

22 May 2021

Coast to Kosci Ultramarathon
22 Douglas Haig St
Oatley NSW 2223



Dear Sir/ Madam,

Please find attached our application documentation for the 2021 **Coast To Kosci** 240km running Ultramarathon for consideration by the Bega Valley Shire Council (BVSC) Traffic Committee and assuming support, subsequently from the BVSC. Subject to approvals, the event is intended to be held commencing 5:30am 3 December 2021.

The 2020 **Coast To Kosci** was successfully held without issue in December 2020 and we are grateful for the support of the BVSC. We estimate the event we brought a little over \$52,000 in tourism dollars mid-week to the Bega Valley local economy (and a similar amount to the Snowy Monaro Regional Council), as well as \$2,107 in direct fundraising for the Towamba Public School.

The following documents are included in our application documentation for consideration:

- BVSC Special Event Transport Management Plan (from the BVSC website);
- **Coast To Kosci** Transport Management Plan, including event details and route;
- Additional attachments to the Transport Management Plan include:
 - 2 Traffic Control Plans, from a certified provider (with reference to the Special Events Planning and Resource matrix);
 - Traffic Control Duties; and
 - Checkpoint Times;
- **Coast To Kosci** Risk Assessment Plan;
- A Certificate of Currency and a copy of the current Public Liability Insurance Cover (\$20,000,000 minimum) – please note that this expires 28 November 2021, at which time a replacement will be provided; and
- Letter of support from Towamba Public School P&C.

Similar applications for approval are in progress with the Snowy Monaro Regional Council; and imminently with the National Parks and Wildlife Service (NPWS), Roads and Maritime Services (RMS) and NSW Police (OnRoad Events). We are also monitoring for any future activity by NSW Forestry throughout the planned route, noting no logging activity is in progress for the period. Lastly, due to the uncertainties and impacts created with COVID-19, we appreciate our application will be subject to any and all COVID-19 requirements and restrictions that may be in place in December 2021. The event has a COVID Safety plan.

We are also happy to discuss any queries and meet any requirements to enable the event to be held. Our intent is to run a safe and engaging event:

- For all participants and their support personnel;
- To minimise disturbance and maintain safety for road users of the route;
- To economically benefit local communities including smaller communities such as Towamba; and
- To help promote the Bega Valley region nationally and globally to attract future visitors.

The route will be unchanged, and be the same as the 2020 **Coast To Kosci** ultramarathon, starting at Twofold Bay (just south of Eden) and finishing at Charlotte Pass via Mt Kosciuszko (in the Kosciuszko National Park). The proposed route traverses the:

- Bega Valley Shire Council area (Twofold Bay to Towamba to Big Jack Mountain);
- South East Forests National Park;

- Snowy Monaro Regional Council area (Cathcart to Bibbenluke to Dalgety to Jindabyne); and
- Kosciuszko National Park.

Subject to approval, the **Coast To Kosci** is intended to commence at 05:30 on Friday 3 December 2021 at Boydtown Beach and finish at 03:30 on Sunday 5 December at Charlotte Pass. Entrants and their support crews would arrive in Eden on Wednesday 1 December and Thursday 2 December ahead of a pre-event briefing. The last placed entrant would be anticipated to leave the Bega Valley Shire Council area, where Big Jack Mountain Rd becomes Big Jack Rd, at approximately 15:30 on Friday 3 December, with trailing event support vehicles coming through shortly thereafter.

We are frequent visitors to southern NSW and we both know and love the area. Mickey enjoys a good relationship with NPWS as the founder and organiser of the Krazy Kosci Klimb. This annual event has been running without incident since 2013 – it allows 20 teenagers with cerebral palsy, ably assisted with their respective support teams, to participate in a life-changing experience to summit Mt Kosciuszko from Charlotte Pass. Since its inception, nearly 120 participants with cerebral palsy have summited Mt Kosciuszko, simultaneously fundraising A\$1.7M to date (<https://www.krazykosciklimb.com.au>).

Coast To Kosci is held in the highest regard amongst the running community, both nationally and internationally. The Australian Ultra Runners Association (AURA) has endorsed the 2021 **Coast To Kosci** subject to all formal approvals being received. We both know the history of **Coast To Kosci**; we've both participated in **Coast To Kosci** several times; and Greg has completed **Coast To Kosci** on 5 occasions.

We have a good relationship with the Eden Aboriginal Land Council (EALC) who provided support and permission for the 2020 event. We will continue to work with the EALC and also seek to engage with other local community groups to create a community event and to support local charities.

Our contact details are below and we would love to meet with you as needed via videoconference or teleconference, in order to address any queries or concerns the Traffic Committee has about the application; and to seek to maximise the benefits for the Bega Valley Region.

Yours sincerely,

Mickey Campbell
The Summit Track (ABN 38308130292)
0 [REDACTED]
everestiscallin@bigpond.com

Greg Wallace
UltraMarketing Pty Ltd (ABN 24151890274)
[REDACTED]
ultramarketingptyltd@gmail.com

Special Event Resources

Special Event Transport Management Plan

Refer to [Chapter 7](#) of the Guide for a complete description of the Transport Management Plan

1. EVENT DETAIL

1.1. Event Summary

Event Name: Coast To Kosci

Event Location: Boydton Beach (near Eden) to Big Jack Rd (near Mt Darragh Rd)

Event Date: 3 Dec 2021 Event Start Time: 05:00 Event Finish Time: 15:30


Event Setup Time: 05:00 Event Pack down Finish Time: 06:00

Event is off-street on-street moving on-street non-moving

Event is ~~held regularly throughout the year (calendar attached)~~ Annual

1.2. Event Summary

Event Organiser*: Ultra Marketing Pty Ltd & The Summit Track (Greg Wallace & Mickey Campbell)

Phone: _____ Fax: _____ Mobile: 

Email: Greg: ultramarketingptyltd@gmail.com & Mickey: everestiscallin@bigpond.com

Event Management Company (if applicable): N/A

Phone: _____ Fax: _____ Mobile: _____

Email: _____

Police: _____

Phone: _____ Fax: _____ Mobile: _____

Email: _____

Council: Peter Newton, Transport & Drainage Planning Coordinator, Bega Valley Shire Council

Phone: 02 6499 2347 Fax: _____ Mobile: _____

Email: pnewton@begavalley.nsw.gov.au

Transport Management Centre
(if Class 1 – Sydney Metropolitan Area): _____

Phone: _____ Fax: _____ Mobile: _____

Email: _____

Roads & Maritime Service
(if Class 1 – regional NSW and Class 2 event): _____

Phone: _____ Fax: _____ Mobile: _____

Email: _____

*Note: The Event Organiser is the person or organisation in whose name the Public Liability Insurance is taken out.

1.3. Brief description of the event (one paragraph)**2. RISK MANAGEMENT TRAFFIC**

<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="background-color: red; color: white; padding: 5px; writing-mode: vertical-rl; transform: rotate(180deg);">Class 1</div> <div style="background-color: yellow; color: black; padding: 5px; writing-mode: vertical-rl; transform: rotate(180deg);">Class 2</div> <div style="background-color: green; color: white; padding: 5px; writing-mode: vertical-rl; transform: rotate(180deg);">Class 3</div> </div>	2.1. Occupational Health & Safety – Traffic Control
	<input checked="" type="checkbox"/> Risk assessment plan (or plans) attached
	2.2. Public Liability Insurance
	<input checked="" type="checkbox"/> Public liability insurance arranged. Certificate of currency attached.
	2.3. Police
	<input type="checkbox"/> Police written approval obtained
	2.4. Fire Brigades and Ambulance
	<input type="checkbox"/> Fire brigades notified <input type="checkbox"/> Ambulance notified

3. TRAFFIC & TRANSPORT MANAGEMENT

<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="background-color: red; color: white; padding: 5px; writing-mode: vertical-rl; transform: rotate(180deg);">Class 1</div> <div style="background-color: yellow; color: black; padding: 5px; writing-mode: vertical-rl; transform: rotate(180deg);">Class 2</div> <div style="background-color: green; color: white; padding: 5px; writing-mode: vertical-rl; transform: rotate(180deg);">Class 3</div> </div>	3.1. The route or location
	<input checked="" type="checkbox"/> Map attached
	3.2. Parking
	<input type="checkbox"/> Parking organised – details attached
	<input checked="" type="checkbox"/> Parking not required
	3.3. Construction, traffic calming and traffic generating developments
	<input type="checkbox"/> Plans to minimise impact of construction activities, traffic calming devices or traffic-generating developments attached
	<input checked="" type="checkbox"/> There are no construction activities, traffic calming devices or traffic-generating developments at the location/route or on the detour routes
	3.4. Trusts, authorities or Government enterprises
	<input type="checkbox"/> This event uses a facility managed by a trust, authority or enterprise; written approval attached
	<input checked="" type="checkbox"/> This event does not use a facility managed by a trust, authority or enterprise
	3.5. Impact on/or Public Transport
	<input type="checkbox"/> Public transport plans created - details attached
	<input checked="" type="checkbox"/> Public transport not impacted or will not impact event
	3.6. Reopening roads after moving events
	<input checked="" type="checkbox"/> This is a moving event - details attached.
<input type="checkbox"/> This is a non-moving event.	
3.7. Traffic management requirements unique to this event	
<input type="checkbox"/> Description of unique traffic management requirements attached	
<input checked="" type="checkbox"/> There are no unique traffic requirements for this event	
3.8. Contingency plans	
<input checked="" type="checkbox"/> Contingency plans attached	

Class 1

Class 2

3.9. Heavy vehicle impacts

- Impacts heavy vehicles – RMS/TMC to manage
- Does not impact heavy vehicles

3.10. Special event clearways

- Special event clearways required - RMSTMC to arrange
- Special event clearways not required

4. MINIMISING IMPACT ON NON-EVENT COMMUNITY & EMERGENCY SERVICES

Class 1

Class 2

Class 3

4.1. Access for local residents, businesses, hospitals and emergency vehicles

- Plans to minimise impact on non-event community attached
- This event does not impact the non-event community either on the main route (or location) or detour routes

4.2. Advertise traffic management arrangement

- Road closures or restrictions - advertising medium and copy of proposed advertisements attached
- No road closures or restrictions but special event clearways in place - advertising medium and copy of proposed advertisements attached
- No road closures, restrictions or special event clearways - advertising not required

4.3. Special event warning signs

- Special event information signs are described in the Traffic Control Plan/s
- This event does not require special event warning signs

4.4. Permanent Variable Message Signs

- Messages, locations and times attached
- This event does not use permanent Variable Message Signs

4.5. Portable Variable Message Signs

- The proposed messages and locations for portable VMS are attached
- This event does not use portable VMS

5. PRIVACY NOTICE

The "Personal Information" contained in the completed Transport Management Plan may be collected and held by the NSW Police, the NSW Roads & Maritime Services (RMS), Transport Management Centre (TMC) or Local Government.

I declare that the details in this application are true and complete. I understand that:

- The "personal information" is being collected for submission of the Transport Management Plan for the event described in Section 1 of this document.
- I must supply the information under the Road Transport Legislation (as defined in the *Road Transport (General) Act 1999*) and the *Roads Act 1993*.
- Failure to supply full details and to sign or confirm this declaration can result in the event not proceeding.
- The "personal information" being supplied is either my own or I have the approval of the person concerned to provide his/her "personal information".
- The "personal information" held by the Police, RMS/TMC or Local Government may be disclosed inside and outside of NSW to event managers or any other person or organisation required to manage or provide resources required to conduct the event or to any business, road user or resident who may be impacted by the event.
- The person to whom the "personal information" relates has a right to access or correct it in accordance with the provisions of the relevant privacy legislation.

6. APPROVAL

TMP Approved by: Greg Wallace
Mickey Campbell Event Organiser 22 May 2021 Date

7. AUTHORISATION TO *REGULATE TRAFFIC

Council's traffic management requirements have been met. Regulation of traffic is therefore authorised for all non-classified roads described in the risk management plans attached to this TMP.

Regulation of traffic authorised by: _____ Council _____ Date

The RMS/TMC's traffic management requirements have been met. Regulation of traffic is therefore authorised for all classified roads described in the risk management plans attached to this TMP.

Regulation of traffic authorised by: _____ RMS/TMC _____ Date

* "Regulate traffic" means restrict or prohibit the passage along a road of persons, vehicles or animals (*Roads Act, 1993*). Council and RMS/TMC require traffic to be regulated as described in the risk management plans with the layouts installed under the direction of a qualified person.

Special Event Planning & Resource Matrix

Event Class	Description	Features	Examples	Lead Times for Agency Approval	Police Fees	Council Fees	RMS/TMC Fees
1	<p>A Class 1 Event</p> <ul style="list-style-type: none"> Impacts major traffic & transport systems disrupts the non-event community over a wide area requires the involvement of Police or more Councils and the RMS/TMC. requires detailed Transport Management Plan requires advertising the event’s traffic aspects to a wide audience 	<p>A Class 1 event may</p> <ul style="list-style-type: none"> be conducted on-road or in its own venue involve trusts and authorities when using facilities managed by them involve Transport Management Centre involve the NSW Trains, Sydney Trains and State Transit, involve the Light Rail, Ferries and Point to Point Transport commissioner (taxi & ride share) involve private bus and coach organisations impact the road transport industry require RMS/TMC to provide Special Event Clearways require RMS/TMC to provide heavy vehicle detour routes require the RMS to adjust traffic signals require RMS/TMC to manage Variable Message Signs depending on the nature of the event, invoke the Police “Use Pay” policy. 	<p>For example:</p> <ul style="list-style-type: none"> an event: that affects a principal transport route in Sydney or an event that reduces capacity of the main highway through a country town or a bicycle race that involves the Sydney Harbour Bridge 	<p>Minimum 4 months from first approach to Council to proposed start date</p> <p>6 months for vehicle races</p>	<p>Charges apply where: <i>“it is deemed the services are specifically for the benefit of those organising and/or attending the event and not for the benefit of the public at large</i></p>	<p>As described in Council’s Special Events Policy</p> <p>Asset rentals: refer to Council</p>	<p>Marginal costs apply where services are provided above those normally provided to the community.</p> <p>RMS/TMC provides quote</p> <p>Asset rental: refer to RMS/TMC</p>
2	<p>A Class 2 Event</p> <ul style="list-style-type: none"> Impacts local traffic and transport systems but does not impact major traffic & transport systems disrupts the non-event community in the area around the event but not over a wide area Requires the involvement of Police and Local Council Requires a detailed Transport Management Plan Requires advertising the event’s traffic aspect to the local community 	<p>A Class 2 event may</p> <ul style="list-style-type: none"> Be conducted on-road or in its own venue involve trusts and authorities when using facilities managed by them involve the NSW Trains, Sydney Trains and State Transit, involve the Light Rail, Ferries and Point to Point Transport commissioner (taxi & ride share) involve private bus and coach organisations depending on the nature of the event, invoke the Police “Use Pay” policy. 	<p>For example:</p> <ul style="list-style-type: none"> an event that blocks off the main street of a town or shopping centre but does not impact a principal transport route or highway a motor rally on local country roads 	<p>Minimum 3 months</p> <p>3 months for vehicle races</p>	<p>Charges apply where: <i>“it is deemed the services are specifically for the benefit of those organising and/or attending the event and not for the benefit of the public at large</i></p>	<p>As described in Council’s Special Events Policy</p> <p>Asset rentals: refer to Council</p>	
3	<p>A Class 3 Event</p> <ul style="list-style-type: none"> does not impact local or major traffic & transport systems disrupts the non-event community in the immediate area only requires Local Council and Police consent is conducted on-street in a very low traffic area such as a dead-end or cul-de-sac requires Police agreement that event qualified as Class 3 is never used for vehicle races 	<p>A Class 3 event , depending on Local Council policy may</p> <ul style="list-style-type: none"> require a simplified Transport Management Plan not be available in all Council areas depending on the nature of the event, invoke the Police “User Pay” policy require advertising the event’s traffic aspects to the community 	<p>For example:</p> <ul style="list-style-type: none"> an on-street neighbourhood Christmas party 	<p>Minimum 6 weeks</p>	<p>Charges apply where: <i>“it is deemed the services are specifically for the benefit of those organising and/or attending the event and not for the benefit of the public at large</i></p>	<p>As described in Council’s Special Events Policy</p> <p>Asset rentals: refer to Council</p>	
4	<p>A Class 4 Event is intended for small on street events and</p> <ul style="list-style-type: none"> requires Police consent only is within the capacity of the Police to manage on their own is not a protest or demonstration is always an on-street event does not require RMS/TMC or Council consent does not require advertising the event’s traffic aspect to the community does not require a Transport Management Plan does not require the involvement of other Government agencies 	<p>A Class 4 event may</p> <ul style="list-style-type: none"> be conducted on classified or unclassified roads cause zero to considerable disruption to the non-event community cross Police Local Area Commands (LACs) cross Local Government Areas (LGAs) require Council or RMS/TMC to assist when requested by Police depending on the nature of the event, invoke the Police “User Pay” policy 	<p>For example:</p> <ul style="list-style-type: none"> a small ANZAC Day march in a country town a small parade conducted under Police escort 	<p>Minimum 1 month</p>	<p>Charges apply where: <i>“it is deemed the services are specifically for the benefit of those organising and/or attending the event and not for the benefit of the public at large</i></p>		

