



**Brig Bash Risk Assessment – general assessment**  
*(adopts Scottish Athletics RA base template; see also course assessment)*

<b>Event Name</b>	<b>Brig Bash</b>					
Name of organisation	Perth Road Runners					
Event type (delete as appropriate)	Road race					
General description of the event	Five-mile road race, held on roads and pavements from Bridge of Earn, through Kintillo, onto quiet country lanes to west, back along B935 into Kintillo and Bridge of Earn					
Number of attendees	330 runners (max) – typically no more than 250	Athletes	80 (max)	Staff/Officials/Volunteers	~80	Spectators
Description of the area to be included in the risk assessment	Race course, plus race HQ and ancillary areas (car parks etc), race HQ being located at <b>Bridge of Earn Institute</b> and main car park at <b>Dunbarney primary school</b>					
Any other relevant information						
Date of risk assessment	19.05.24	Date of event	03.07.24	Assessment completed by (name/role)	Mark Crawford (Race Director 2024)	

Category	Hazard	Who might be harmed and how?	What controls are already in place?	What further controls/actions are required?	Timescales for further actions	Responsible Person (Role)
This could be categories of types of hazard (eg. all hazards relating to work at height) or categories relating to areas of the event space or people/equipment affected (eg. car park risks or risks to runners on the course)	A hazard is a specific thing that could cause harm. This ranges from vehicle collisions in the car park to collisions between runners to a fire in the registration building. Hazards will have different levels of likelihood and severity.	Consider who could be affected by a hazard and what could happen to them. This could be general (all runners) or specific (the Starter), and consequences could vary from bruises and strains to major injuries or fatality in worst case scenarios.	Are any controls already in place at the event venue? If your event requires a complete build, this column may be fairly empty, but even measures like reduced-speed signage in the local area could be an existing control	What else can you do to reduce risk? 1. Can the hazard be eliminated? Is the piece of equipment, for example, essential? 2. Can you substitute a risky piece of equipment for another with less risk? 3. Can you isolate the risky area (eg. fence off the area to spectators)? 4. Is there any signage in place to warn of the hazard? 5. Can you provide PPE to reduce risk?	When will you put your control measures in place? This could be X weeks or months in advance (eg. delivery of training to volunteers), during event set-up or even ongoing throughout the event (eg. regular checks for good housekeeping)	Many actions will be down to you as the event organiser, but will others in your team be able to help? Use the person's role/title (eg. project manager, health and safety officer, COVID-Coordinator) to allocate duties
<b>Safe movement of people and vehicles</b>	<b>Vehicle collisions and of vehicles with people within the event car parks (2 of these: 1) playground of Dunbarney primary school 2) overspill on football field opposite BoE Institute</b>	Athletes, spectators, event staff, volunteers, officials, members of the public using the car parks  Vehicle collisions can cause injuries, often severe, to people involved, as well as damage to vehicles, property and equipment.	None – neither space is used much for car parking, so controls will need to come from us.	At least 3 event marshals in high-viz vests will be on duty in the car parking area to direct cars on arrival, keeping traffic slow and spaced, and sequentially guided to available parking zones and slots to reduce interaction of incoming cars. They will overspill cars from area 1) to 2) when area 1) full.	Marshals to be appointed 2 weeks prior and briefed on the day	Volunteer Manager
<b>Fire</b>	<b>Fire in registration building/race HQ at Bridge of Earn Institute</b>	Athletes, spectators, event staff, volunteers, officials, members of the public.	Both venues have existing fire escape/evacuation plans.	Officials and volunteers will be briefed in advance by facility managers (via Race Director and Volunteer Manager) at school and track to effect evacuation in line with existing fire plans.	Familiarisation with existing fire measures in fortnight before race	Race Director  and  Volunteer Manager
<b>Specific equipment (catering)</b>	<b>Fire, electrocution, injury, burns, scalding etc at catering facilities</b>	Athletes, spectators, event staff, volunteers, officials.	Standard village hall measures – signage etc – but handling is more critical.	<b>See separate catering risk assessment(s)</b> . Volunteers chosen for catering will be briefed on risks.	2 weeks ahead and on the event day	Catering Manager

