

Multi Terrain Race Risk Assessment for the Llantwit Major 10k 14nd September 2025

Note: The format of this RA follows the numbering in the Welsh Athletics guidance document, providing mitigation for each of the items in numerical order.

This is the FINAL printed copy of the Risk Assessment. Any amendments made after 15:00 on 13th September 2025 will be hand written in pen on this document.

Highlighted areas are alternatives for the start.

1	Event Facilities	Details of Arrangements and Precautions
1.1	Traffic approach routes	B4265 from Cardiff and Barry. B4270 from Cowbridge and the north. Arrival by train will be recommended.
1.2	Parking	There is limited parking in the vicinity of the Railway Station amounting to 105 spaces and 7 disabled spaces. There are also approximately 300 spaces between Le Pouliguen Way and Boverton Road at the rear of the shops and a further 30 adjacent to the CF61 Community Centre.
1.3	Registration, Enquiries, Luggage drop and First Aid if required	The cricket pavilion on Frampton Lane/Windmill Lane with facilities available both inside and outside the venue.
1.4	Covered Accommodation	The Pavilion will be available for cover in the event of rain.
1.5	Toilets, Base and or Course	Toilets are available in the Pavilion.
1.6	Route to Course	From the Registration area entrants will make their way a short distance to the start line adjacent to the Pavilion.
1.7	Refreshments	Various commercial outlets will provide refreshments at the venue. In the town, other outlets will be available for coffee and cakes and other refreshments after the race.
1.8	Handling of Cash	There is no plan for entries on the day so cash handling will be minimal if at all. The football club will be operating a bar as per their licence.
2	The Course	10k Multi Terrain Course, approximately 75% off and 25% on road.
2.1	Start – Position	Start position for the race is to the north of the Pavilion.

2. 2	Finish – Position	The race is advertised as 10 kilometers with the proviso that this is not a precise measurement, however test runs of the route reveal that it is 10,000 meters +/- 50 meters. The finish position is adjacent to the start line.
2. 3	Route – Significant hazards, road crossings, steep banks, uneven ground etc. 10k	• The course is advertised as a multi terrain event. As such entrants will be aware of the type of terrain to be expected on such an event. • If the weather forecast is poor for race day with a high likelihood of heavy rain during the event an email will be sent to entrants, specifically refer to the need for trail or other suitable footwear. Also a recommendation that they bring a towel and dry clothes for after the race. • Similar messages will be conveyed to our intrepid marshall team. • The route will be identified by bright yellow and black arrow signs. • The start line will be a simple affair as entrants will be running solo, leaving at 15 second intervals in groups of 3, those predicting fastest times starting first to avoid faster runners being obstructed by slower runners on narrow sections; <i>There is no mass start</i> • In the week leading up to the race, updates will be put on the FaceBook page advising of the ground conditions and crop status, particularly for the cliff top section. • <i>Competitors will leave the start area and immediately turn left onto Windmill Lane. Signage and Marshalls will warn pedestrians of the presence of runners, this section is on good tarmac. Marshalls will be in place and if necessary starters can be delayed for vehicles, although there is only one dwelling in the area the owners of which will be informed of the race. The race is chip to chip so this will cause no more than an inconvenience.</i> • <i>Competitors will start under the goal posts adjacent to the pavilion, heading down a gentle slope and passing through the opposite goal posts, turning left and running back up the field to turn right onto Windmill Lane. Signage and Marshalls will warn pedestrians of the presence of runners, this section is on good tarmac. Marshalls will be in place and if necessary starters can be delayed for vehicles, although there is only one dwelling in the area the owners of which will be</i>