Event Class	Transport Management Plan	Risk Management Plans (Traffic Control) under OH&S Act 2000	Advertise Transport Management Arrangements	Liability Insurance	Special Event Clearway. Heavy Vehicle Detour	Public Transport	Emergency Vehicle & Local Access	Parking	Contingency Planning
1	TMP model recommended	Traffic control layouts drawn up by a qualified person and installed under the guidance of a qualified person recommended Need to consider access for disabled persons	28 days for all events that require regulation of traffic or where special event clearways in operation Not required where there is no regulation of traffic	Required with Council, TMC & Police (if police user Pays in force) named on policy. Also RMS if using RMS asset Certificate of currency required	RMS arranges if required RMS provides quote	Promote where practicable	Required. Refer to TMP	May be required. Need to consider parking for disabled persons	Recommended
2	TMP model recommended	Traffic control layouts drawn up by a qualified person and installed under the guidance of a qualified person recommended Need to consider access for disabled persons	28 days for all events that require regulation of traffic or where special event clearways in operation Not required where there is no regulation of traffic	Required with Council & Police (if police user Pays in force) named on policy. Certificate of currency required		Promote where practicable	Required. Refer to TMP	May be required. Need to consider parking for disabled persons	Recommended
3	TMP model recommended	Traffic control layouts drawn up by a qualified person and installed under the guidance of a qualified person recommended Need to consider access for disabled persons	28 days for all events that require regulation of traffic or where special event clearways in operation Not required where there is no regulation of traffic	Required with Council & Police (if police user Pays in force) named on policy. Certificate of currency required			Required. Refer to TMP		
4				Required with Council & Police (if police user Pays in force) named on policy. Certificate of currency required			Required. Refer to TMP		


Schedule 1 Form – Notice of Intention to Hold a Public Assembly

Taken from NSW Police website:

https://www.police.nsw.gov.au/data/assets/pdf_file/0007/275560/Notice_of_Intention_to_Hold_a_Public_Assembly.pdf

Summary Offences Act 1988

To the Commissioner of Police

1 We Gregory Wallace & Mickey Campbell
Name
of 
Address
on behalf of UltraMarketing Pty Ltd & The Summit Track respectively
Organisation
notify the Commissioner of Police that on the 3rd
Day
of December 2021
Month/Year

it is intended to hold:

either:

(a) a public assembly, not being a procession, of approximately
.....persons which will assemble
Number

N/A

at
Place

at approximateam/pm
Time

and disperse at approximatelyam/pm
Time

or

(b) a public assembly, being a procession of approximately 200
Number

persons which will assemble at Boydton Beach, Eden NSW
Place

at approximately 05:00am/pm
Time

and at approximately 05:30am/pm the procession will

commence and shall proceed.....

From Boydton Beach (Eden) to Charlotte Pass, via Mt Kosciuszko:
• To Cathcart via Princes Hwy (600m), fire trails including Brandy Creek fire trail, Towamba Rd, Big Jack Mountain Rd, Big Jack Rd and Mount Darragh Rd;
• And then to Bibbenluke via Black Lake Rd;
• And then to Dalgely via Monaro Highway (600m), Bukalong Siding Rd, Gunningrath Rd and The Snowy River Way;
• And then to Jindabyne via The Snowy River Way and Barry Way; and
• And then to Charlotte Pass via Kosciuszko Rd before summiting Mount Kosciuszko and returning to Charlotte Pass by no later than 3:30am Sunday, 5 December.

Specify route, any stopping places and the approximate duration of any stop; and the approximate time of termination. A diagram may be attached.

2 The purpose of the proposed assembly is.....

The holding of the 'Coast To Kosci' 240km running Ultramarathon – Australia's premier ultramarathon event, limited to 50 pre-qualified runners. This is a continuous running race with no scheduled stops, progressive cut-off times and an overall cut-off time of 46hrs after the event commencement.

State purpose

3 The following special characteristics associated with the assembly would be useful for the Commissioner of Police to be aware of in regulating the flow of traffic or in regulating the assembly:

* (i) There will be ⁵⁶.....(number) of vehicles and/or* floats involved and their type and dimensions are as follows:

All vehicles will be limited to sedans, station wagons, sports utility vehicles (SUVs), 4WD vehicles and light commercial vans, acting in a support capacity to the runners.

* (ii) There will beN/A..... (number) of bands, musicians, entertainers etc entertaining or addressing the assembly

* (iii) The following number and type of animals will be involved in the assembly

N/A

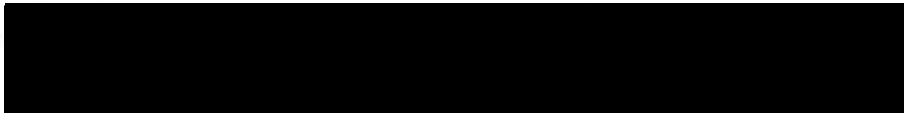
*(iv) Other special characteristics of the proposed assembly are as follows:

Vehicles will not be travelling as a convoy and will be spread out over the route. No special traffic restrictions have been requested to apply, and no access to properties will be blocked by vehicles. Normal traffic rules and regulations apply. Vehicle hazard lights and headlights will always be on.

4 I take responsibility for organising and conducting the proposed public assembly.

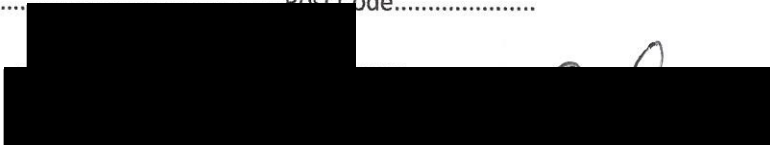
5 Notices for the purposes of the *Summary Offences Act 1988* may be served on me at the following:

Address:



Post Code.....

Telephone:



Signed:

Capacity/Title

Event Organisers

Date

20 May 2021



Transport Management Plan

May 2021

Version Control

Date	Version	Amendments
22 May 2021	1.0	Amended for 2021

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1.0 Introduction

1.1 Background

On 10 December 2004, 4 runners assembled for an inaugural unofficial run from Boydtown Beach to Mt Kosciuszko to see if it could be done. They were successful, and in 2007, the **Coast To Kosci** became an established Event. It is widely viewed as the most challenging ultramarathon in Australia.

Due to inconsistencies in formal approvals and challenges with approval timeframes, the 2018 event was cancelled. There was no attempt to make application to hold the event in 2019.

Effective April 2020, Mickey Campbell and Greg Wallace are the new organisers of the **Coast To Kosci** event. Mickey and Greg have taken over ownership of the event from the prior organisers. Both Mickey and Greg are frequent visitors to southern NSW and both know and love the area. Both are also experienced extreme event competitors:

- Mickey is an experienced event competitor completing multiple ultramarathon and Ironman events. Mickey has also completed the 5,000km 12 Day Race Across America. Mickey already enjoys a good relationship with NPWS as the founder and organiser of the Krazy Kosci Klimb. This annual event has been running without incident since 2013 – it allows 20 teenagers with cerebral palsy, ably assisted with their respective support teams, to participate in a life-changing experience to summit Mt Kosciuszko from Charlotte Pass. Since its inception, nearly 120 participants with cerebral palsy have summited Mt Kosciuszko, simultaneously fundraising A\$1.3M to date (<https://www.krazykosciklimb.com.au>); and
- Greg is an experienced event competitor completing over 25 ultramarathon and Ironman events. Greg has also completed an 800km in 8 days ultra-running event and is a five-time entrant and finisher of Coast to Kosciuszko.

1.2 Context

Coast To Kosci sought and received all necessary approvals to enable the event to be held in December 2020 and then annually every December thereafter. The 2020 event was conducted successfully and safely, without issue, and in adherence to NSW COVID-19 restrictions in place at the time. The 2020 event was estimated to have generated over \$100,000 for the local economies of the Bega Valley and the Snowy Monaro region.

Engagement for the 2021 event has commenced with all the relevant authorities who have jurisdiction over the proposed route, namely:

- Bega Valley Shire Council;
- Snowy Monaro Regional Council;
- NSW Police - Southern Region which covers:
 - South Coast Police District; and
 - Monaro Police District;
- NSW Roads and Maritime Services (RMS);
- NSW National Parks and Wildlife Services (NPWS); and
- Additional considerations include:
 - NSW Forestry logging areas and activity – there is no logging activity along the event route or adjoining the event route in the Bega Valley Shire Council area. NSW

- Forestry indicate logging is in the planning stage for the Tantawangalo State Forest (Snowy Monaro Regional Council); and
- Towamba Public School P&C utilise **Coast To Kosci** as a fundraising opportunity. The 2020 **Coast To Kosci** generated ~\$2k in fundraising revenue for the Towamba Public School.

1.3 Purpose of this Document

The Transport Management Plan (TMP) for **Coast To Kosci** should be read in conjunction with the **Coast To Kosci** Risk Assessment Plan (RAP) – these two documents comprise the overall Management Plan for the **Coast To Kosci** ultramarathon running event.

This Transport Management Plan includes:

- Details of the proposed event component within the Bega Valley Shire Council only;
- Details of travel and parking arrangements;
- Impacts and arrangements for residents; and
- Any management measures to mitigate likely traffic and parking impacts.

2.0 Details of Proposed Event

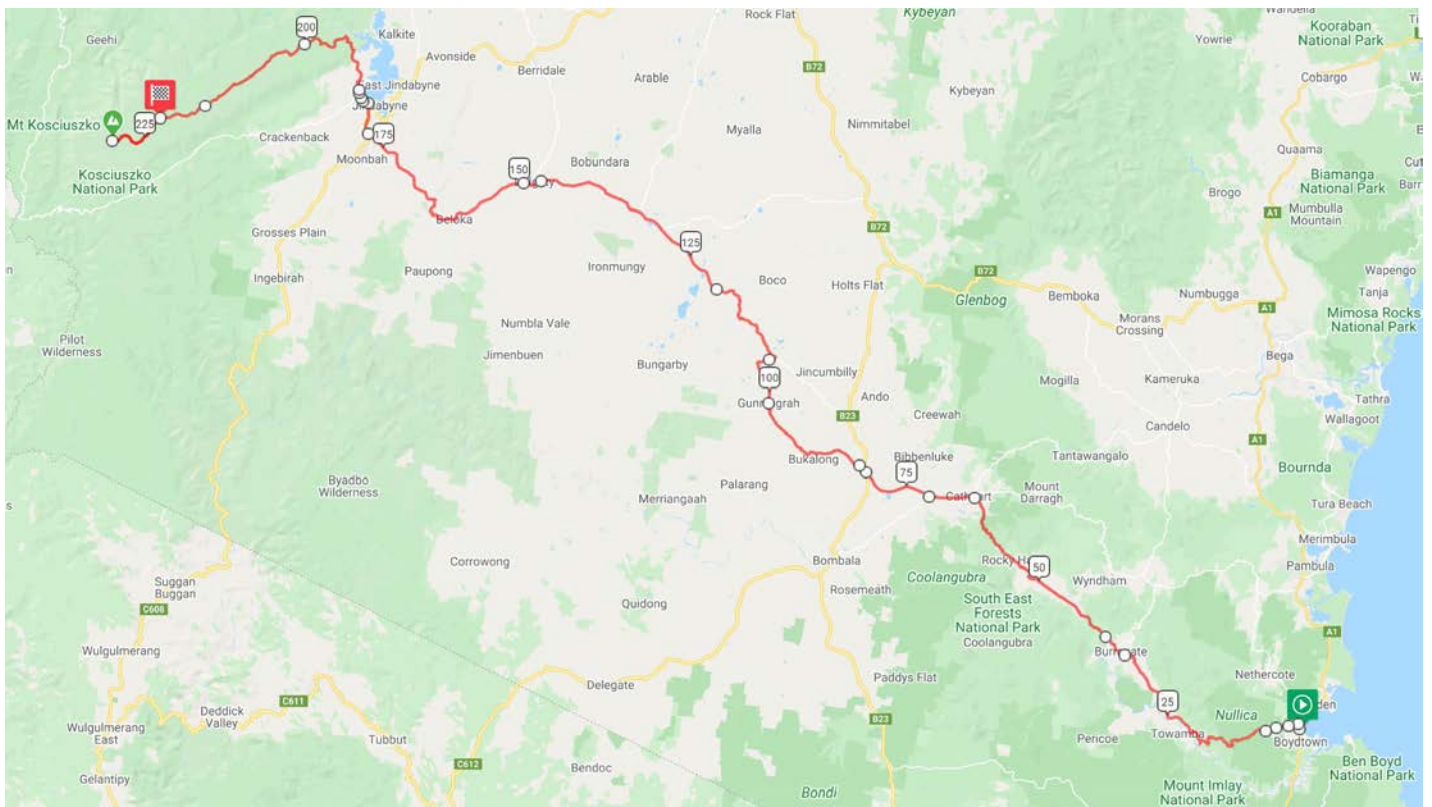
2.1 Event Location and Route

The proposal is to retain the route of the previous **Coast To Kosci** ultramarathons, starting at Twofold Bay (just south of Eden) and finishing at Charlotte Pass via Mt Kosciuszko (in the Kosciuszko National Park). The route would look to traverse the following areas:

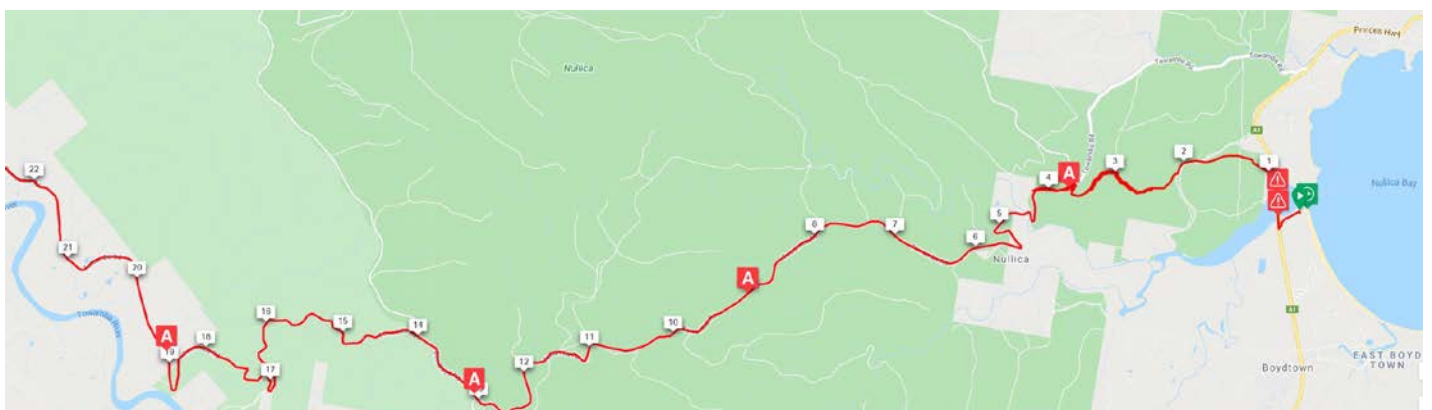
- Bega Valley Shire Council area (Twofold Bay to Towamba to Big Jack Mountain);
- South East Forests National Park;
- Snowy Monaro Regional Council area (Cathcart to Bibbenluke to Dalgety to Jindabyne); and
- Kosciuszko National Park.