Category	Hazard	Who might be harmed and how?	What controls are already in place?	What further controls/actions are required?	Timescales for further actions	Responsible Person (Role)
Medical considerations	Slips, trips or falls on uneven.	Athletes.  Slips and trips can be serious, leading to cuts, bruises, sprains and strains or even broken bones.	Use of suitably-qualified first aid team (Active First Aid Scotland). Safety briefing e-mailed to participants in advance reminds of the importance of wearing suitable footwear. Race briefing on day.	Course inspection (by course marking team) on the morning of the event will identify areas of particular concern. Certain points may be flagged up to runners, or cordoned off and the route redirected if severe.	Course walk carried out on the morning of the event.	Leader of course marking team  and  Race Director
Medical considerations	Bumping, jostling or trips whilst overtaking and in racing	Athletes  Trips and falls can be serious, leading to cuts, bruises, sprains and strains or even broken bones	Appointment of a suitably qualified first aid team (Active First Aid Scotland). Race numbers capped (330) to ensure that the number of participants is suitable for the course.	Briefing on start line to remind athletes to take care whilst overtaking.	Athlete briefing at the start of Brig Bash.	Race Director
Medical considerations	Dehydration	Athletes  Dehydration – although a very low risk in a 5M race – has potential (at extreme) to hospitalise runners if conditions are hot.	Water station will be in place (at just over 2 miles around course) if temperature is expected to be above 20 deg C.	Briefing on start line to remind athletes a) to take water if hot and b) of location of water station.	Athlete briefing at the start of Brig Bash.	Volunteer Manager
Welfare Facilities	Illness due to cleanliness of facilities provided	Athletes, spectators, event staff, volunteers and officials.  Facilities, although temporary, should be of an acceptable standard to	Toilets to be monitored for cleanliness throughout the event. Marshals, wearing event high viz, will be advised to report any	none	Marshals to be appointed 2 weeks prior and briefed on the day.	Volunteer Manager

Category	Hazard	Who might be harmed and how?	What controls are already in place?	What further controls/actions are required?	Timescales for further actions	Responsible Person (Role)
		prevent the spread of illness.	issues communicated to them by event attendees. Issues to be dealt with as they arise.		As soon as possible after an issue has arisen.	
Safe movement of people and vehicles	Collisions between people and motor vehicles on race course.	Almost exclusively athletes, but just possibly spectators, event staff, volunteers, officials.	Standard warning signage/markings for vehicles on all roads used, but additional controls clearly required for race of this nature.	<b>See separate Course Risk Assessment, which attends to specific risks at key points on race course.</b> Runners to be briefed at race start of key risks therein and of necessary action(s). Any roadworks or changes on/to course to be watched carefully in last few days of race.	Briefing at race start. Route to be looked over in days before race and on day by set-up team.	Race Director and Leader of course marking team
Safe movement of people and vehicles	Collisions between people and non-motor vehicle traffic (bikes, pushchairs, prams, etc) and pedestrians/dogs etc on race course.	Almost exclusively athletes, but just possibly spectators, event staff, volunteers, officials.	~500m of route is on pavement, so possibility for collision and interaction remains in ~5% of course. There are few warnings for those users so we must provide.	<b>See separate Course Risk Assessment, which attends to specific risks at key points on race course.</b> Runners to be briefed before race to respect other path users and avoid collision. Any pathworks or changes to be watched carefully in last few days of race.	Briefing at race start. Route to be looked over in days before race and on day by set-up team.	Race Director and Leader of course marking team
Inclement/adverse weather	Heavy rain on event day	Athletes, spectators, event staff, volunteers, officials, members of the public.  Heavy rain can lead to difficult conditions underfoot or, in extreme cases, flooding. Wet conditions increase the risk of slips and trips, as well as to lapses of concentration or discomfort due to being	The race HQ building is large enough to provide some shelter in case of extreme precipitation (eg. hail). Should parts of the course be flooded due to rain in advance of the day, the route may be re-directed and/or sections of the park cordoned off. If	Any areas of concern shall be highlighted to runners on the start line, including information about any points where the course has been redirected due to flooding. If the race cannot be run safely due to the extent of the rain, the race shall be cancelled.	Athlete briefing at the start of each race.  Decision to divert or cancel to be made as soon as possible in advance based on forecast or on the day	Race Director

Category	Hazard	Who might be harmed and how?	What controls are already in place?	What further controls/actions are required?	Timescales for further actions	Responsible Person (Role)
		outdoors in wet weather, or even the risk of hypothermia.	rain is forecast, pre-event information will remind participants to bring suitable footwear and spare clothes.			
<b>Planned review date/period</b>		To be reviewed during the post-event de-brief process and revised before the next edition of the event. As this is an annual event, the next review date is provisionally set as 12 months from now.				



# Brig Bash (5-mile road race)

## Course risk assessment

compiled May 2024 by Mark Crawford, Race Director 2024

1) This is a course **risk assessment**. It does **not** seek to be a definitive **navigation** guide to the Tay Ten course, which is far better seen at <https://www.plotaroute.com/route/1792435>  
Not every marshal and turn is shown below. Only those points on the course that pose an appreciable risk feature.

