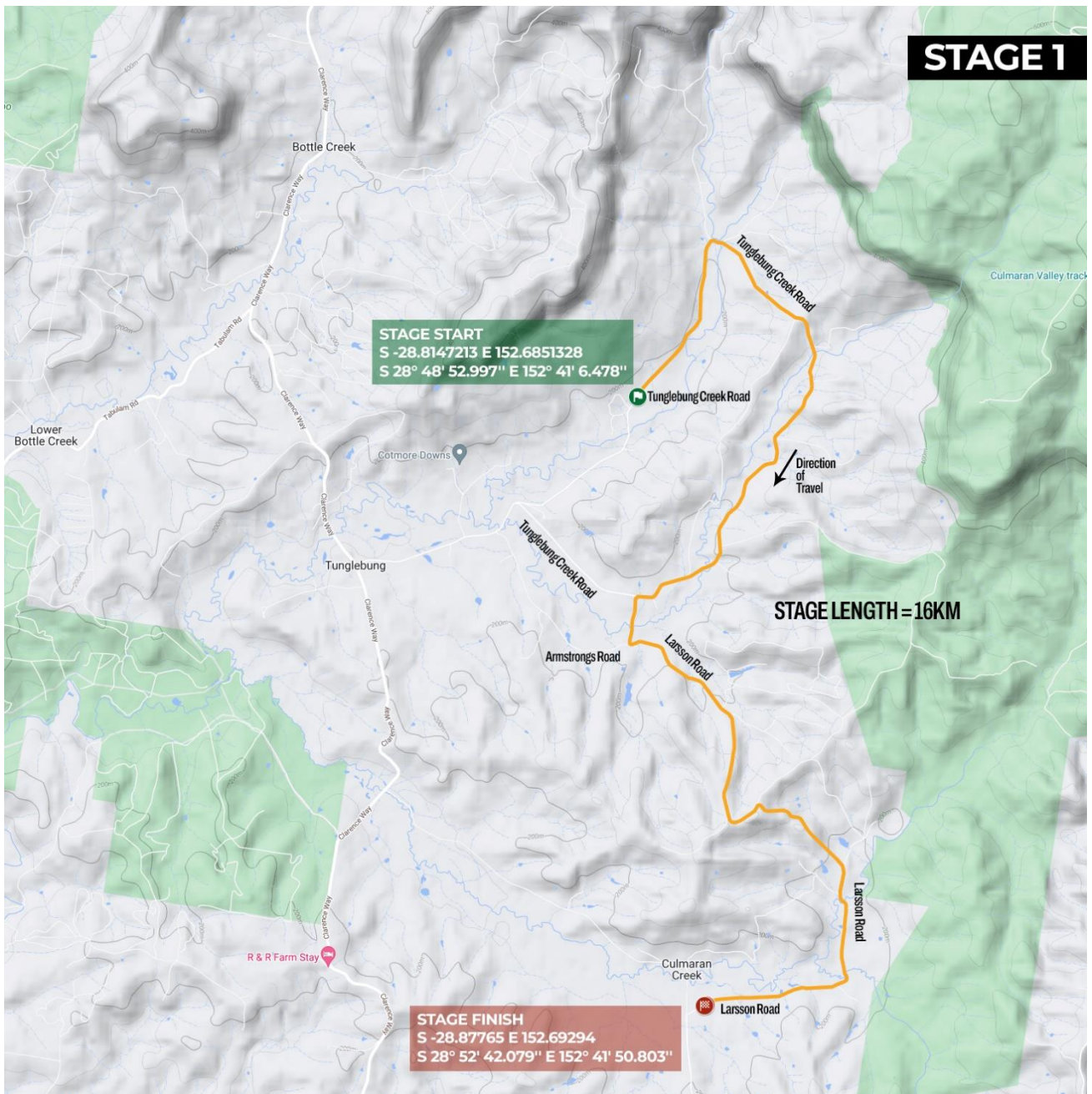
Additional Road Closure signs may be used at locations that are deemed to be high traffic areas.