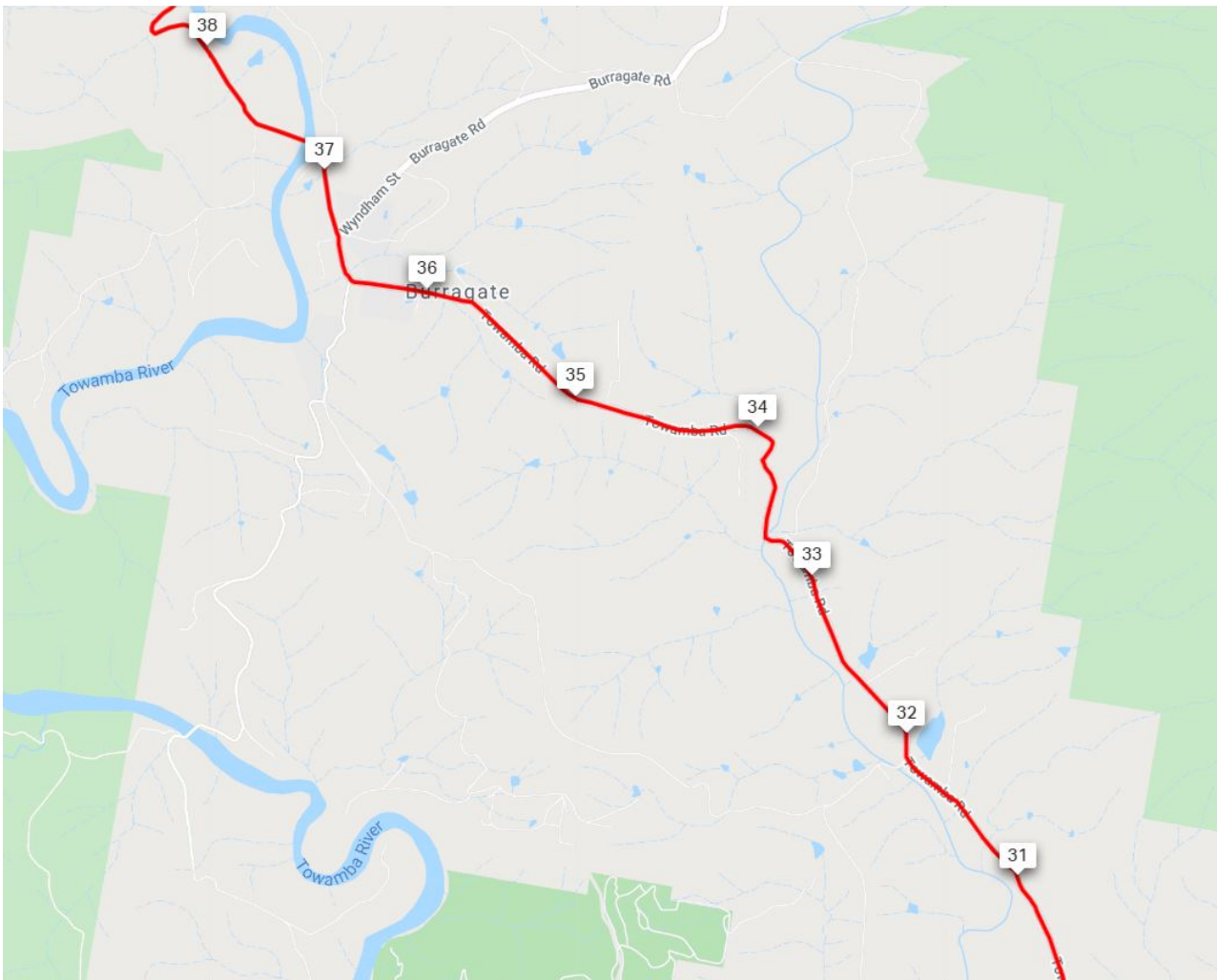
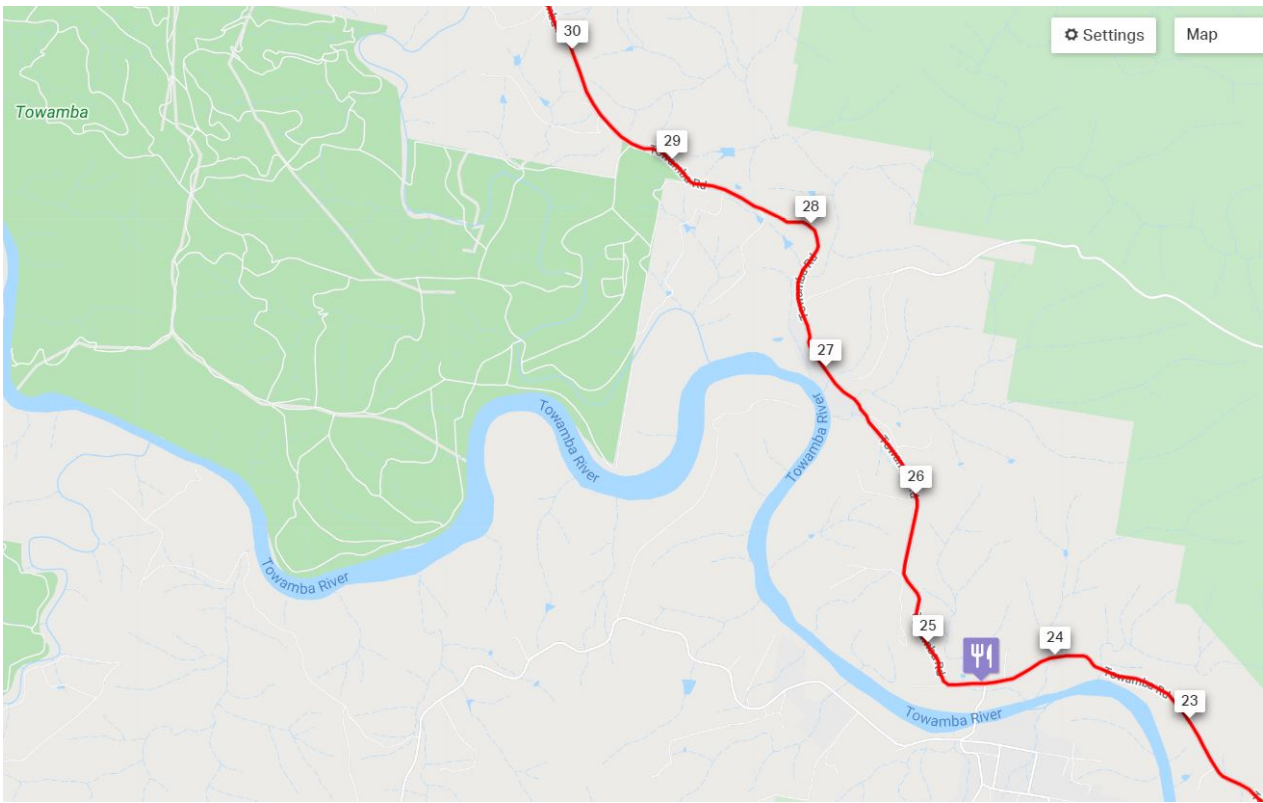
2.1.1 Overall Event Route

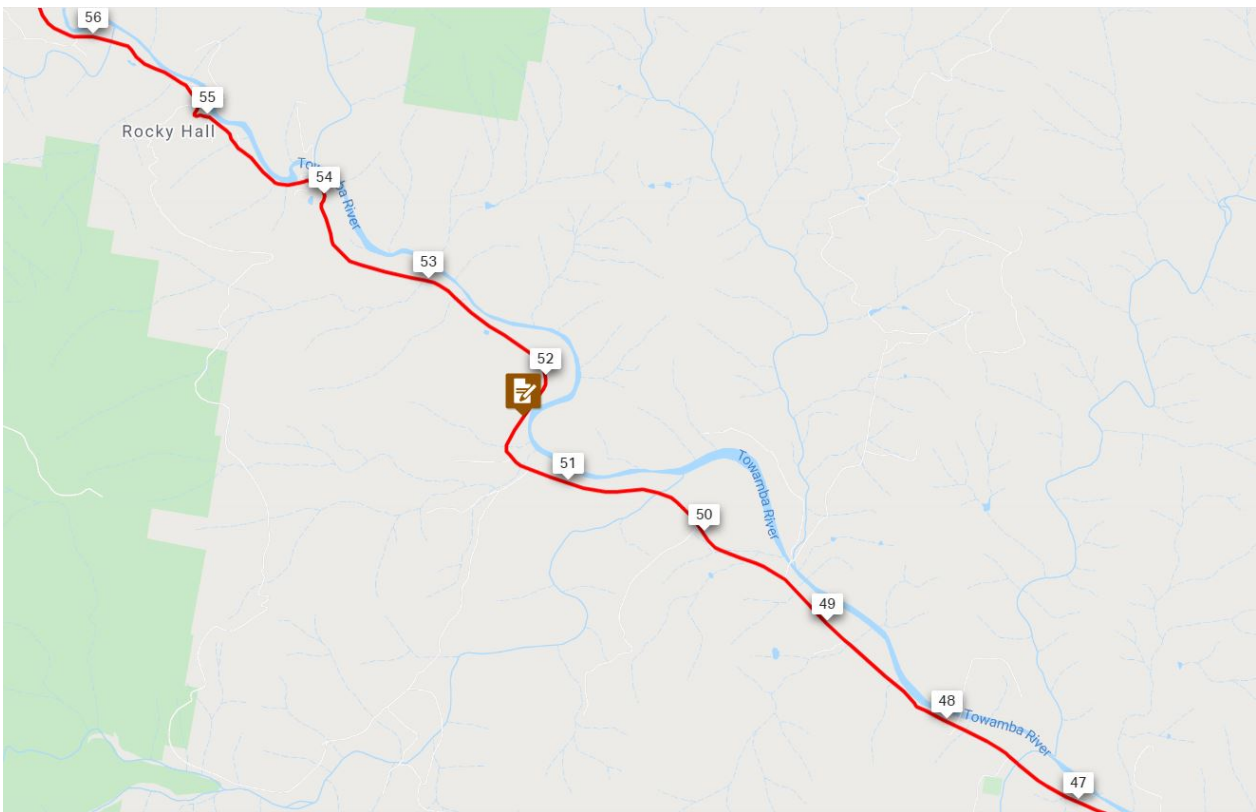
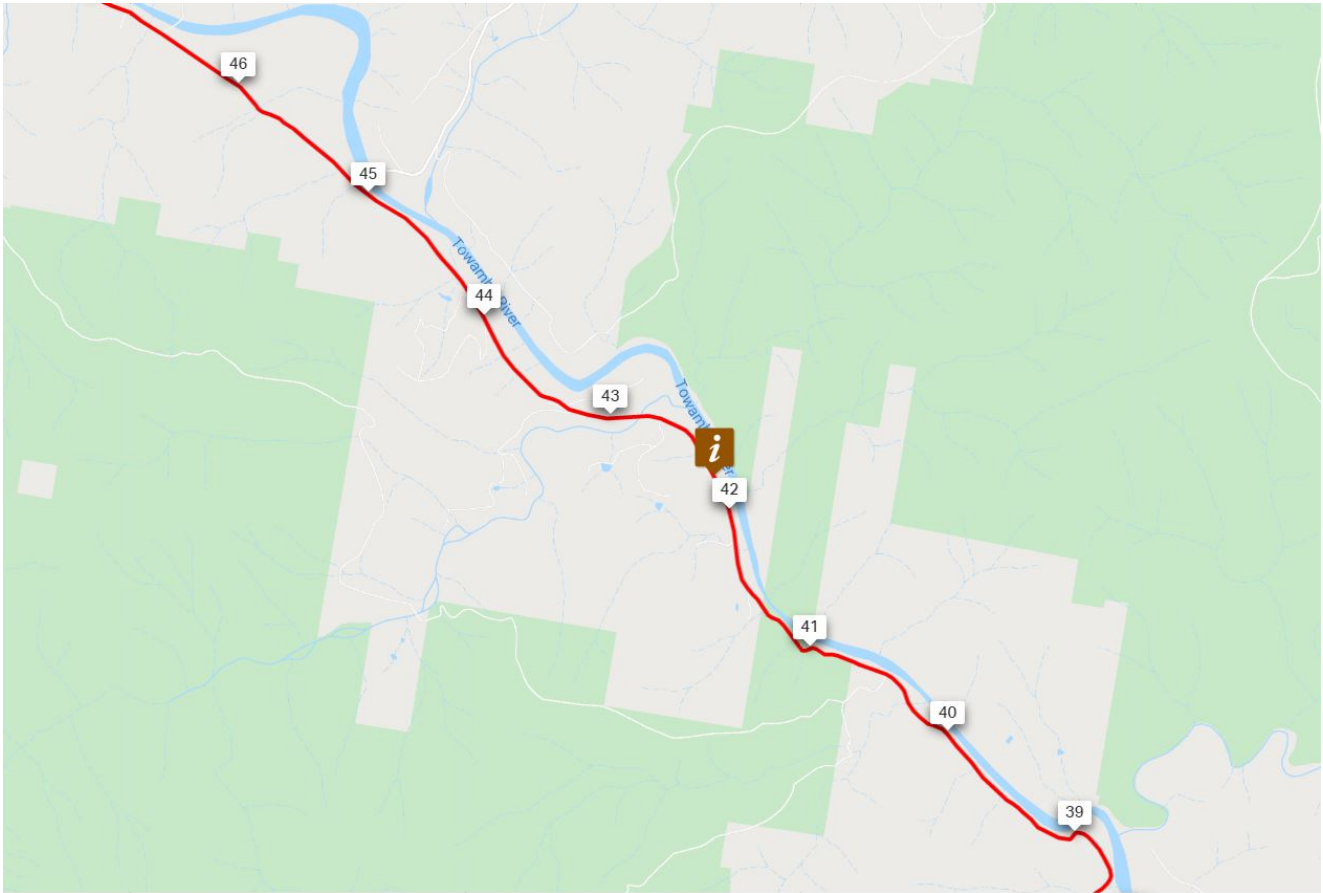
The overall route can be accessed online via <https://ridewithgps.com/routes/32569373>