2) The majority of the course is **on road and adjoining pavement**. A road closure will not be in place. For all of the course, risk of collision between athletes and vehicles and cyclists (on road) and pedestrians, cyclists, dog walkers (on pavement) exists.  
These risks of the course - ie those that are not point-specific - are partially mitigated by **a) the use of a lead cyclists to warn path users ahead and b) briefing athletes to respect and avoid other users.**

3) To identify risk points mentioned, this RA should be used in conjunction with the navigation guide to the course mentioned in 1 above.

point number	location	distance km	Risk level HIGH/MED/LOW	Persons at risk from hazard	Nature of risk	Measures to reduce risk (to LOW)
1	start line, Manse Rd	0	LOW	athletes	crowding/pushing, slips on road surface and potholes	briefing (athletes to order selves in speed terms, not push), start line full width of road, marshalled start
2	road corner, Manse Rd onto Chaise Rd	0.10	MEDIUM	athletes, vehicular traffic	sharp turn => slip; incoming traffic => risk of collision	slip risk in briefing; marshal, watching for traffic, hold temporarily if necessary, signs to warn cars
3	road corner, Chaise Rd onto Station Rd	0.27	MEDIUM	athletes, vehicular traffic	sharp turn => slip; incoming traffic => risk of collision	slip risk in briefing; marshal, watching for traffic, hold temporarily if necessary, signs to warn cars
4	road corner, Station Rd onto A912	0.50	MEDIUM	athletes, vehicular traffic	sharp turn => slip; incoming traffic => risk of collision	slip risk in briefing; marshal, watching for traffic, hold temporarily if necessary, signs to warn cars
<b>above: first 500m of race (on road) will be 'traffic calmed' when race is started; entering traffic (at this hour) can invariably be persuaded by marshals to wait the 2 minutes from start whistle to a) allow all runners to pass to minimise risk and b) maximise flow of runners beyond the 500m point, where they switch to A 912 pavement</b>						
5	road corner, Heughfield Rd (E end) with A912	0.80	LOW	athletes, vehicular traffic	incoming traffic from Heughfield Rd => collision risk	marshal to warn traffic of incoming runners and slow traffic where possible; will warn/stop runners as required; signage
6	road corner, Station Rd onto Wicks o'Baigle Rd	1.02	LOW	athletes, vehicular traffic	turning buses swinging across pavement	marshal to warn both buses and athletes if bus comes to turn; signage
7	road corner, Wicks o'Baigle Rd onto Kintillo Rd	1.37	LOW	athletes, vehicular traffic	oncoming traffic on Wo'B Rd => collision risk	marshal to warn traffic of incoming runners and slow traffic where possible; will keep runners to very edge of (wide) road; signage
8	crossing from RHS to LHS on Kintillo Rd	1.48	MEDIUM	athletes, vehicular traffic	collision risk in crossing road obliquely	marshal to warn traffic of incoming runners and slow traffic where possible; will usher across and stop runners accordingly; signage
9	road corner at Kilgraston Sch entry, onto Forgandenny Rd	1.90	LOW	athletes, vehicular traffic	cross/passing traffic on Forgandenny Rd => collision risk	marshal to send runners correct way (L/west) and keep them to L side of road, also RUNNERS KEEP LEFT signage
10	sharp RH corner on Forgandenny Rd	2.23	MEDIUM	athletes, vehicular traffic	blind R corner; runners on racing line => collision with coming vehicle	marshal to watch for oncoming vehicles; will usher runners though on inside if clear or keep them to L if traffic; signage
11	half-R corner on Forgandenny Rd, opposite Kilgraston Walled Gdn	2.92	LOW	athletes, vehicular traffic	blind R corner; runners on racing line => collision with coming vehicle	marshal to watch for oncoming vehicles; will usher runners though on inside if clear or keep them to L if traffic; signage
12	half-R corner on F/denny Rd, just before 2-m mark and after sharp L	3.19	LOW	athletes, vehicular traffic	blind R corner; runners on racing line => collision with coming vehicle	marshal to watch for oncoming vehicles; will usher runners though on inside if clear or keep them to L if traffic; signage
13	sharp R corner at driveway to Gleanearn House	3.48	MEDIUM	athletes, vehicular traffic	blind R corner; runners on racing line => collision with coming vehicle	marshal to watch for oncoming vehicles; will usher runners though on inside if clear or keep them to L if traffic; signage
14	(1st) sharp R corner on road to Pitkeathly Wells	4.12	MEDIUM	athletes, vehicular traffic	blind R corner; runners on racing line => collision with coming vehicle	marshal to watch for oncoming vehicles; will usher runners though on inside if clear or keep them to L if traffic; signage
15	(2nd) sharp R corner on road to Pitkeathly Wells	4.29	MEDIUM	athletes, vehicular traffic	blind R corner; runners on racing line => collision with coming vehicle	marshal to watch for oncoming vehicles; will usher runners though on inside if clear or keep them to L if traffic; signage
16	switch of runners from RHS to LHS before B935 T-junction	4.64	LOW	athletes, vehicular traffic	collision risk in crossing road, with T-junction nearby (limited visibility)	marshal to warn traffic of incoming runners and slow traffic where possible; will usher across and stop runners accordingly; signage
17	T-junction on Pitkeathly Wells road with B935	4.68	MEDIUM	athletes, vehicular traffic	approaching fast road, collision risk	marshal to make runners visible to vehicles and keep runners well in to R (and not in road); signage
18	marshalling point on B935 by pedestrian warning sign	4.88	MEDIUM	athletes, vehicular traffic	fast road, runners face oncoming traffic nest to hedge => collision risk	marshal to hold aloft RUNNERS ON LEFT sign to traffic as runners approach and to keep runners to road edge as they pass
19	marshalling point on B935 by West Lodge, Ballendrick	5.08	MEDIUM	athletes, vehicular traffic	fast road, runners face oncoming traffic nest to hedge => collision risk	marshal to hold aloft RUNNERS ON LEFT sign to traffic as runners approach and to keep runners to road edge as they pass
20	road corner of B935 with Forgandenny Rd	5.58	MEDIUM	athletes, vehicular traffic	fast road, runners face oncoming traffic nest to hedge => collision risk	marshal to hold aloft RUNNERS ON LEFT sign to traffic as runners approach and to keep runners to road edge as they pass
<b>above: long fast straight requires drivers to be especially aware of approaching runners on left, hence signs actively held aloft and multiple signs and marshals along straight</b>						
21	switch of runners from RHS to LHS after above junction	5.61	MEDIUM	athletes, vehicular traffic	collision risk in crossing road, with T-junction nearby (limited visibility)	marshal to warn traffic of incoming runners and slow traffic where possible; will usher across and stop runners accordingly; signage
22	road corner of Forgandenny Rd with Heughfield Rd (west end)	6.13	MEDIUM	athletes, vehicular traffic	incoming traffic from Heughfield Rd => collision risk	marshal to warn traffic of incoming runners and slow traffic where possible; will warn/stop runners as required; signage
<b>RETURN</b>	<b>points 9-2 as above</b>	<b>as above</b>	<b>as above</b>	<b>as above</b>	<b>as above</b>	<b>as above, same measures and marshals</b>
23	finish line	8.05	LOW	athletes	funnel, slowing runners, slips on road surface/potholes	marshalled finish funnel (athletes moved through to prevent sharp stops), FINISH signs

