



Tay Ten Risk Assessment – general assessment

(adopts Scottish Athletics RA base template; see also additional course and catering assessments)

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|---|--|---------------|-------------|-------------------------------------|------------------------------------|------------|
| Event Name | Tay Ten | | | | | |
| Name of organisation | Perth Road Runners | | | | | |
| Event type (delete as appropriate) | Road Race | | | | | |
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| General description of the event | Ten-mile road race, almost all (15 of 16 km) being held on cycleway and pedestrian footpath | | | | | |
| Number of attendees | 375 runners (max) | Athletes | 65 (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 (catering, car parks etc), race HQ/ancillaries being located at PKC's George Duncan Athletics Arena and hall/grounds of Perth Grammar School . | | | | | |
| Any other relevant information | | | | | | |
| Date of risk assessment | 26.02.24 (v1) 30.12.24 (v2) | Date of event | 04.05.25 | Assessment completed by (name/role) | Mark Crawford (Race Director 2025) | |

| 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 |
| Safe movement of people and vehicles | Vehicle collisions and of vehicles with people within the event car parks (2 of these: 1) volunteer/staff car park off Gowan's Terrace 2) main car park off Bute Drive) | 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. | Speed limit signage (15mph in main car park, 5mph in vols/staff parking) is in place | 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. | Marshals to be appointed 2 weeks prior and briefed on the day | Volunteer Manager |
| Fire | Fire in registration building/race HQ of track grandstand | 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 |
| Specific equipment (catering) | Fire, electrocution, injury, burns, scalding etc at catering facilities (on concrete outside school hall) | Athletes, spectators, event staff, volunteers, officials. | None, as not a usual catering venue | See separate catering risk assessment(s) from catering company – Brew 52. Interaction with catering company on approach to event date – an on | 2 weeks ahead and on the event day | Catering Manager |

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| | | | | event day – to ensure all risk measures are in place in actuality | | |
| Medical considerations | Slips, trips or falls on uneven/muddy terrain | 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. 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. Race numbers capped (350) 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 Tay Ten. | Race Director |
| Medical considerations | Dehydration | Athletes Dehydration – although a low risk in a 10M race – has potential (at extreme) to hospitalise runners if conditions are hot (unlikely in late April). | Water station will be in place and will be passed twice by runners – between 4 and 5 miles and between 7 and 8 miles. Water will also be provided at the finish. Appointment of a suitably qualified first aid team in event of difficulties. | Briefing on start line to remind athletes to take water if hot and of location of water station. | Athlete briefing at the start of Tay Ten. | Volunteer Manager |

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| 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 prevent the spread of illness. | Toilets to be monitored for cleanliness throughout the event. Marshals, wearing event high viz, will be advised to report any issues communicated to them by event attendees. Issues to be dealt with as they arise. | none | Marshals to be appointed 2 weeks prior and briefed on the day. As soon as possible after an issue has arisen. | Volunteer Manager |
| 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. | Owing to revision of course in 2024, vast majority of course (15 of the 16km) are on cycleway and closed to motor traffic. Remaining 1km sees only very light traffic at low speeds. | See separate Course Risk Assessment, which attends to specific risks at key points on race course. Runners to be briefed at race start of risks in that one 1km where traffic may be present. Any roadworks or changes to this 1km 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 | Risk to – and arising from - athletes/ persons with physical and/or intellectual impairment | Athletes, spectators, event staff, volunteers and officials. | None | The course, race and connected amenities (eg registration, parking) have been assessed for able-bodied athletes. It is impossible/impractical to document all risks for all possible impairments. In the past, we have not requested that impaired or para-athletes identify themselves to allow us to discuss with them a) risks that may pertain to and arise from their impairment(s) and b) the suitability of the race relative to their abilities. | Request to identify as an impaired athlete will be made at entries on Entry Central (from 15.1.25). Discussions with these athletes will occur between entry and race day. | Race Director (generally) and Registration Team Leader (to meet and greet concerned runners on race day) |