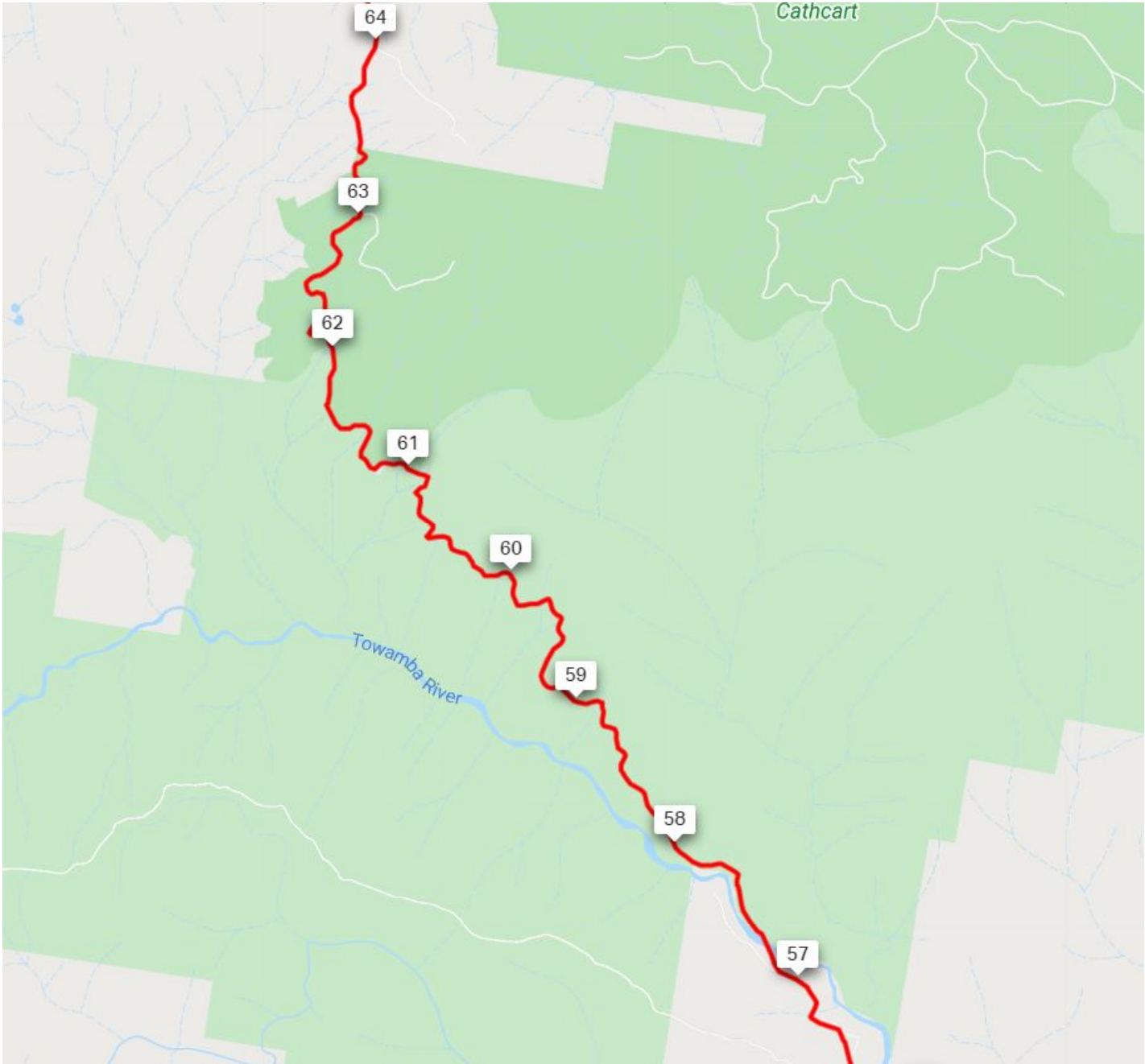


2.1.2 Event Route Within Bega Valley Shire Council

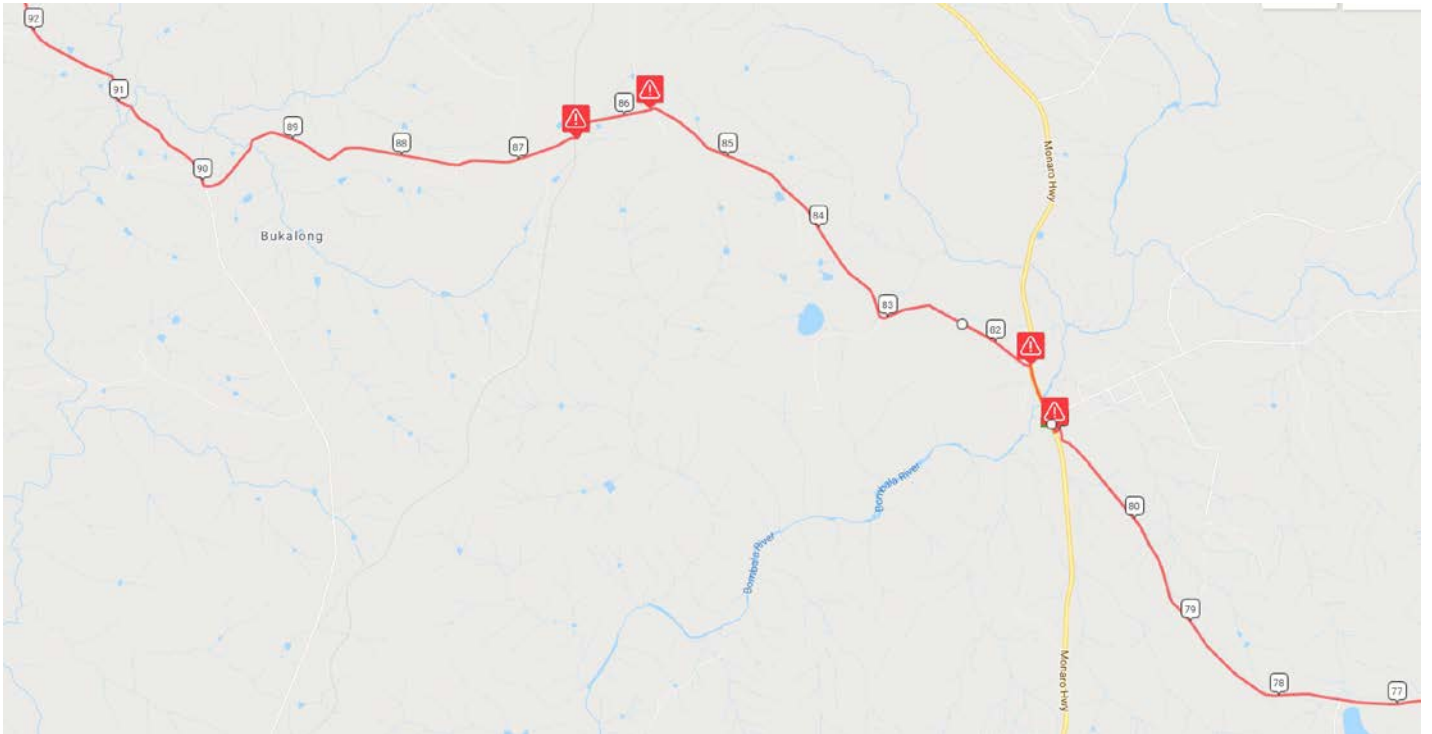
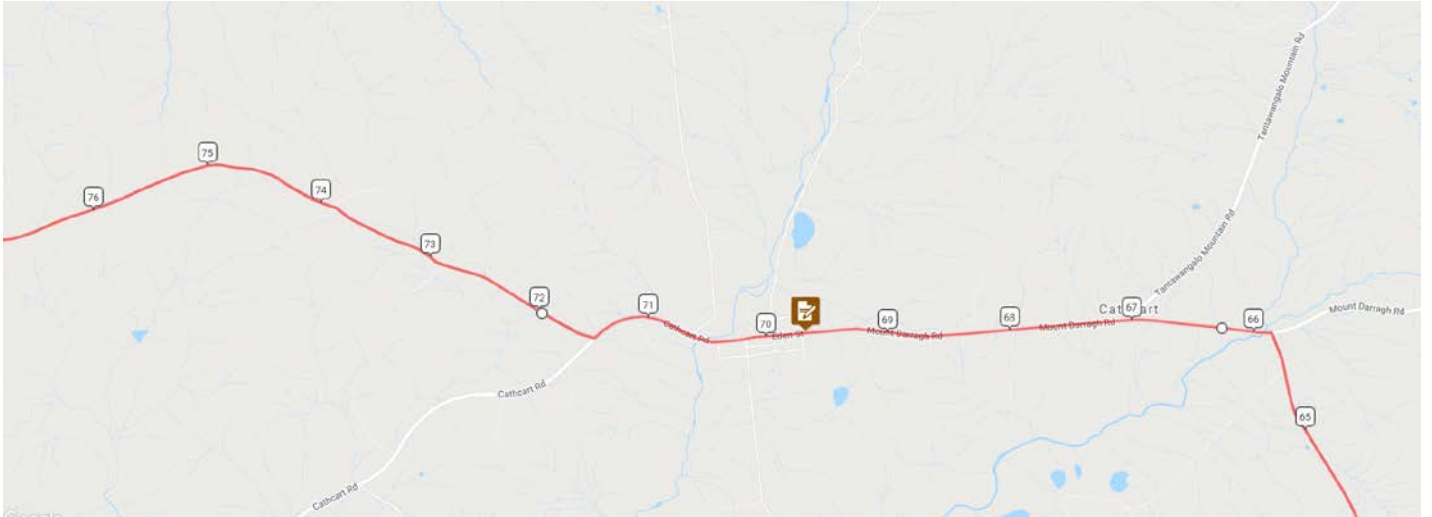