**PRR Brig Bash course risk assessment  
numbers refer to hazard points  
described on risk assessment table**



## Brig Bash 5-mile race – catering risk assessment

Organisation name: Perth Road Runners

Assessment compiled by: Mark Crawford, Race Director 2024

Compiled: 20<sup>th</sup> May, 2024

What are the hazards?	Who might be harmed and how?	What are you already doing?	Do you need to do anything else to manage this risk?	Action by who?	Action by when?	Done
<b>Slips and trips</b>	Staff and visitors may suffer injury if they trip over objects/trailing cables/rubbish or slip on spillages.	Wipe up spills immediately. Staff to look for . A visual sweep of area before such hazards on set-up and before runners arrive.	No			
<b>Manual handling</b>	Staff risk injuries or back pain from handling heavy/bulky objects.	Staff to use good manual handling practice (use legs, not backs; work together with heavier items).	No			
<b>Burns and scalds</b>	Possibility staff may be burned/scalded from hot liquids/surfaces/steam.	Staff to familiarise themselves of how tea urns work and of hazards therewith. In event of injury, first aiders (both professional and trained members of PRR) and kit available at venue and brought with by Race Director.	No			
<b>Fire</b>	If trapped, staff and visitors could suffer fatal injuries from smoke inhalation or burns.	Venue has fire evacuation plan; all catering team to be made familiar with this on set-up.	No			
<b>Allergies</b>	Visitors could have allergic reaction to foodstuffs offered.	Catering team will not know of ingredients in provided food (is volunteer-provided), so runners to be made aware of risk in signs at catering tables.	No			
<b>Cleaning</b>	Staff risk skin irritation or eye damage from direct contact with cleaning chemicals. Vapour from cleaning chemicals may cause breathing problems.	Non-hazardous chemicals used and stored in a safe area at venue.	No			
<b>Covid-19</b>	Catering team may contract the COVID-19 virus through contact with infected people, touching contaminated surfaces or breathing contaminated air.	Anti-bac handwash in shed and toilet with hand sanitizer available for customers.	No			
<b>Moving vehicles</b>	Workers and customers.	Catering team to park vehicles unloading food in immediate Institute car park and to be aware of vehicles in motion when loading and unloading.	No			