		<i>informed of the race. The race is chip to chip so this will cause no more than an inconvenience.</i> • Continuing on good tarmac, runners will follow Windmill Lane for approximately 100 meters before turning right into playing fields, following the grass around the northern edge and exiting through a gap in the hedge on the west side. • This path goes south and then turns right parallel with (but separate to) the railway for 300 meters.. In poor weather this path is inevitably very muddy and eventually join a pedestrian only lane which shortly after exits through a gate onto the Cowbridge road. • Turning left runners follow the pavement, under the railway bridge and shortly before Ty Mawr (Great House) cross the road into XXXXX for 100 meters then continuing past Llantwit Castle and the old West House Hotel to Dimlands Road. • Facing and aware of any oncoming traffic, runners turn left and follow Dimlands Road for approximately 50 meters, again with marshalls and signage present, before turning right onto Church Lane for 150 meters, passing the rear of St Illtyds Church before turning right up Hill Head, over a stone stile and into the Dove Cote field which is crossed diagonally on a good grass surface. • The route leaves the field and joins Church Lane, an ancient footpath comprised of a bedrock surface with banks and hedges on either side. This path can will be slippery when wet and warning signs and marshalls will be in place to remind runners of this. • Church lane opens out after 700 meters into a field bordered by a hedge on the south side just after the 3km mark and continues eventually to a stone stile where a short steep 50 meter grass path leads to Dim Hole where runners turn left (heading east) and run on a very good gravel path (part of the official Wales Coastal path) passing the 4km mark, to the west of Llantwit Major beach, before turning inland. • <i>Should anyone wish to abandon the race at this stage there is a short flight of steps down to the beach car park.</i> • Running inland on a good gravel path with splendid views of the surrounding countryside competitors pass through two gates (the second gate will be held open by a marshall to avoid congestion) and come to a very steep clearly marked hill on the right.
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		Care is needed on the hill as it can be slippery when wet. A marshall posted at the top will advise runners of this as they pass. • Reaching the bottom of the hill, runners cross a narrow concrete bridge with hand rail on one side only, then turn right and follow a rough grass path along the Colhuw Valley towards the sea, passing the 6km mark shortly thereafter. The rough grass track changes to an excellent, fast tarmac surface for the final 600 meters to the beach car park. • The water stop is adjacent to this path just before the beach car park. Water will be provided in paper cups and bin bags will be placed such that entrants can dispose of the cups before moving to the next section of the race. The water stop team will pick up any debris left on the floor prior to leaving the area. • Crossing the car park a short flight of good concrete steps lead to a concrete path then a rough path culminating in a wooden stile leading onto the cliff path heading east. This area can become very muddy after heavy rain so a special mention is required in the runners brief. • The course now crosses a nature reserve for approximately 200 meters, The surface here is springy grass. Entrants are asked to remain on the shorter grass close to the fence to avoid damage to the longer scrub grass. There is ample room to pass on this section. • A kissing gate marks the beginning of the ancient fortification known as Castle Ditches. A marshall here will warn of the steps which we are unable to highlight with paint this year, due to accusations of ecological vandalism in 2023. This too is a protected area and entrants will be advised to keep to the path and concentrate on this section as it is slippery and uneven. • The likelihood of a cliff fall during the race is very small, however advice will be taken from HM Coastguard on possible areas to be avoided during the race and bunting will be used to indicate areas to avoid. In any case, the danger of falls will be specifically referred to in the race brief. • After Castle Ditches runners follow the field boundary with the sea to their right for a kilometer on a good surface, before turning inland at Pigeon Point along a rough public footpath to Rosedew
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		farm, joining Beach Road slightly to the south of the Nan Y Stepsau bridge and Colhugh Street. Marshalls will be present to warn runners and traffic. Signs will be posted either side of the junction. Runners will only be travelling in one direction so traffic management will be relatively straightforward. • Runners then follow Colhugh Street for an uphill 1km on the public highway, passing Island House on the right and going through the town square, up Wine Street and right along Wesley Street. (Line of sight is better for traffic and we have used this route successfully before when the finish was at CF61). • Runners turn left onto Commercial Street and run towards on-coming traffic for 75 meters before entering Lorna Hughes Park on the right. They will cross the park and exit adjacent to CF61, following the pavement around the corner onto Llanmaes Road, under the railway bridge and left up Windmill Lane, following that lane through the gate and returning to the Football fields over the stile on the right and completing the route with a circuit of the fields, finishing under the goal posts in a reverse of the start.
2. 4	Need for warning signs, no parking arrangements	The event does not require any road closures. Consequently, the volume of prior notice to residents is minimal. Most of the race signage, marker tape etc. will be placed on the previous day. The organising team have arranged for footpaths to be cleared of vegetation in the weeks prior to the race. In addition, a team will walk the route on Sunday 7th September, clearing areas of concern. The route will be fully checked by members of the organising team either late the previous day or on the morning of the race to confirm all is still in place and to correct/replace any points damaged by weather, vandals etc. Marshalls will also check their sections for damage before the race starts.
2. 5	Police assistance	Police assistance will not be specifically required. However, the local policing team are made aware of the event as a matter of courtesy. We will also inform the local Ambulance station, Fire Brigade and Coastguard by letter.
2. 6	Lead vehicle	No lead vehicle will be used as entrants will be running individually.

2. 7	Sweep up vehicle / runners for off road section	Entrants will be asked to carry a mobile 'phone to report incidents or ask for assistance. A number of marshalls will be on the course, principally at fixed locations, but Team Leaders will have the brief to roam their section as they see fit, depending on conditions..
2. 8	Drinks and sponge stations	The water point is in the beach car park Cups will be collected after the final entrant passes the station.
3	Personnel and Equipment	
3. 1	First Aid Provision	As in previous years, Acute Medics will provide first aid cover at the start/finish and mobile teams will be available if required. They will provide their own Risk Assessment prior to the event.
3. 2	Police liaison	See item 2.5 above
3. 3	Traffic / Parking marshalls	The race has no specific car parking set aside because entrants are expected to be reasonably local and entrants from further afield will be encouraged to use public transport.
3. 4	Erection / dismantling of course (tape, posts, barriers, signs etc	The course will be marked out with signage, tape etc on the morning/afternoon of the Saturday. The course will be checked early on race day and any damage or discrepancies resolved by Marshalls. The course Marshalls will dismantle course markers adjacent to them after the back marker has passed them. In addition a small team will litter pick the entire route either late on the Sunday or early on Monday morning.
3. 5	Course Marshalls & communication	Course Marshalls will be drawn from local volunteers. They will all be adults and thoroughly briefed before the event and given the telephone number of the event organiser. Marshalls will be briefed on the morning of the race and given two telephone numbers and a whistle for use in an emergency. Blow the whistle to attract attention and immediate help, call for additional help using the telephone number.
3. 6	Erection of temporary structures	There are no temporary structures expected to be required specifically for this event.
3. 7	Other equipment e.g. PA system, generators, cabling, lighting etc	Chip timing is provided by an outside supplier who will be completely self sufficient. Refreshment suppliers will also be self sufficient. No other equipment is required for the race.