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| | | | | In 2025, we shall be requesting this. | They will be met on race day for any final checks. | |
| 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. | Much of route is already calmed (signage, cycle barriers gate narrowings etc) for walkers and cyclists, but possibility for collision and interaction remains in some places. | See separate Course Risk Assessment, which attends to specific risks at key points on race course. Additionally, two lead cyclists (one 50m in advance of the true lead cyclist) will be used to pre-warn path users ahead of runners arriving. 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, especially on athletics track, as well as to lapses of concentration or discomfort due to being outdoors in wet weather, or even the risk of hypothermia. | 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 sections of the park cordoned off. If rain is forecast, pre-event information will remind participants to bring suitable footwear and spare clothes. | 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. This is a non-trivial possibility with the River Tay in April on the North Inch and on the lower Almond section. | 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 |

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| Planned review date/period | | 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. | | | | |



Tay Ten (10-mile road race)

Course risk assessment

compiled February 2024, updated December 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/2424323>

Not every marshal and turn is shown below. Only those points on the course that pose an appreciable risk feature.

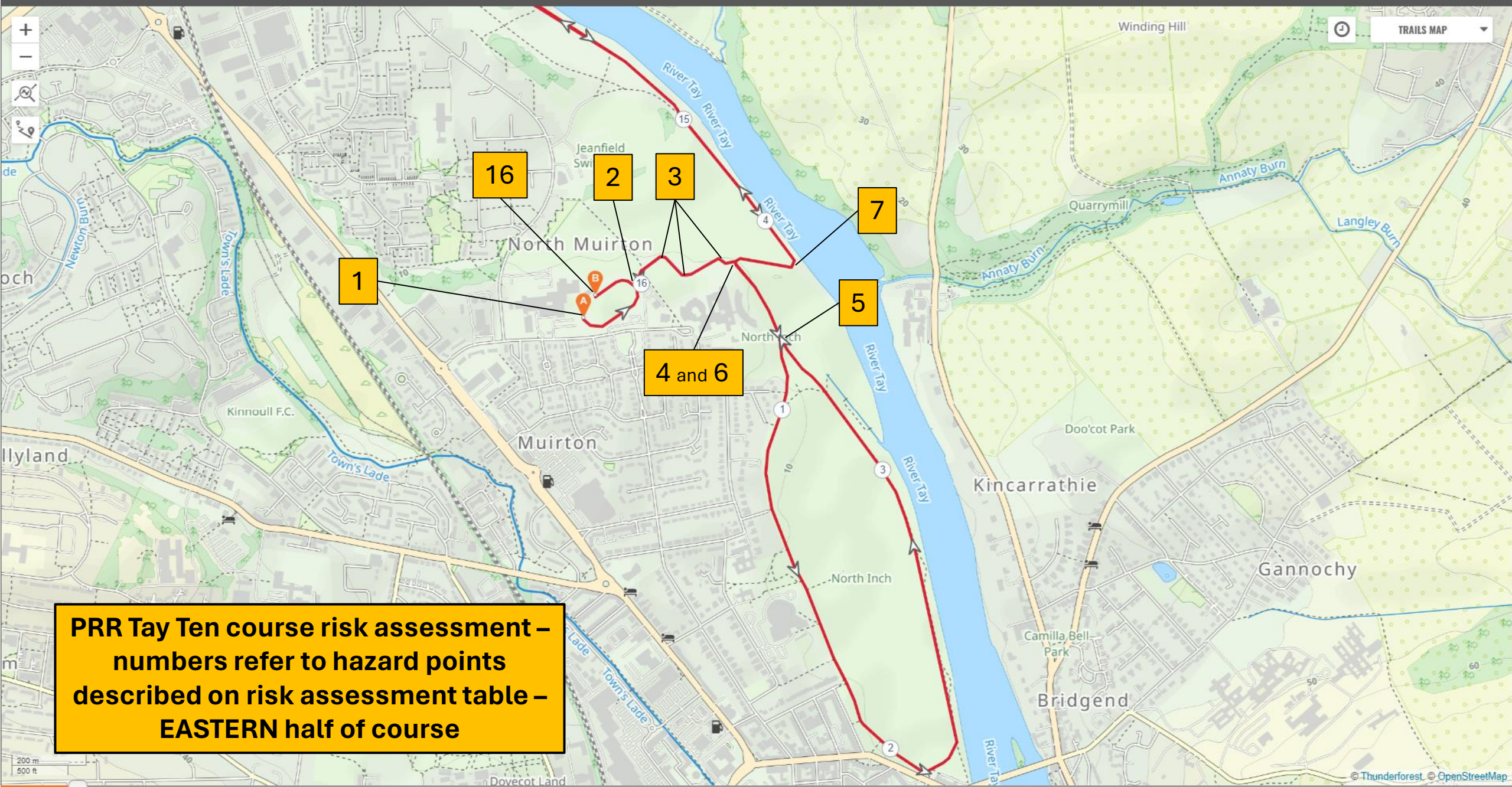
2) The majority of the course is on **pedestrian path and cycleway**. For all of this length, risk of collision between athletes and pedestrians, cyclists, dog walkers etc exists. In avoiding roads and cars, this is an inherent, if low, risk of the Tay Ten course.