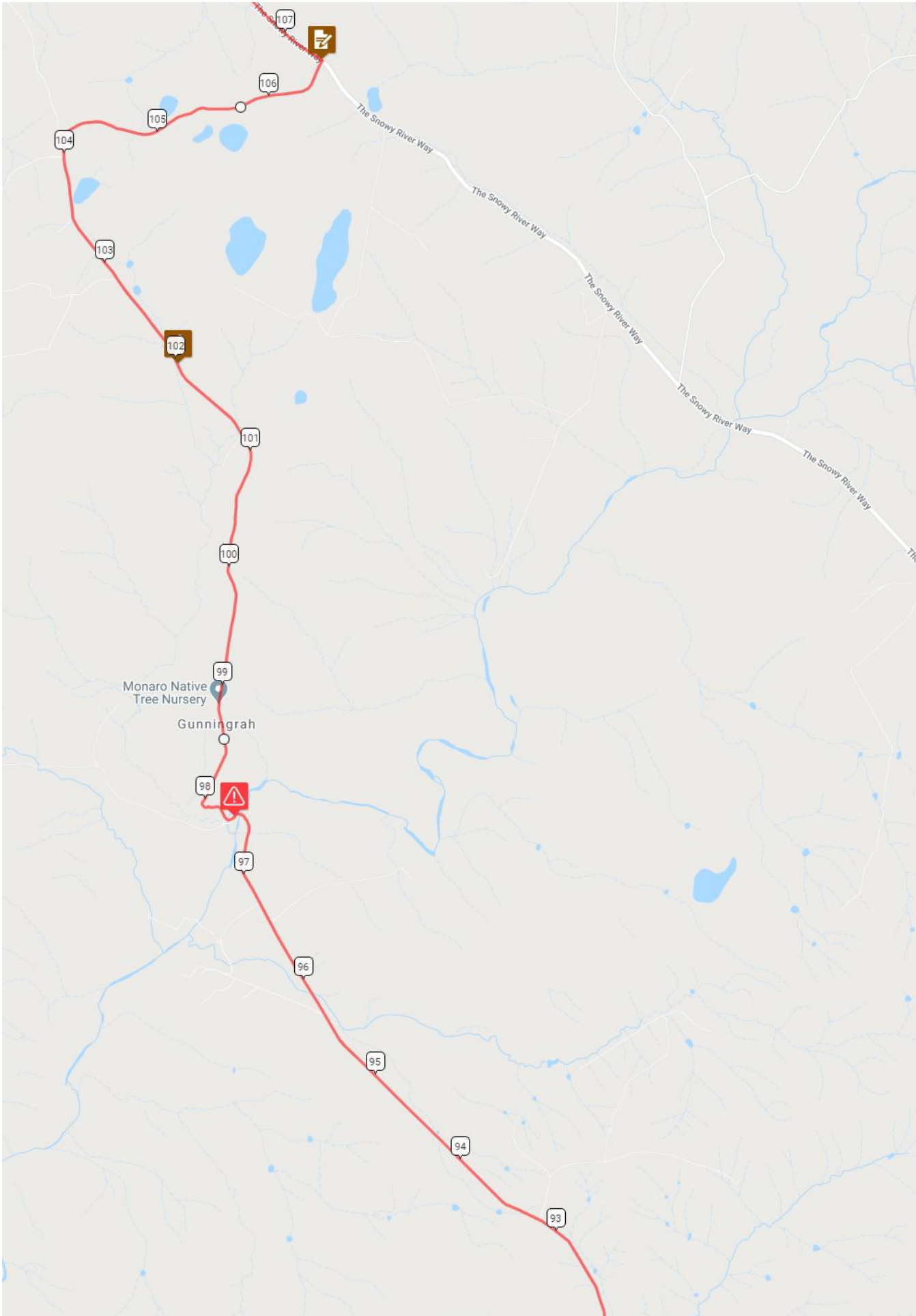


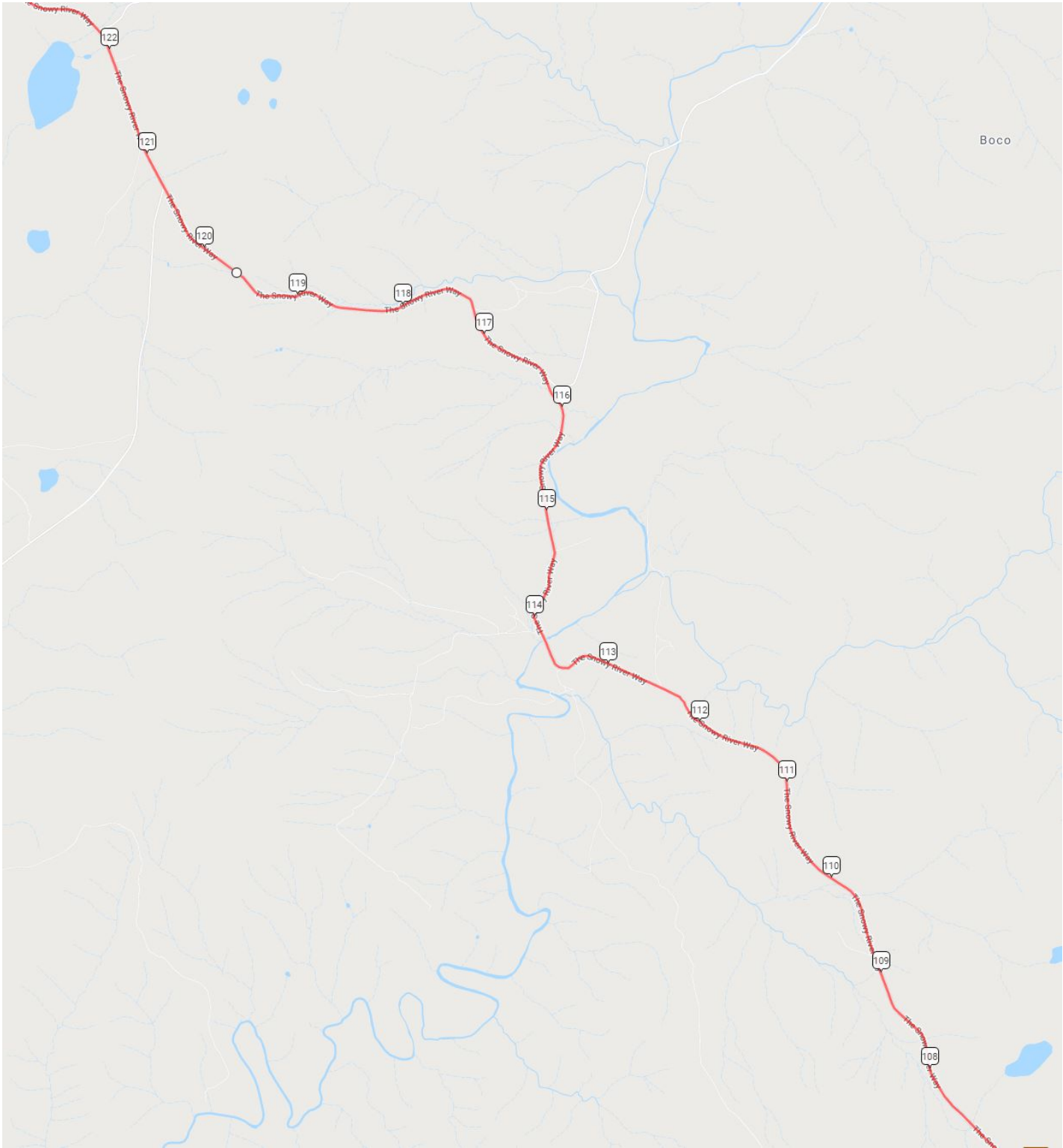


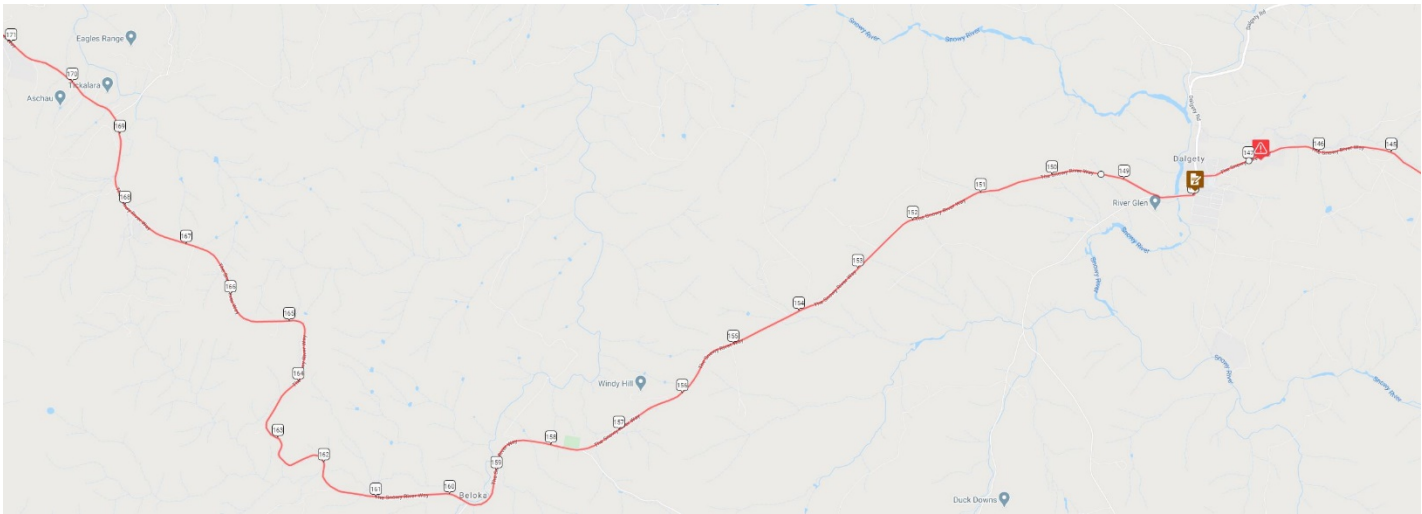


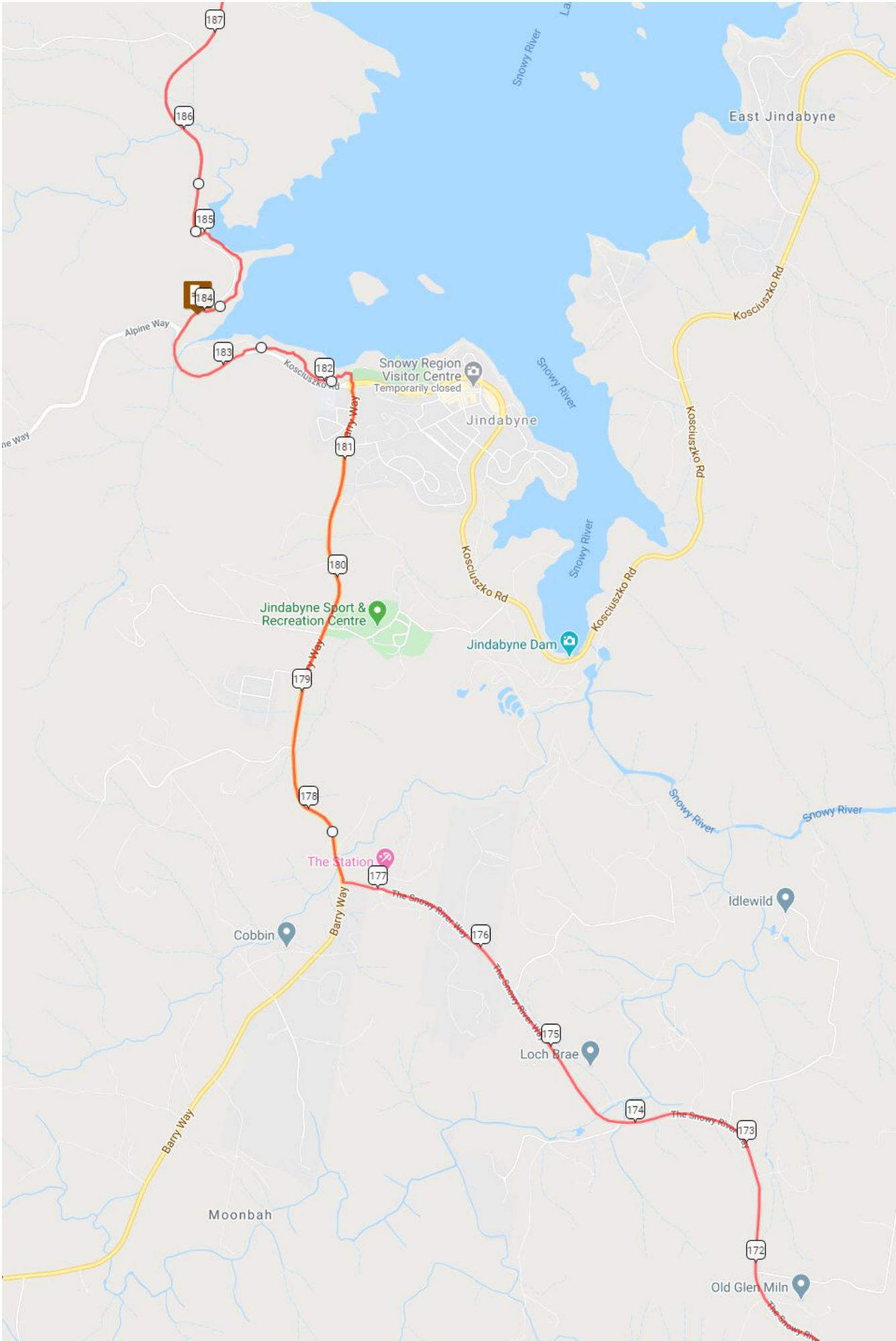
2.1.3 Event Route Within Snowy Monaro Regional Council

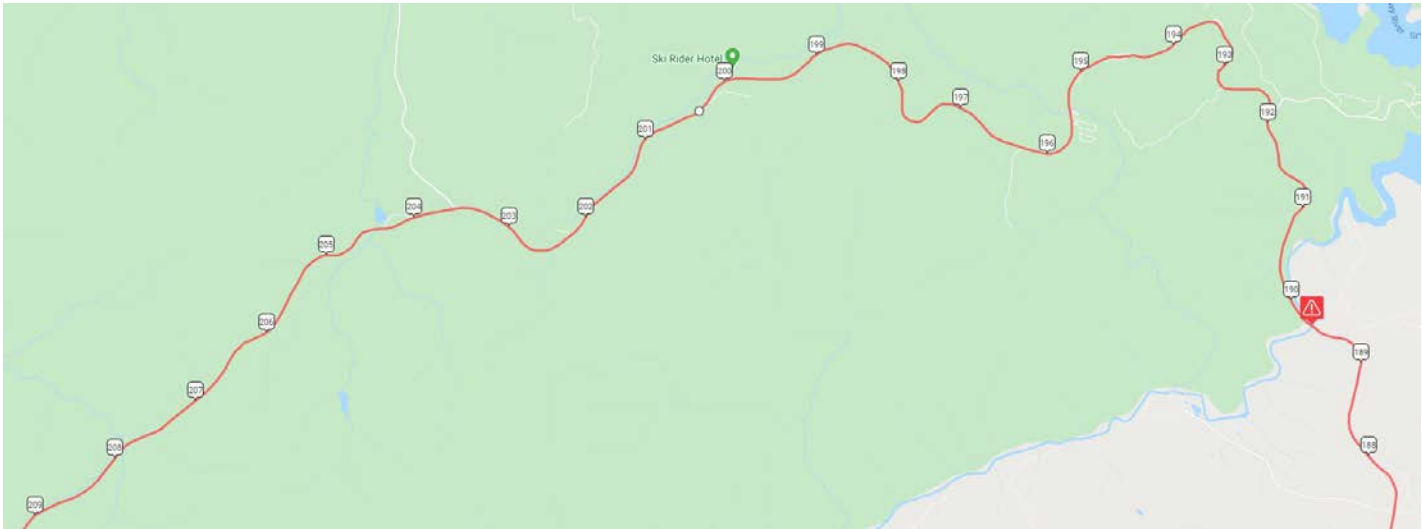












2.1.4 Overall Event Route Details

Direction	Direction Details	Distance Marker	Comments
▶	Start from Boydtown Beach in Twofold Bay, immediately south of Nullica River mouth	0.0km	Commences at 05:30
↑	Continue onto Nullica Mouth Rd	0.0km	
→	Turn right onto Princes Hwy/A1	0.3km	Keep to the right of the safety barrier on the eastern side to cross the Nullica River bridge on footpath
←	After bridge, cross Princes Hwy/A1 here	0.5km	Cross Princes Hwy here where there will be a marshal, complemented with cones, to outline the path. Runners must only cross here under the direction of the marshal, who will be the sole approver to cross the road, pending clear roads on either side
↑	Continue on verge (2m clearance) on left side of Hwy	0.5km	DO NOT RUN on the bitumen
←	Turn left onto firetrail (50m after ' <u>KEEP LEFT UNLESS OVERTAKING</u> ' sign)	0.9km	
↖	Slight left	1.2km	
→	Turn right onto Brandy Creek Trail	2.1km	
←	Turn left onto Towamba Rd	3.7km	There will be a marshal here to ensure everyone has been accounted for; and to ensure everyone is heading in the right direction
→	Turn right to stay on Towamba Rd	5.5km	
↑	Continue onto Ben Boyd Rd	13.1km	
↑	Continue onto Towamba Rd	14.0km	At 23.9km mark, runners meet up with their support crews
↑	Continue onto Pericoe St	35.8km	
↑	Continue straight onto Towamba St	36.4km	
←	Turn left to stay on Towamba St	36.7km	
↑	Continue onto Big Jack Mountain Rd	37.1km	At 50km mark, there is a mandatory checkpoint at Rocky Hall
↑	Continue onto Big Jack Rd	64.0km	
←	Turn left onto Mount Darragh Rd	65.9km	
↑	Continue onto Eden St	69.2km	At 70km mark, there is a mandatory checkpoint at Cathcart General Store
↑	Continue onto Cathcart Rd	70.4km	
→	Turn right onto Black Lake Rd	71.5km	
←	Turn left to stay on Black Lake Rd	81.0km	

→	Turn right onto Monaro Hwy/B23	81.0km	Runners run on right-hand side of the road here, facing oncoming traffic to cross Bombala River
←	Turn left onto Bukalong Siding Rd	81.6km	Cross Monaro Hwy here where there will be a marshal, complemented with cones, to outline the path. Runners must only cross here under the direction of the marshal, who will be the sole approver to cross the road, pending clear roads on either side
→	Turn right onto Gunningrach Rd	90.0km	There will be numerous cattle grids for the next 20kms to negotiate
←	Turn left onto The Snowy River Way	106.6km	There is a mandatory checkpoint here
↑	Continue onto Barnes St	147.5km	There is a Cut-Off Point here for 06:30 on Saturday
←	Turn left onto Campbell St	147.7km	
→	Turn right onto The Snowy River Way	148.0km	At 148.1km mark, there is a mandatory checkpoint at Dalgety Memorial Hall
→	Turn right onto Barry Way	177.3km	
↑	At the roundabout, take the 3 rd exit	181.6km	
←	Turn left onto bike path	181.7km	
←	Turn left to stay on bike path	181.9km	
↑	Continue through Jindabyne Caravan Park	183.7km	There is a mandatory checkpoint here at the Jindabyne Caravan Park
↑	Continue straight ahead to stay on bike path	184.0km	
→	Turn right to stay on bike path	185.0km	
→	Turn right to join Kosciuszko Rd from bike path	185.3km	At 189.4km mark, there is a Cut-Off Point at the Thredbo River crossing for 14:30 on Saturday
←	Slight left	194.4km	
←	Slight left onto Kosciuszko Rd	194.7km	At 212.4km mark, there is a mandatory checkpoint at Perisher Village
→	Slight right onto Summit Walk	221.9km	There is a Cut-Off Point here at Charlotte Pass for midnight on Saturday
→	Turn right to stay on Summit Walk	229.5km	
←	Slight left to stay on Summit Walk	230.2km	At 231.5km mark, the summit of Mt Kosciuszko is reached – turn around and return the same way you came
←	Turn left to stay on Summit Walk	232.8km	
■	Finish just after end of Summit Walk	240.4km	Finish line Cut-Off Point is at 03:30 on Sunday

2.2 Event Timing

The proposed timing for the 2021 **Coast To Kosci** event is Thursday 2 December to Sunday 5 December. The intent is to continue to hold the event in the first week of December on an annual basis.

