

Multi Terrain Race Risk Assessment for the Llantwit Major 5k 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 are no entries on the day so cash handling will absolutely 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 outside 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. • The weather forecast is XXXXXX extremely poor for race day with a high likelihood of heavy rain during at least part of the day. An email to entrants will specifically refer to the need for either 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; There is no mass start • 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. • 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. • 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>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 and 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 be slippery when wet and warning signs and marshalls will be in place to remind runners of this. - Approximatelt 250 meters along Church Lane runners will turn left over a stone stile and enter a field. - This section ends at a further stone stile, significantly higher than the first. Caution is needed here and a Marshall will be present. - Runners will then cross a meadow on an existing grassy pathway. The route has a slight rise so that the exit is not visible from the entrance. If the weather is poor the route will be marked with extra - Exiting through a kissing gate entrants will turn immediately left and follow a clear track through a gate and farmyard. After 500 meters the path changes to a tarmac road at Flush Meadow, sees a short steep hill and then joins Colhugh Street. - Runners then follow Colhugh Street for an uphill
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		750meters on the public highway, passing Island House on the right and going through the 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. 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 aware of the event as a matter of courtesy. We will also inform the local Ambulance station, Fire Brigade and Coastguard.
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	Every entrant 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.	Drinks and sponge	The water point is in the beach car park Cups will be

8	stations	collected after the final entrant passes the station.
3	Personnel and Equipment	
3.1	First Aid Provision	As in previous years, XXXXX will provide first aid cover at the start/finish and mobile teams will be available if required.
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 last runner 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.