This wider/general risk of the course - ie one that is not point-specific - is primarily mitigated by a) **the use of lead cyclists to warn path users ahead** b) **briefing athletes to resect and steer around other path users**.

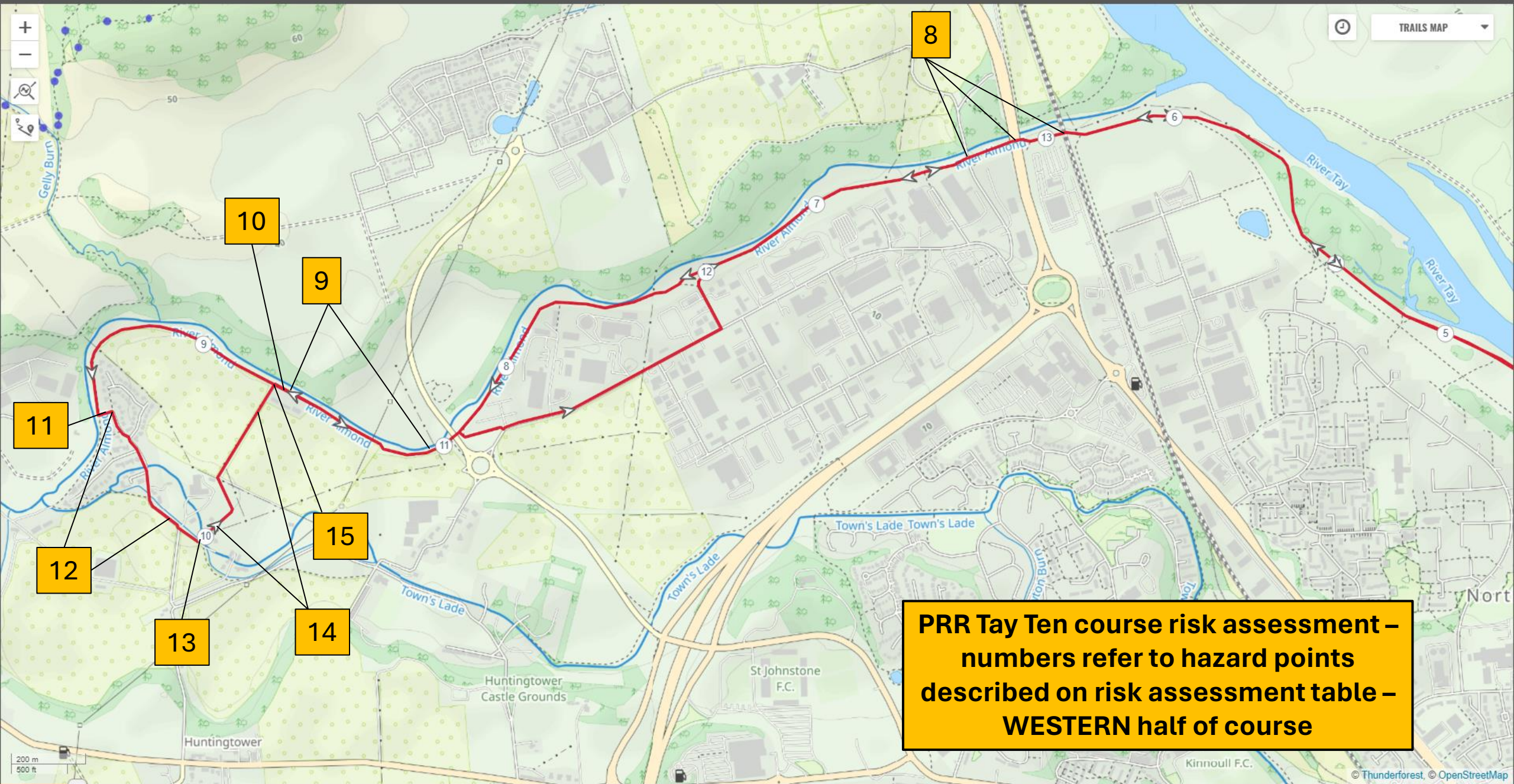
3) some sections of route will be **2-way runner traffic**, especially towards the midpoint of the race. Sections with higher 2-way runner traffic will be signed "RUNNERS KEEP RIGHT" and runners will be briefed at start to **keep right** to avoid oncoming competitors.