All people associated with the event make their own way to Eden in order to arrive prior to the Official Welcome and Pre-Event Briefing. Some people may travel and arrive in Eden up to 2-3 days prior.

Event activity in the Bega Valley Shire Council commences at 18:00 on Thursday 2 December and concludes when the final event vehicle departs the shire boundary at Big Jack Mountain Rd at approximately 15:00 on Friday 3 December.

Event activity in the Snowy Monaro Regional Council commences at approximately 11:00 on Friday 3 December and concludes when the final event vehicle crosses the Thredbo River on Kosciuszko Rd at 14:30 on Saturday 4 December.

The key timings of the event are listed below:

- Thursday 2 December:
 - 18:00 – Welcome and Pre-Event Briefing. The Pre-Event Briefing covers off an event overview; the rules and general guidelines; a comprehensive safety briefing; and a check of PPE mandatory materials; and
 - There are no special local traffic requirements or activity i.e. normal on street or off-street parking restrictions would apply. Note that a number of people stay opposite the Eden Fisherman's Club at the Twofold Bay Motor Inn, with off-street parking
- Friday 2 December:
 - 05:00 – Entrants and support teams assemble at Boydtown Beach; and
 - 05:30 – Event commences (with a simple 'go' i.e. no starter's pistol or loud hailer, etc.).
- Saturday 4 December:
 - 06:30 cut-off – Dalgety (148 km/25 hours);
 - 14:30 cut-off – Thredbo River (188 km/33 hours); and
 - 00:00 midnight cut-off – Charlotte Pass (222km/42:30 hours).
- Sunday 5 December:
 - 03:30 cut-off – Charlotte Pass Finish Line (240km/46 hours);
 - 09:00 – Post-Event breakfast at Lake Jindabyne Hotel Motel, McLure Circuit, Jindabyne
 - 09:30 – Event presentation; and
 - 10:30 – All Depart.

2.3 Event Details

Coast To Kosci is a 240km running Ultramarathon from Boydtown Beach at Twofold Bay (just south of Eden) and finishing at Charlotte Pass via Mt Kosciuszko (in the Kosciuszko National Park). The route traverses the following areas:

The event is anticipated to comprise a total of 200 people being:

- 50 runners (participants);
- 125 support crew team members (2.5 average per runner);
- 25 event team members comprising Event Directors, Medics, Marshals and Volunteers; and
- In addition:
 - No pets are allowed on the course as part of the event; and
 - No person under the age of 16 is allowed on the course as part of the event without the express approval of the organisers; and
 - No motor bikes, push bikes, scooters, skateboards or similar means of conveyance, are allowed on the course as part of the event.

2.3.1 Runners

The **Coast To Kosci** is limited to 50 runners:

- Entrants invited or accepted into **Coast To Kosci** are typically very experienced long distance runners who have years of ultramarathon event experience;
- Runners have to qualify by completing 2 x 160km ultramarathons (160km ultramarathons are known as '100 milers') within the 12-month period prior to applying for entry to their initial **Coast To Kosci**;
- Each **Coast To Kosci** normally contains approximately 2/3 of entrants from prior years;
- Each runner receives access to a **Coast To Kosci** event briefing document containing:
 - All maps, including a reference to an online GPS map;
 - Event instructions;
 - Contact details for the following:
 - Event Organisers;
 - Event Medic;
 - Event Marshals;
 - Event Sweeper;
 - Hospital, Police, Ambulance and Medical Centre details for each of (as appropriate) Eden, Bega and Bombala (Bega Valley Shire Council); Cooma and Jindabyne (Snowy Monaro Regional Council);
 - NRMA; and
 - Contact details and vehicle registration details for each entrant where available;
 - Instructions for the NSWRFs 'FiresNearMe' App and 'Emergency+' App (both mandatory);
 - Instructions for when fires approach;
 - Instructions for bridge and causeway crossings;
 - Details of toilet locations e.g. Towamba Sports Oval; bottom of Big Jack Mountain, etc.; and
 - Advice regarding fuel, tyre pressures and general vehicle readiness;
- During daylight hours, each runner will carry a flashing light (i.e. a rear bike light) to be attached to a race belt and worn at the rear. The light must be worn at all times and be set to 'flashing' mode;
- Runners are to run on the verge on the right-hand side of the road towards oncoming traffic at all times. However, for additional safety when running up major steep hills, there are 2 exceptions:

- Running up Big Jack Mountain Road after crossing Towamba River (56.2km) where runners are required to run on the left-hand side of the road until Big Jack Road is reached (63.9km); and
- Running up Beloka hill (162.2km to 165km), regardless of whether it's night-time or daytime, where runners must run 10m-20m in front of their support vehicle on the left-hand side of the road;
- Runners are required to give way and to move off the road as oncoming traffic approaches;
- Runners must not cross the road to a support crew vehicle. A support crew member must 'look left, look right' before determining it is safe to cross the road to their runner;
- Runners must declare any medical conditions/issues as part of the event entry and as immediately prior to the commencement of the event; and
- The Event Directors and Medic have the right to disqualify or withdraw a runner for not adhering to event rules or instructions and guidance from the Medic or Marshals.

2.3.2 Vehicle Support

- It is mandatory for each runner to have a dedicated support crew and support vehicle to ensure the safety and wellbeing of each runner:
 - Runners may only be supported by a single support vehicle;
 - Support vehicles must not be larger than a Toyota Hi Ace-type vehicle;
 - Support vehicles must also carry:
 - Mandatory first aid materials (e.g. space blanket, snake bite bandage, etc.);
 - Mandatory clothing requirements, etc.; and
 - The **Coast To Kosci** event briefing document;
 - It is recommended a support crew contains no more than 3 members;
- Event vehicles are limited to approximately 56 vehicles:
 - One support crew vehicle per entrant (i.e. 50 entrant vehicles);
 - One Event Director Vehicle;
 - One Medic vehicle for a qualified medic;
 - One Lead Vehicle ensuring all is in place;
 - One 'Sweeper' vehicle at the rear of the course to remove any materials; to ensure the course remains 'clean' and litter free'; and to monitor the performance and well-being of runners at the rear of the field;
 - Two vehicles for marshals;
 - No motor bikes, push bikes, scooters, skateboards or similar means of conveyance, are allowed on the course as part of the event; and
 - In addition:
 - No pets are allowed on the course as part of the event; and
 - No person under the age of 16 is allowed on the course as part of the event without the express approval of the organisers.

2.3.3 Vehicular Travel

- Following the commencement of the event:
 - The lead vehicle will travel to Towamba Village ensuring the road is clear (in terms of debris or accidents etc);
 - All other vehicles excluding the Sweeper and Medic vehicles, are directed to travel to Towamba village (approx. 23km via the Princes Highway and Towamba Road);
 - Vehicles are directed not to travel in a convoy fashion;
 - Due to the nature of the first 3.8km of the course being off-road fire trail, support crew vehicles are generally travelling on Towamba Road in advance of the runners. Support crews are not permitted to stop, slow down to talk with runners, or provide services to their runner during this section;

- Vehicles travel in accordance with road rules and no road closures are requested or required;
- The Sweeper and Medic vehicles travel sufficiently later to arrive at Towamba Village after the last runner has arrived at approximately 08:30
- Event Vehicles are instructed to stop past the junction of Towamba Road and Pericoe Rd (there is adequate space off the road for vehicles to safely park);
- After Towamba Village, support crew vehicles are required to travel in a 'leapfrog' manner with their runner, i.e.:
 - Travel approximately 5km ahead of their runner;
 - Park safely off the edge of the road and await their runner; and
 - Once their runner safely passes and the runner is confirmed as being in good condition, the support crew vehicle leapfrogs the runner and moves 5km ahead to again await the runner;
- Each vehicle is required (subject to Council, NSW Police and RMS approval) to travel on all roads on the course at a maximum of 40km per hour and with hazard lights on at all times:
 - Each vehicle will carry as mandatory two 'yellow and black' reflective 'Runner Ahead' magnetic signs to be applied to the front and the rear of each vehicle from Towamba village onwards; and
 - Each vehicle occupant is required to carry and wear as mandatory a 'hi-vis' vest when outside the vehicle regardless of the time of day.

2.3.4 Parking Arrangements

Within Eden (pre-event), no event parking arrangements are required, i.e. normal on street or off-street parking restrictions would apply.

At Twofold Bay, there is sufficient off-road parking space to enable event and participant vehicles to park safely and not to limit access (see map).

At Towamba Village, event vehicles are instructed to stop past the junction of Towamba Road and Pericoe Rd where there is adequate space off the road for vehicles to safely park (see map).

In all other places, event officials will discourage illegal moving and parking manoeuvres along the event route. Additionally, due to the past bushfires, all event vehicles will be discouraged from parking under trees.

2.3.5 Insurances

- Public Liability insurance coverage is available from Tresidder Insurance Brokers under the auspices of AURA (Australian Ultra Runners Association):
 - This includes a Certificate of Currency naming Councils, Police, State Parks and any other interested parties as may be required by the EO. The extent of the AURA cover is as follows:
 - Limit of Liability:
 - Public Liability – \$20,000,000 any one occurrence;
 - Products Liability – \$20,000,000 any one occurrence and in the aggregate;
 - Errors and Omissions – \$1,000,000;
 - Cover **does not** include personal injury insurance (responsibility of entrants);
 - In the event of a claim being made, the event organisers will be required to pay the excess (\$1,000) when the claim is submitted.

2.3.6 Other

- Bushfire Damage: with the recent bushfires, there are three areas to be mindful of:
 - Some fire trails may be inaccessible to either runners or emergency vehicles. One current example is the Brandy Creek Trail being inaccessible to vehicles from the Towamba Rd end. These fire trails will be reviewed 1 month prior to the event start to ascertain if alternative routes need to be utilised.
 - Some unsealed roads may be unusable for emergency vehicles, event vehicles and support vehicles. One current example is Big Jack Mountain Road where slip ups require repair, albeit the road is still trafficable. Again, these will be reviewed 1 month prior to the event start to ascertain if alternative routes need to be utilised; and
 - It is anticipated that there will be an increase in the level of falling vegetation, so parking under trees will be strongly discouraged for example.
- NSW Forestry: Activities have been reviewed and there is one potential area of logging activity: Tantawangalo State Forest (Snowy Monaro Regional Council Area) – logging is planned.

3.0 Mitigation Measures

3.1 Traffic Control Plans

Sydney Traffic Control were consulted to provide and certify any Traffic Control Plans (TCP), which they deemed were necessary, along the entirety of the route. They reviewed the event, route and conditions in detail and recommended the provision of two TCPs:

- TCP1 for a runner running on the right-hand side of the road (which is the case for the majority of the way); and
- TCP2 for a runner running on the left-hand side of the road.

These are provided as attachments.

3.2 Temporary Traffic Management

There is no proposal to close any of the existing roads and there are no changes to traffic arrangements proposed for this event. Vehicle access to all farm driveways, farm gates and residential dwellings with frontages to the route will be maintained.

In addition, marshals will be positioned at a number of locations to guide runners at selected route crossing points. A marshal will be present at each of these points and each point will have a designated crossing point marked by orange traffic cones on either side of the crossing. A participant may only cross the road at this point and only under advice and direction from the marshal.

These crossing points include:

- Bega Valley Shire Council Region:
 1. At 0.5km on the Princes Highway, just north of the Nullica River bridge; and
 2. At 3.7km where the Brandy Creek Trail joins Towamba Rd.
- Snowy Monaro Regional Council Region:
 1. At 81.6km on the Monaro Highway, just north of the Bombala River bridge; and
 2. At 181.6km at the junction of Barry Way and Kosciuszko Rd.

All event vehicles (e.g. Event Director, Medic, Marshals) will discourage support vehicle illegal traffic and parking manoeuvres along the event route.

3.3 Emergency Vehicle Access and Access to Medical Facilities

There is no proposal to close any of the existing roads. As such, vehicle access, especially for emergency providers, would be maintained at all times.

The Event Directors, volunteers and all entrants and support crews will also have a copy of contact details for:

South East Regional Hospital Bega
4 Virginia Drive, Bega NSW 2550 Ph: 6491 9999

Cooma Hospital (24 Hr Accident and Emergency)
Bent St, Cooma NSW 2630 Ph: 6455 3222

Eden Community Health Centre
Twofold Arcade, Eden, NSW, 2551 Ph: 02 6496 1436

Bombala Medical Centre
130 Wellington St, Bombala NSW 2632 Ph: 6458 3022

Cooma – Ochre Medical Centre
184 Sharp St, Cooma NSW 2630 Ph: 6455 0000

Cooma - Bombala Street Surgery
62 Bombala St, Cooma NSW 2630 Ph: 6452 5888

Jindabyne HealthOne
5 Thredbo Terrace, Jindabyne NSW 2627 Ph: 02 6457 1221

Snowy River Health Centre
Thredbo Terrace Jindabyne, NSW 2627 Ph: 02 6457 1221

Snowy Mountain Medical Centre
Nugget's Crossing, 22 Snowy River Ave, Jindabyne NSW 2627 Ph: 02 6456 2545

3.4 Event Management

The event is not intended to be promoted to the wider community in a manner which would encourage attendance or spectators on the course (and the course route does not encourage spectators). Promotion to the local community would be of a manner to support the region and create a degree of local pride that the premier ultramarathon event in Australia is being held within the Bega Valley Shire Council and the Snowy Monaro Regional Council.

The numbers of entrants is capped at 50, and support teams are of limited numbers. The event will be promoted to the running community nationally and internationally via social media.

Upon confirmation of entry, successful entrants will be informed of the event schedule. All details of the event will also be provided to entrants and their support crews. The pre-event dinner and event briefing will also advise entrants and support crews of all event details, rules and requirements.