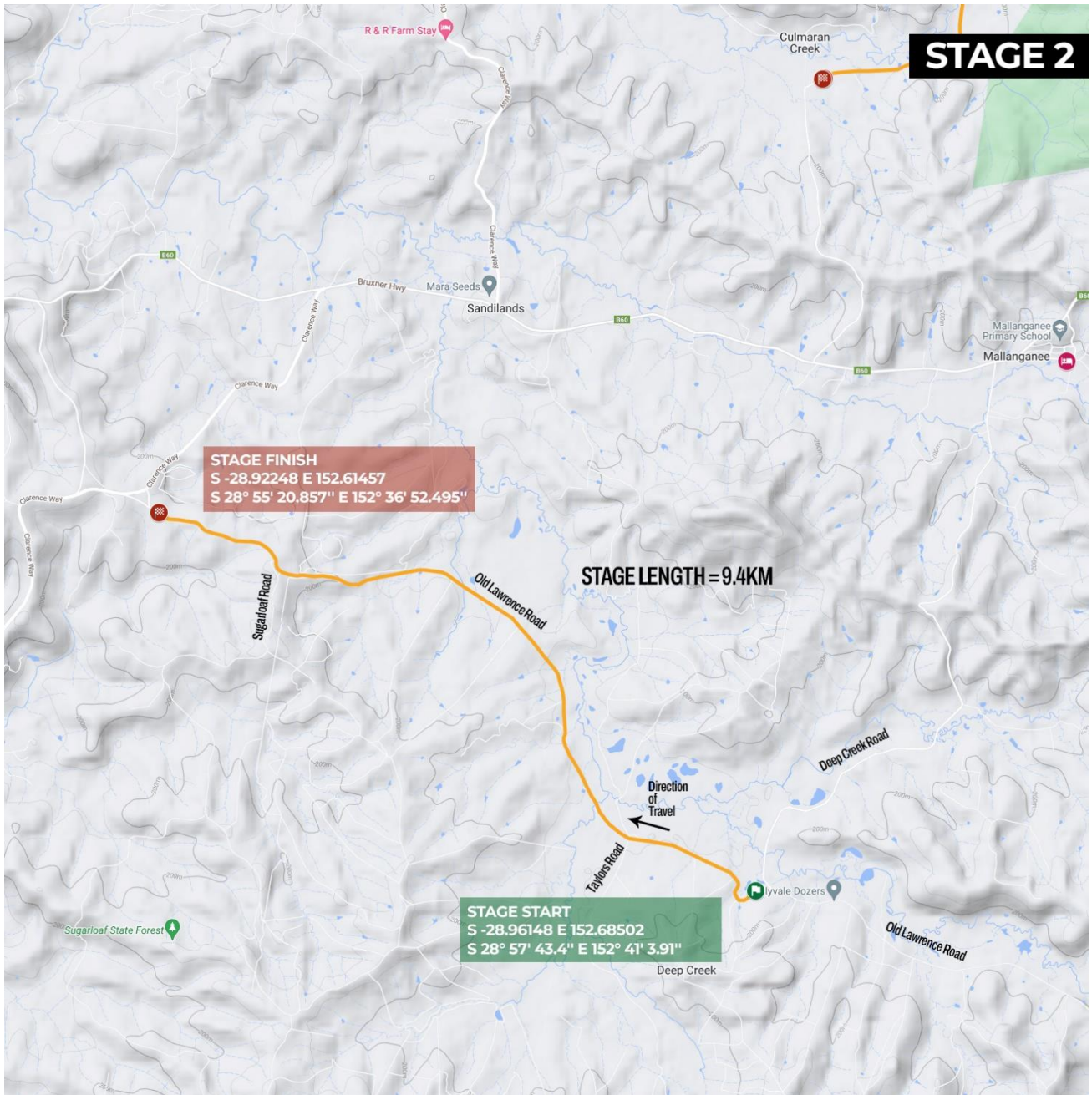
## 6.5 Overview Map



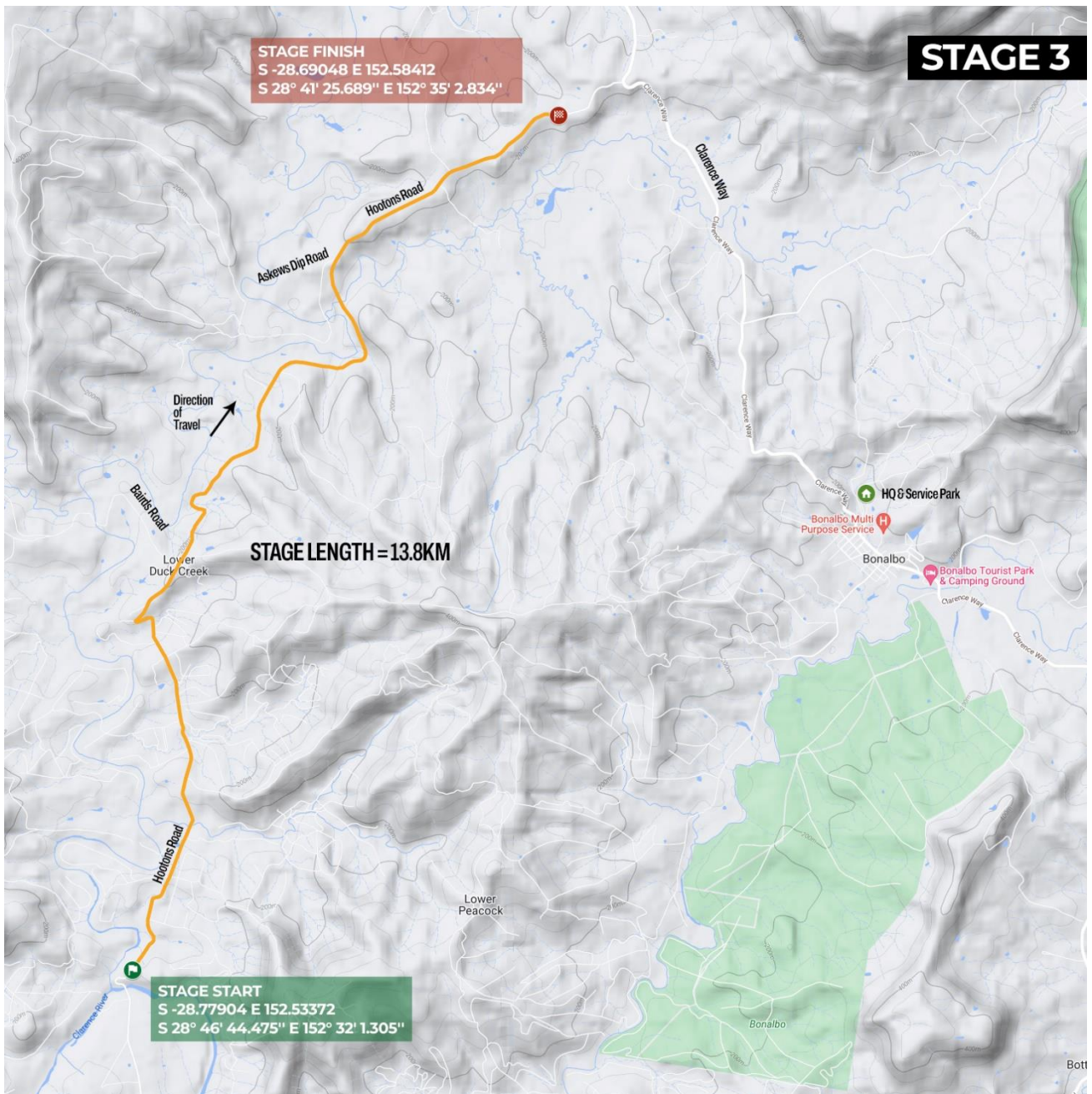
## 6.6 Stage Maps – SS1/SS4/SS7



## 6.7 Stage Maps SS2/5/8



## 6.8 Stage Maps SS3/6/9



## **6.9 Course Cars**

Course cars traverse the course 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 the same course as the competing cars. Course car timing appear in detail on the event running schedule.

Course Cars are the most important aspect the event command team has toward the safe running of the event. They are 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.

### **6.9.1 000 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.
- Signage is in the 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.
- Advise the Rally Command Centre "Stage Ready" on completion of their stage duties.

The roads are normally closed approximately 2 hours prior to the arrival of the first competitor (30 minutes prior to the passage of 000)

### **6.9.2 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 BLUE" 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 Clerk of Course.