4) 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 | Persons at risk from hazard | Nature of risk | Measures to reduce risk (to LOW) |
|---------------|---|----------------|-----------------|-----------------------------------|--|---|
| | | | HIGH/MED/LOW | | | |
| 1 | start line | 0 | LOW | athletes | crowding/pushing, slips on track surface | briefing (athletes to order selves in speed, not push), start line full width of track, marshalled start |
| 2 | exit of track to pavement on Malvina Place access road | 0.22 | LOW | athletes, car traffic, spectators | possible traffic (v unlikely) | marshal, watching for traffic, hold temporarily if necessary |
| 3 | 4 corners of access road to North Inch | 0.25 to 0.52 | LOW | athletes, car traffic, spectators | 90-degree turns, slips possible, blind for any cars | very low traffic risk - marshal on each sharp corner |
| 4 | turn R onto North Inch pathway | 0.56 | LOW | athletes | sharp turn and steep drop - possible slips if wet | low risk - no measures required if dry - CAUTION sign if wet |
| 5 | low point near golf course pond | 0.85 | LOW | athletes | can be flooded, wet or very muddy, possible slips | low risk - obvious enough to runners - will marshal and CAUTION sign if more hazardous |
| 6 | return to point 4 | 3.67 | LOW | athletes | sharp turn and steep ramp - possible slips if wet | low risk - no measures required if dry - CAUTION sign if wet, as point 4 |
| 7 | floodgate wall, zigzag turns | 3.85 | LOW | athletes | sharp turn, on thin layer of mud if wet | low risk - obvious enough to runners - marshal in any event and CAUTION sign if more hazardous |
| 8 | dips below railway, A9 and old A9 bridges | 6.28 to 6.58 | LOW | athletes | steep ramps up/down, can be slippery in wet | marshal in any event, CAUTION signs if wet |
| 9 | at/after Bertha Park roundabout underpass | 8.20 to 8.78 | LOW | athletes | 2-way runner traffic, poss heavy, collision risk | abundant marshals, abundant RUNNERS KEEP RIGHT signage |
| 10 | cycle barrier just before Waterside Cottages | 8.75 | LOW | athletes | cycle barrier, narrow constriction for runners | cycle barrier will be opened (6mm Allen key required) by marshal at Waterside Cottages |
| 11 | sharp R, then L, turns off cycleway onto Bleachers Way | 9.50 | LOW | athletes | very sharp turns, slip risk | marshals on corners, verbal warnings |
| 12 | Bleachers Way to Huntingtower Hotel driveway | 9.50-9.97 | MEDIUM | athletes, car traffic, spectators | public highway, possibility of collision with vehicles | very low traffic likely; runners briefed to keep to edge of highway/not cross and abundant marshals to guide |
| 13 | Huntingtower Hotel driveway | 9.92 | MEDIUM | athletes | cars turning into hotel crossing line of race/runners | low traffic, marshal to warn vehicles and runners alike and keep apart |
| 14 | private access road to E and N of Huntingtower Hotel | 9.97 to 10.49 | LOW | athletes, car traffic | narrow road, possibility of collision with vehicles | very low traffic; bank of marshals ready to accompany any vehicles accessing or egressing properties to protect runners |
| 15 | turn R from private access rd at Waterside Cottages onto cycleway | 10.49 | LOW | athletes, car traffic | sharp R turn, slip risk, possibility of slow car | marshal on corner/warning any vehicle, verbal warnings |
| RETURN | all points as above on return | | as above | as above | as above | as above, same measures and marshals |
| 16 | finish line | 16 | LOW | athletes | funnel, slowing runners, slips on track surface | marshalled finish funnel (athletes moved through to prevent sharp stops), FINISH signs |



PRR Tay Ten course risk assessment – numbers refer to hazard points described on risk assessment table – EASTERN half of course



PRR Tay Ten course risk assessment – numbers refer to hazard points described on risk assessment table – WESTERN half of course