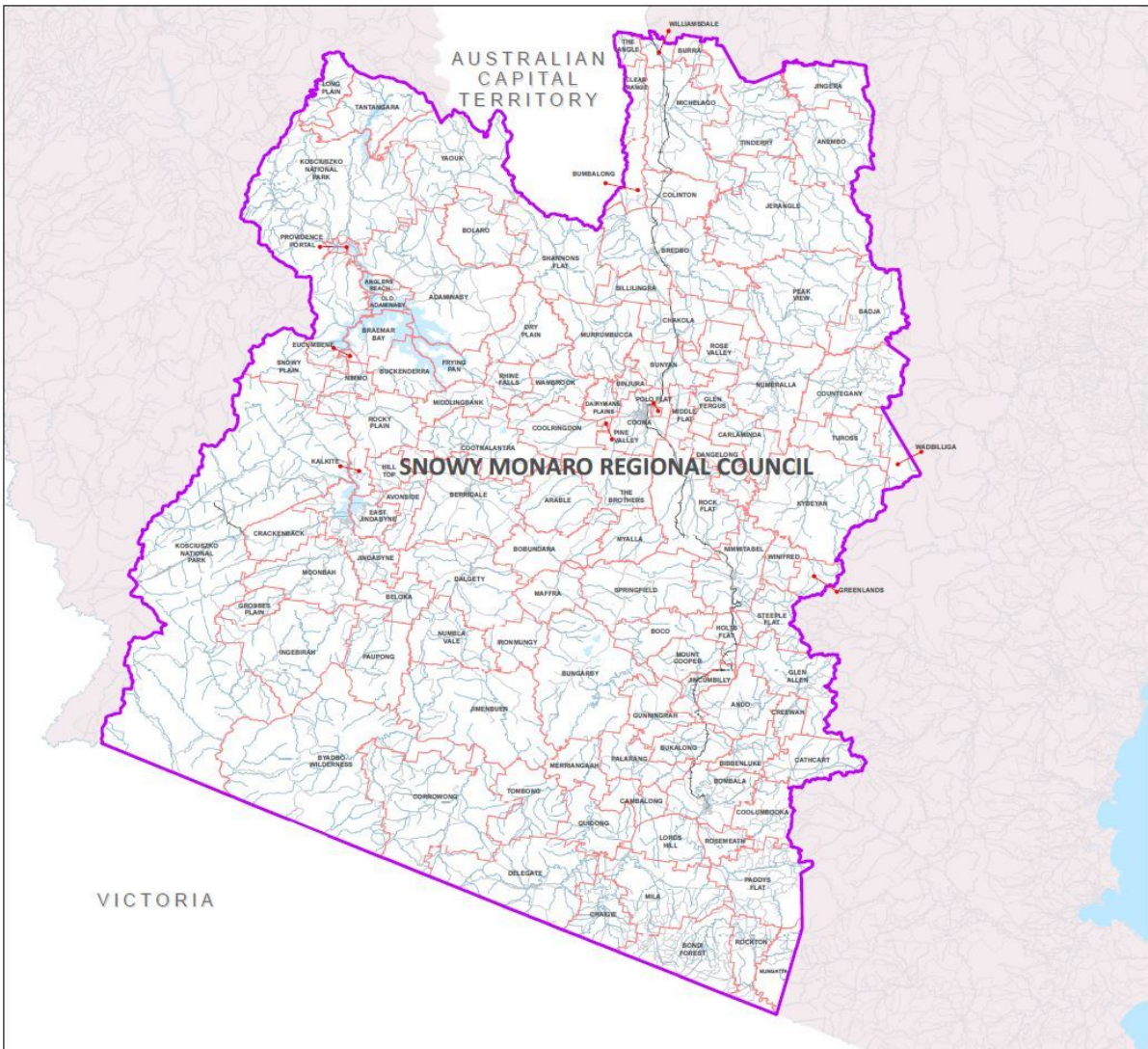
Based on the limited number of attendees, no additional mitigation measures are expected to be required to manage the potential parking and traffic impacts. However, if there is overwhelming interest in the events, additional mitigations measures such as a community shuttle to and from the event start may be explored for future events.

Communications to Residents: Local community Facebook Pages will receive information about the event to ensure Residents are aware of the event. Signs that comply with Transport for NSW / RMS guidelines will be placed along the event route in the days preceding the event to ensure local residents are aware where runners/event traffic will be on the roads in the area.

Note that any complaints from residents along the route to the organisers will be shared with the respective Traffic Committees of Bega Valley Shire Council and Snowy Monaro Regional Council.

The event route will also be checked twice before the event start, once at 1 month prior, the other at 2 days prior. This is to confirm that no additional hazards such as fallen trees, debris or dangerous areas have transpired. Any additional hazards such as fallen trees, debris or dangerous areas will be included in the pre-event briefing on the evening prior to the event.

Appendix 2: Snowy Monaro Regional Council



Attachment 1: TCP for Runner on Right-Hand Side of Road

Attachment 2: TCP for Runner on Left-Hand Side of Road

Attachment 3: Traffic Control Duties

Attachment 4: Checkpoint Times



Date: 19/05/2020 **Author:** Craig Reeves **Project:** Coast to Kosci Ultra Marathon
Client: Ultra Marketing **Contact:** Greg Wallace **Phone:** 0417 224 697
Plan Number: 1794/20 **PWZ&TMP Card Number:** 0052288365

Comments:

This plan was designed by Craig Reeves of Sydney Traffic Control in accordance with Australian Standards and the RMS's Traffic Control on Worksite Handbook Version 5.0. The plan is designed for the Coast to Kosci Ultra Marathon and event team members will be in attendance to implement and monitor the TCP. All traffic control plans are copyright/property of Sydney Traffic Control and are not transferable unless authorized by Sydney Traffic Control. Any question please contact Craig Reeves of Sydney Traffic Control on 80681844.

Legend

-  Cone
-  Event marshal
-  Event Vehicle
-  Runner
-  Runner Ahead

Minimum of 200MTRS sight distance on both sides of the road at crossing points. If 200MTRS can not be maintained then an extra event marshal is to be positioned further along the road & two way communication is to be used to ensure runners safety when crossing.

Crossing Points - Refer to section 3.0

Lead Vehicle- Refer to section 2.3.2 & 2.3.3

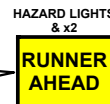


Support Vehicle Refer to section 2.3.2 & 2.3.3



Runner- Refer to section 2.3.1

Sweeper Vehicle- Refer to section 2.3.2 & 2.3.3



PLAN NOT TO SCALE



Date: 19/05/2020 **Author:** Craig Reeves **Project:** Coast to Kosci Ultra Marathon
Client: Ultra Marketing **Contact:** Greg Wallace **Phone:** 0417 224 697
Plan Number: 1795/20 **PWZ&TMP Card Number:** 0052288365

Comments:

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Legend



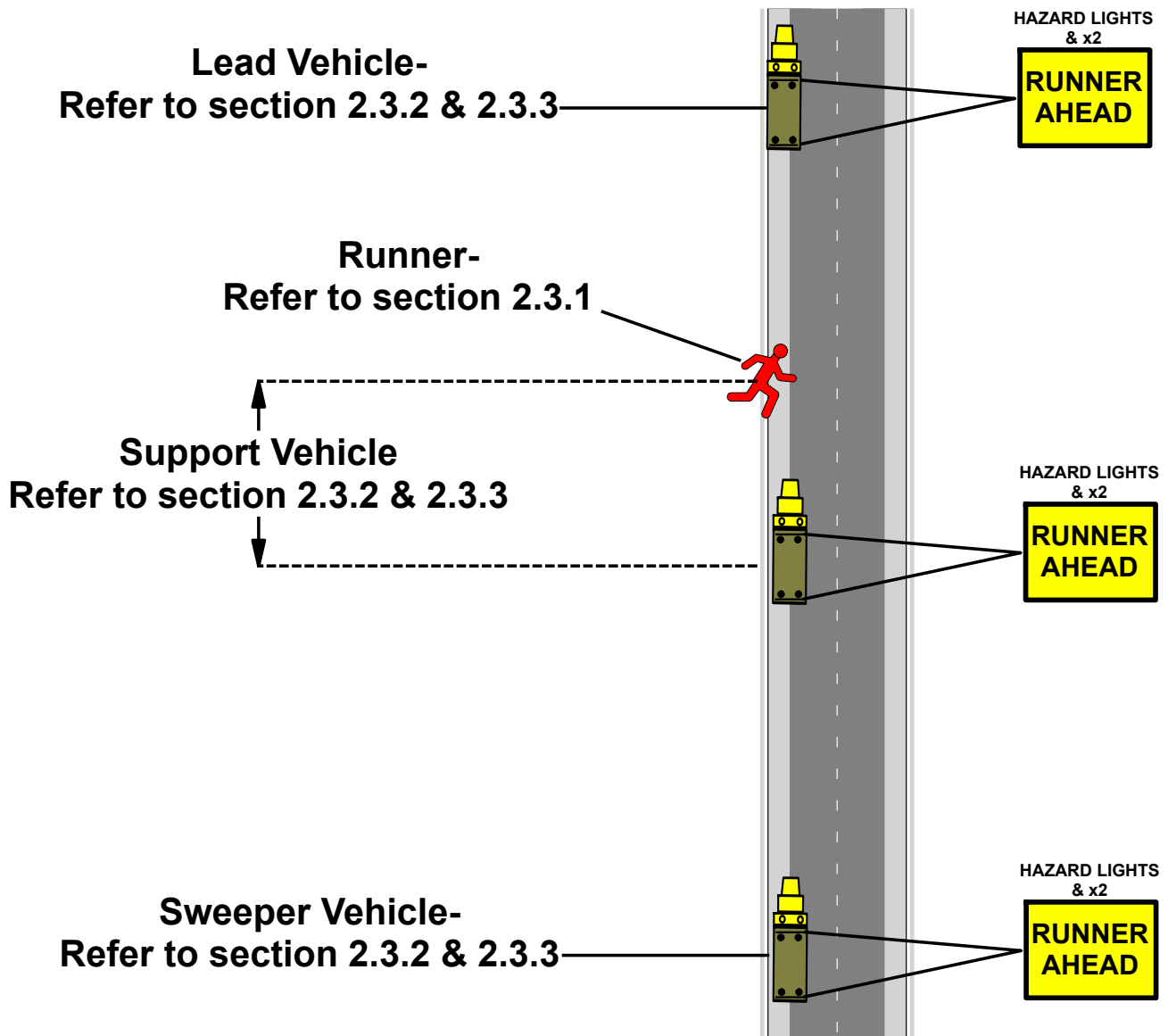
Event Vehicle



Runner



Runner Ahead



PLAN NOT TO SCALE

Traffic Control Locations and Duties

1. Traffic Control Locations

Marshals will be positioned at a number of locations to guide runners at selected route crossing points. Each crossing point will be marked by orange traffic cones on either side of the crossing. A participant may only cross the road at this point and only under advice and direction from the marshal.

1.1 Bega Valley Shire Council Region

There are two crossing points which will be marshalled in the Bega Valley Shire Council region:

1. At 0.5km on the Princes Highway, just north of the Nullica River bridge; and
2. At 3.7km where the Brandy Creek Trail joins Towamba Rd.

1.2 Snowy Monaro Regional Council Region

There are two crossing points which will be marshalled in the Snowy Monaro Regional Council region:

1. At 81.6km on the Monaro Highway, just north of the Bombala River bridge; and
2. At 181.6km at the junction of Barry Way and Kosciuszko Rd.

2. Traffic Control Duties for Event Marshals

Marshals need to undertake the following duties:

2.1 Preparatory Stage

1. Receive and acknowledge safety briefing and instructions
2. Receive and familiarise with event documentation, contact numbers etc
3. Wear hi-vis vest (vest in accordance with Australian Standards)
4. Ensure designated crossing point is safe and clear and aligns with Traffic Control Plan
5. Place marker cones on either side of road to designate runner crossing point as per traffic control plan

2.2 Marshal Stage

1. Raise hand as 'caution' to approaching runner and direct runner to Wait
2. Scan junction and approaches:
 - i) Prohibit crossing if any approaching vehicles are within 400m or it is deemed not safe to cross even if vehicle is greater than 400m distance
 - ii) Advise runner if crossing site is clear and safe to cross
 - iii) Watch runner and approaching roadway to ensure a safe crossing

2.3 Post-Marshall Stage

(When all runners and sweep vehicles have passed)

1. Scan junction and approaches
2. If site is Clear and safe to cross, cross and remove cones
3. Scan junction and ensure any litter or traces of presence are removed and stored safely for later disposal
4. Advise organisers site is now closed

2.4 Additional Notes

1. Marshals to follow all instructions at all times from any Police or Emergency Services present.
2. Contingency for personnel who fail to show on the day will be to replace with other marshal volunteers available

Snowy Monaro Regional Council: Traffic Control Locations and Duties

Traffic Control Locations:

1. Big Jack Rd / Mount Darragh Rd junction
2. Monaro Highway / Bukalong Siding Rd junction
3. Barry Way / Kosciuszko Rd junction (adjacent suitable crossing point to Jindabyne Lake Bikepath)

Traffic Control Duties for event marshals.

Event marshal to:

Preparatory Stage

1. Receive and acknowledge safety briefing and instructions
2. Receive and familiarise with event documentation, contact numbers etc
3. Wear hi-vis vest (vest in accordance with Australian Standards)
4. Ensure designated crossing point is safe and clear and aligns with Traffic Control Plan
5. Place marker cones on either side of road to designate runner crossing point as per traffic control plan

Marshal Stage

1. Raise hand as 'caution' to approaching runner and direct runner to Wait
2. Scan junction and approaches:
 - a. Prohibit crossing if any approaching vehicles are within 400m or it is deemed not safe to cross even if vehicle is greater than 400m distant
 - b. Ensure runner is wearing appropriate/correct safety equipment
 - c. Advise runner if crossing site is Clear and safe to cross
 - d. Watch runner and approaching roadway to ensure a safe crossing

Post Marshal Stage (i.e. all runners and sweep vehicles have passed)

1. Scan junction and approaches
2. If site is Clear and safe to cross, cross and remove cones
3. Scan junction and ensure any litter or traces of presence are removed and stored safely for later disposal.
4. Advise organisers site is now closed.

NB

1. Marshals to follow all instructions at all times from any Police or Emergency Services present.
2. Contingency for personnel who fail to show on the day will be to replace with other marshal volunteers available.

Bega Valley Council:

Table of Anticipated Travel Times, including 1st Participant and Last Participant arrival times at significant check points:

Checkpoint	First Participant Arrival Time (approx.)	Last Participant Arrival Time (approx.)
Race Start	5:30am 3 December	5:30am 3 December
Pericoe Rd / Towamba Rd intersection	7:30am 3 December	9:00am 3 December
Rocky Hall	9:45am 3 December	1:00pm 3 December
Big Jack Mountain Rd (Top of Big Jack Mountain)	11:15am 3 December	3:30pm 3 December

Snowy Monaro Regional Council:

Table of Anticipated Travel Times, including 1st Participant and Last Participant arrival times at significant check points:

Checkpoint	First Participant Arrival Time (approx.)	Last Participant Arrival Time (approx.)
Entry point to Snowy-Monaro Regional Shire (Big Jack Rd)	11:30 3 December	17:30 3 December
Dalgety	7pm 3 December	6:30am 4 December
Thredbo River (Kosciuszko Rd)	11pm 3 December	2:30pm 4 December



Risk Assessment Plan

May 2021

Version Control

Date	Version	Amendments
15 May 2020	1.0	First Draft
20 May 2020	2.0	Final
22 May 2021	3.0	Reviewed and revised

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1.0 Risk Framework

1.1 Overview

An assessment of the risks involved in safely running the **Coast To Kosci** ultramarathon event has been undertaken; suffice to say that safety is of paramount importance.

Risks have been identified and, where applicable, mitigation strategies have been developed to either eliminate the risk or to minimise the risk SFAIRP (So Far As Is Reasonably Practicable).

Lastly, the risks have then been rated and ordered in terms of seriousness.

1.2 Risk Rating

(Sourced and adapted from the RMS Guide to Traffic Control at Work Sites)

Risks are assessed by determining how much harm or damage they can cause (consequence) and how likely they are to result in harm (likelihood). This analysis is based on all the identified controls being in place, with their established degree of effectiveness.

1.2.1 Consequence

Consequence is the outcome resulting from a risk being realised – an appropriate consequence rating can be selected using the table below:

Consequence Rating	Description
Insignificant	Illness, first aid or injury not requiring medical treatment; or incident not requiring intervention => No diversion of focus in running the event
Minor	Minor injury or illness requiring medical treatment; or incident requiring intervention => No diversion of focus in running the event post treatment or post intervention
Moderate	Minor injuries or illnesses or incidents => diversion of focus resulting in handover of focus of running the event to alternate Race Director
Major	1 to 10 serious injuries or illnesses or incidents => potential permanent impairment with event being temporarily stopped to ascertain viability of continuing with event
Severe	Single fatality, single life-threatening incident, or 11 to 20 serious injuries or illnesses or incidents => immediate cessation of event
Catastrophic	Multiple fatalities, multiple life-threatening incidents, or more than 20 serious injuries or illnesses or incidents => immediate cessation of event

Note that serious injury or illness is defined by the *WHS Act, Section 36*.