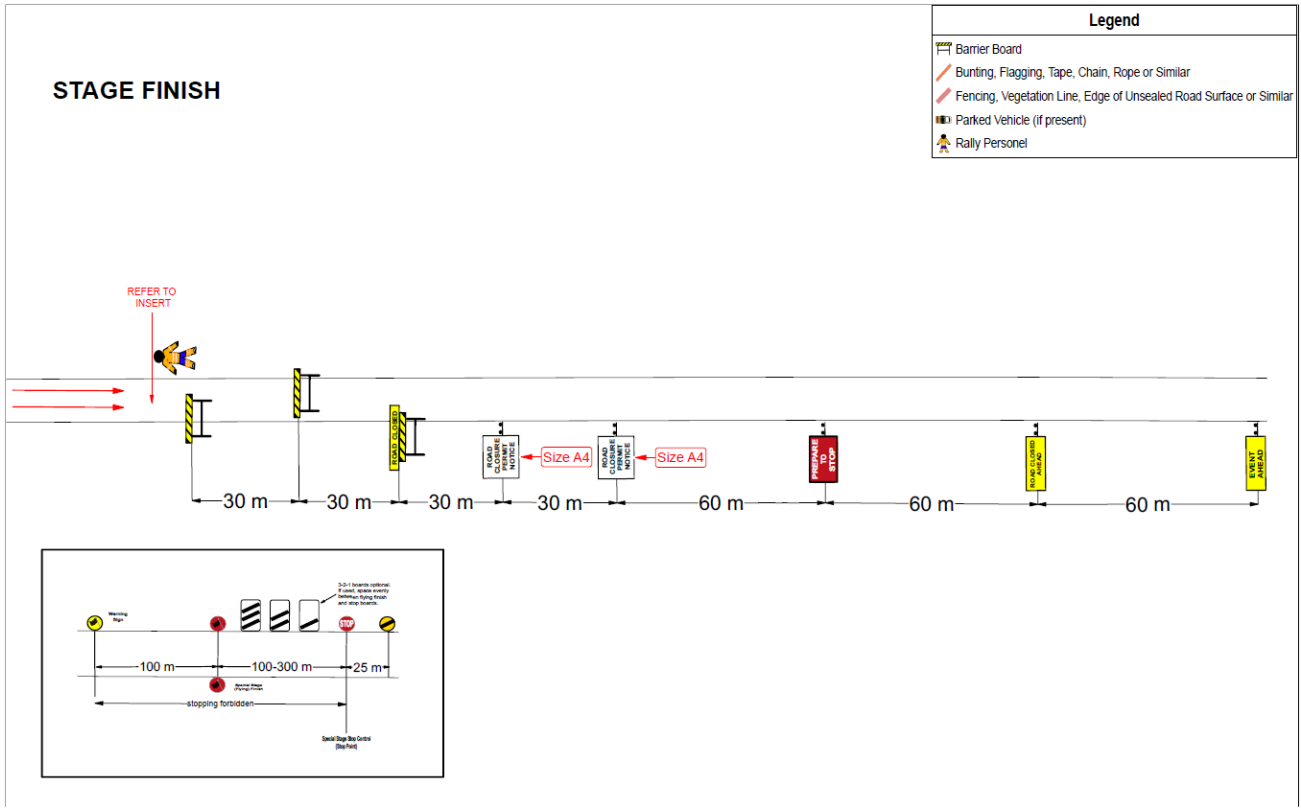
### **6.9.3 0 Safety Car**

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

- Provide a final safety check.
- 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.

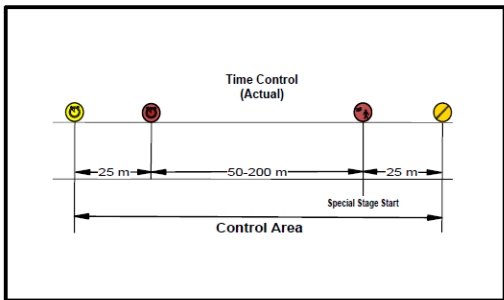
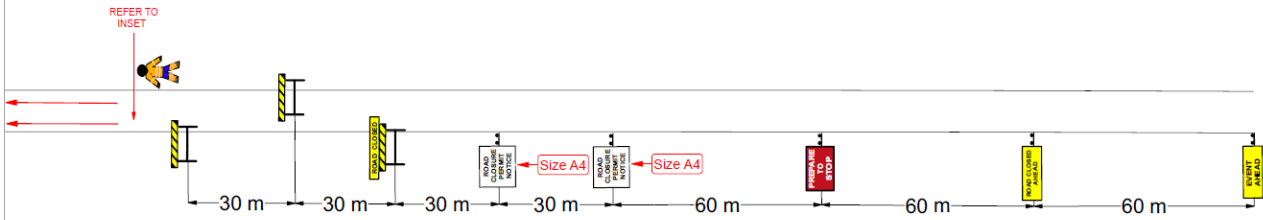
A security breach may necessitate the delay of a special stage start or a delay in proceeding with the event.

# 7 APPENDIX A



# STAGE START

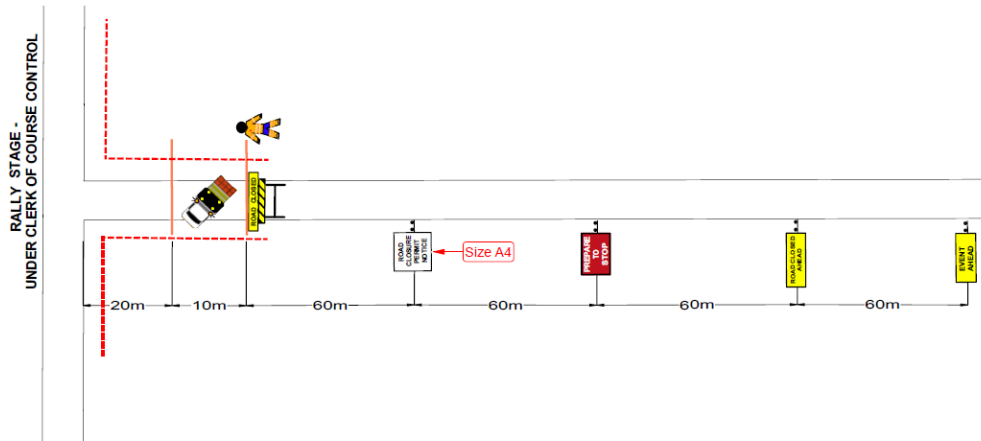
Legend	
	Barrier Board
	Bunting, Flagging, Tape, Chain, Rope or Similar
	Fencing, Vegetation Line, Edge of Unsealed Road Surface or Similar
	Parked Vehicle (if present)
	Rally Personnel
	Rally Traffic Direction Of Travel



# MANNED CLOSURE

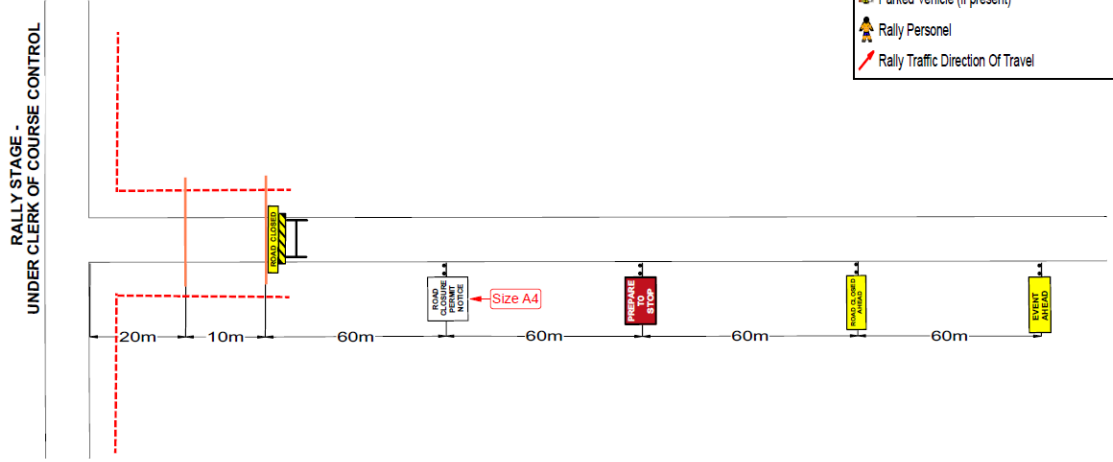
## Legend

- 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





# UNMANNED CLOSURE



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 Traffic Direction Of Travel