1.2.2 Likelihood

Likelihood is the chance of something happening – an appropriate likelihood rating can be selected using the table below:

Likelihood Rating	Description
Almost certain	<ul style="list-style-type: none"> • Expected to occur multiple times (10 or more times) during any given year • Expected to occur at least 1 in every 4 times the event or action occurs ie more than 25% chance of occurrence • This risk is known to occur frequently
Very likely	<ul style="list-style-type: none"> • Expected to occur occasionally ie 1 to 10 times during any given year • Expected to occur between 1 in 4 and 1 in 10 times the event or action occurs ie 10 to 25% chance of occurrence • This risk is known to occur often
Likely	<ul style="list-style-type: none"> • Expected to occur once during any given year • Expected to occur between 1 in 10 and 1 in 100 times the event or action occurs ie 1 to 10% chance of occurrence • This risk is known to have occurred on occasions
Unlikely	<ul style="list-style-type: none"> • Expected to occur once every 1 to 10 years • Expected to occur between 1 in 100 and 1 in 1000 times the event or action occurs ie 0.1 to 1.0% chance of occurrence • This risk could occur but not often
Very unlikely	<ul style="list-style-type: none"> • Expected to occur once every 10 to 100 years • Expected to occur between 1 in 1000 and 1 in 10,000 times the event or action occurs ie 0.01 to 0.1% chance of occurrence • It is unusual that this risk occurs but it has happened
Almost unprecedented	<ul style="list-style-type: none"> • Not expected to occur in the next 100 years ie less than once every 100 years • Expected to occur less than 1 in 10,000 times ie if ever the event or action occurs ie less than 0.01% chance of occurrence • Any risk can occur but it is very improbable that this risk will occur within the large number of events

1.2.3 Rating

The risk rating is determined by combining the consequence and likelihood measures and using the risk evaluation matrix below:

			Consequence					
			Insignificant	Minor	Moderate	Major	Severe	Catastrophic
			C6	C5	C4	C3	C2	C1
Likelihood	Almost certain	L1	M	H	H	VH	VH	VH
	Very likely	L2	M	M	H	H	VH	VH
	Likely	L3	L	M	M	H	H	VH
	Unlikely	L4	L	L	M	M	H	H
	Very unlikely	L5	L	L	L	M	M	H
	Almost unprecedented	L6	L	L	L	L	M	M

The definitions and required response(s) or action(s) are outlined below:

Rating	Definition	Response or Action
VH	Very high	Significant and urgent action is required to eliminate the safety risk or reduce the consequence or likelihood of the risk and the overall risk exposure. Activities exposed to this level of safety risk cannot proceed without the approval of the Race Director.
H	High	Immediate action is required and effort must be made to ensure that the safety risk is eliminated SFAIRP, or minimised SFAIRP if elimination is not reasonably practicable. Activities exposed to this level of safety risk cannot proceed without the approval of the Race Director.
M	Medium	Action is required and effort must be made to ensure that the safety risk is eliminated SFAIRP, or minimised SFAIRP if elimination is not reasonably practicable. Activities exposed to this level of safety risk cannot proceed without the approval of the Race Director.
L	Low	A level of safety risk that requires monitoring and review to ensure that the safety risk remains at this level.

2.0 Identified Risks

2.1 Climate and Weather

Identified risks relating to climate and weather are as follows:

Risk	Mitigation	Rating
Severe weather from Charlotte Pass to Mt Kosciuszko	<ul style="list-style-type: none"> Mountain weather can become very severe, very quickly – need to rely on advice from NPWS Ranger as to whether the summit route is usable If the summit route is unusable, Charlotte Pass will become the new finish line Continual monitoring of weather forecasts in advance Continual consultation with NPWS Rangers 	C2 L2
Flooding on route	<ul style="list-style-type: none"> Continual monitoring of weather forecasts in advance Continual consultation with local Councils Continual consultation with NPWS Rangers In advance, research areas on the route where flooding has previously occurred; additionally, research areas on the route where flooding could potentially occur Plan alternative routes for these areas in advance 	C4 L4
Snowfall in Kosciuszko National Park	<ul style="list-style-type: none"> Continual monitoring of weather forecasts in advance Continual consultation with NPWS Rangers Carry snow-removing equipment to clear a safe path 	C5 L2
King tide preventing access to Boydtown Beach at start of race	<ul style="list-style-type: none"> Continual monitoring of weather forecasts in advance Move start of race to Eden Discovery Caravan Park 	C5 L4

2.2 Environmental

Identified risks relating to the environment are as follows:

Risk	Mitigation	Rating
Bushfires on immediate route	<ul style="list-style-type: none"> Continual monitoring of weather forecasts in advance Continual consultation with NPWS Rangers Continual consultation with local RFS Continual use of RFS apps “Fires Near Me” and “Emergency+” In advance, research areas on the route where bushfires have previously occurred; additionally, research areas on the route where bushfires could potentially occur Plan alternative routes for these areas in advance 	C2 L3
Increase in level of falling vegetation (as a result of recent bushfires)	<ul style="list-style-type: none"> Continual monitoring of weather forecasts in advance Continual consultation with local Councils Continual consultation with NPWS Rangers 	C3 L3

	<ul style="list-style-type: none"> Scout the route twice before the event start: once at 1 month prior; and another 2 days prior – allows alternative routes to be ascertained and setup Parking under trees is prohibited Strongly advise of the danger of running under trees 	
Garbage discarded by runners and support crew	<ul style="list-style-type: none"> The route traverses many stunning and significant areas of natural beauty. Everyone involved in the event will be educated on the imperative to “take only memories, leave only footprints!” This will be emphasised in any documentation and pre-race briefing A ‘sweeper’ will move through the route, once everyone has gone through, to ensure no garbage has been inadvertently left 	C4 L3
Available toilets	<ul style="list-style-type: none"> Various toilet amenities are located along the route and are clearly marked on the map route Everyone involved in the event will be asked to carry a large zip lock bag and toilet paper should toilet amenities be out of reach. And to dispose of thoughtfully. 	C4 L3
Logging occurring adjacent to the route => logging trucks on the route	<ul style="list-style-type: none"> Continual monitoring of NSW Forestry activity adjacent to the route Plan alternative routes for these areas in advance Event organisers have subscribed to automatic updates via email alerts from NSW Forestry 	C4 L5

2.3 Medical Incidents

Identified risks relating to medical incidents are as follows:

Risk	Mitigation	Rating
COVID-19	<ul style="list-style-type: none"> Rigorously follow any and all NSW COVID-19 restrictions and guidelines in place at the time of the event, e.g. social distancing, testing prior to the event Educating everyone involved in the event in appropriate personal health, hygiene and safe support Minimising any touch points Maintain current event density – ensure the race keeps to a limit of 50 athletes and approximately 150 others Facilitate some element of screening if necessary 	C2 L3
Emergency treatment	<ul style="list-style-type: none"> Notify local emergency services in advance of the event For organisational purposes, the route has been divided into 5 ~50km sections. At least 1 qualified First-Aider will be present for each 50km section whilst runners remain within that section – they will provide an emergency first response if required No more than 3 sections will be active at any one time => each First Aider will be equipped with a satellite phone, given mobile reception in some areas of the route is patchy 	C3 L4

	<ul style="list-style-type: none"> • There is no proposal to close any of the existing roads. As such, vehicle access, especially for emergency providers, would be maintained at all times • The Event Directors, volunteers and all entrants and support crews will also have a copy of contact details for all emergency services 	
First Aid treatment	<ul style="list-style-type: none"> • Notify local emergency services in advance of the event • For organisational purposes, the route has been divided into 5 ~50km sections. At least 1 qualified First-Aider will be present for each 50km section whilst runners remain within that section – they will provide an emergency first response if required • No more than 3 sections will be active at any one time => each First Aider will be equipped with a satellite phone, given mobile reception in some areas of the route is patchy • There is no proposal to close any of the existing roads. As such, vehicle access, especially for emergency providers, would be maintained at all times • The Event Directors, volunteers and all entrants and support crews will also have a copy of contact details for all emergency services 	C5 L4
Dealing with hyperthermia and hypothermia	<ul style="list-style-type: none"> • Each support crew and each First-Aider will carry the necessary equipment to deal with either situation, e.g. emergency blankets, ice packs, etc. 	C5 L4

2.4 Route

Identified risks relating to the route are as follows:

Risk	Mitigation	Rating
Event takes place during night-time as well as daytime (daytime only within BVSC)	<ul style="list-style-type: none"> • All runners must run on the right-hand side of the road, facing oncoming traffic • During night-time, all runners must wear a head torch, a hi-vis vest and a flashing rear bike light • All support vehicles should activate their warning lights when following their runners • All support vehicles to display their 'Runners Ahead' warning signs at the front and rear of their vehicle at all times • All major road crossings will be marshalled – runners must adhere to all instructions and directions provided by marshals and/or any other police or emergency services 	C3 L4
Running on Kosciuszko Rd from Jindabyne to Charlotte Pass	<ul style="list-style-type: none"> • As above, but all runners must wear a hi-vis vest at all times • It is recommended that all runners be accompanied by a running partner, who must also wear a hi-vis vest at all times 	C3 L4

Running to the summit of Mt Kosciuszko, returning to Charlotte Pass	<ul style="list-style-type: none"> • As above, for runners • It is compulsory that all runners must carry additional mandatory safety equipment • It is recommended to be accompanied by a running partner, who must also wear a hi-vis vest at all times • A marshal will be present at Charlotte Pass – they will permit the runner to attempt a summit, dependent on the welfare of the runner and the weather 	C3 L4
Prior notifications provided to urban areas	<ul style="list-style-type: none"> • Notifications to be provided via council websites and local community social media sites 	C5 L5
Accident on the route	<ul style="list-style-type: none"> • Information on accident guidelines provided to everyone in race documentation and at pre-race briefing • Race Director(s) or First Aiders to contact emergency services • Race Director(s) or First Aiders to attend as quickly as practicable and to secure the area 	C4 L4
Breakdown on the route	<ul style="list-style-type: none"> • Information on breakdown guidelines provided to everyone in race documentation and at pre-race briefing • Race Director(s) or First Aiders to attend as quickly as practicable and to ascertain extent of problem 	C4 L4
Bridge crossing problems	<ul style="list-style-type: none"> • Covered off as per floods above 	C4 L4

2.5 Running of the Event

Identified risks relating to the running of the **Coast To Kosci** event are as follows:

Risk	Mitigation	Rating
Communications unavailable	<ul style="list-style-type: none"> • Whilst mobile reception along the route has markedly improved over the years, there are still some areas where mobile reception is patchy • In conjunction with smartphones, 5 satellite phones (tbc) will be available for key organisers to utilise – dependent on what sections of the route are active • Race organisers will have full contact list 	C5 L3
Marshal capability	<ul style="list-style-type: none"> • Marshals chosen will have prior event experience, e.g. Sydney marathon • Marshals to receive specialist pre-race briefing in accordance with TMP and TCPs 	C5 L4
Absence of marshal or volunteer	<ul style="list-style-type: none"> • Contingency will be drawn from a surplus marshal and volunteer pool • All marshals and volunteers need to check-in and check-out of their positions (30mins prior to designated required time) 	C5 L4
Slow participants	<ul style="list-style-type: none"> • Mandatory cut-off times exist • Race organisers have discretion to withdraw runners at any time regardless of cut-off times 	C5 L4



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CERTIFICATE OF CURRENCY

We hereby confirm that we have arranged the insurance cover mentioned below:

AUSTRALIAN ULTRA RUNNERS ASSOCIATION INC
 49 HARNESS STREET
 KINGSLEY WA 6026

Date: 23/11/2020
Our Reference: AUST ULTRA

Class of Policy: PLATINUM LIABILITY - AMATEUR SPORTS
Insurer: AIG AUSTRALIA LIMITED
 LEVEL 19, 2 PARK STREET, SYDNEY, NSW, 2000
 ABN: 93 004 727 753
The Insured: AUSTRALIAN ULTRA RUNNERS ASSOCIATION INC

Policy No: SUAS004975
Invoice No: 25224
Period of Cover:
 From 28/11/2020
 to 28/11/2021 at 4:00 pm

Details:

See attached schedule for a description of the risk insured

IMPORTANT INFORMATION

The Proposal/Declaration:

- is to be received and accepted by the Insurer
- has been received and accepted by the Insurer

The total premium as at the above date is:

- to be paid by the Insured
- part paid by the Insured
- paid in full by the Insured
- paid by monthly direct debit

Premium Funding

- This policy is premium funded

Schedule of Insurance

Class of Policy:	PLATINUM LIABILITY - AMATEUR SPORTS	Policy No:	SUAS004975
The Insured:	AUSTRALIAN ULTRA RUNNERS ASSOCIATION INC	Invoice No:	25224
		Our Ref:	AUST ULTRA

This Certificate is a summary of the policy and is not intended to amend, extend, replace or override the policy terms and conditions. In the event of any inconsistency between this Certificate and the policy, the policy prevails.

=====
Please see full policy schedule for any endorsements attaching to and forming part of the policy.
=====

Sporting Club:
Australian Ultra Runners Association Inc

Interested Parties:
Bega Valley Shire Council
Snowy Monaro Regional Council
NSW National Parks and Wildlife Service
NSW Police
Transport for NSW
NSW Roads and Maritime
Ultramarketing Pty Ltd
The Summit Track

Insured Business (Activities):
Marathon & running events management including planning & operation

Event:
Coast 2 Kosci
4-6 December 2020

=====
General Liability

Limit of Indemnity for Part A \$ 20,000,000

Professional Indemnity

Limit of Indemnity for Part B \$ 1,000,000
=====

Important Notice

This contract of insurance has been arranged by Sports Underwriting Australia Pty Ltd as agents of the Insurer, AIG Australia Limited, under a binding authority issued by AIG Australia Limited.
=====



Towamba Public School

Parents and Citizens Association



President: Esther Coen-Graham
0402 613 960

Sec. Karen Nelson
0428 277 929

30 March 2021

To whom it may concern,

I am writing on behalf of the Towamba P&C to acknowledge the importance of the Coast to Kosci Ultramarathon to our school fundraising efforts. Towamba Public School has 20 students currently enrolled. With only 11 school families, the majority of our fundraising is drawn from outside the school community. We consider this opportunity to fundraise particularly important and welcomed.

Breakfast catering for the Coast to Kosci Ultramarathon has previously been our major fundraiser each year, bringing in \$1000 - \$1500 profit. Funding brought in by the P&C is used for additional school resources and to discount excursions to make them accessible and affordable for all families.

The Coast to Kosci is also well supported by the wider Towamba community who see the benefit this event has for the school as well as the community as a whole. Not only P&C members, but past Towamba school parents, school staff and other community members have volunteered to help cater this event at the crack of dawn when it ran in previous years. The Coast to Kosci running crews are a pleasure to cater for and being a small part of this event has become more than just about the money it brings in.

For the past eight years there has been a monthly community newsletter distributed to every household in the valley – the Talk of Towamba. Having this available to deliver locally topical information such as the C2K upcoming on a certain date is an additional safety measure for this on road event, with locals all made aware in advance to take additional caution.

I would be pleased to see this event run again this year. I am happy to discuss the importance of this event further if additional information is required.

Kind regards,

Karen Nelson

(Secretary – Towamba P&C)