

2026 SEAC Bridges Relay – Quantitative Risk Assessment

Quantitative Risk Assessment Methodology.....	2
Course Risk Assessment (CRA)	3
Medical Risk Assessment (MRA)	12
Traffic Management Risk Assessment (TMRA)	14
Pedestrian Safety Risk Assessment (PSRA)	16
Extremist Event Risk Assessment (EERA).....	18
ALARP (As low as reasonably practicable) Justification for High Risks.....	19

Quantitative Risk Assessment Methodology

The following Risk Assessments have been completed and included in the overall Quantitative Risk Assessment (QRA):

1. **Course Risk Assessment**
2. **Medical Risk Assessment and Medical Plan**
3. **Traffic Management Risk Assessment**
4. **Pedestrian Safety Risk Assessment**

The following Risk Assessments were considered but not completed and so are not included in the QRA:

1. **Fire Hazzard Risk Assessment** – not completed as there are no temporary structures, generators or catering facilities. The race assembly area is on tarmac with trees spaced at equal intervals but with no fire hazard specific to the race.
2. **Contractors Risk Assessment** – not completed as no contractors engaged as part of the race.

A 3-point rating scale has been adoptive within the QRA as follows:

- **Likelihood**
 1. Unlikely – could happen but would be surprising
 2. Possible – might happen
 3. Likely – will probably happen
- **Severity**
 1. Low – no injury, very minor injury requiring no treatment.
 2. Moderate – small injury requiring basic first aid on site e.g. twisted ankle or cut, or injury requiring medical attention or A&E e.g. Fracture, concussion.
 3. Severe – severe injury with long term effects, multiple people injured, death or permanent disability of one or more people.

Risk Rating Matrix

	1 Low	2 Moderate	3 Severe
3 Likely	3	6	9
2 Possible	2	4	6
1 Unlikely	1	2	3

Bands

Score	Rating	Action
1-2	 Low	Acceptable – document and monitor
3-4	 Moderate	Manage with Controls
6-9	 Severe	Cannot proceed without risk reduction

Course Risk Assessment (CRA)

A detailed CRA is presented on pages 6 – 11. The following six risks within the CRA have been assessed as having a Risk Rating greater than 2 and so details have been presented to ensure the residual risk is no higher than Moderate. These items have also been individually marked on the [course map](#) (red warning sign) with some further hazards of note marked (Amber warning sign).

QRA Entry #: CRA – 4.3

Field	Detail
Hazard	(0.88 km) - Footpath runs alongside Albert Embankment (a busy road) with the lane closest to the footpath being a Bus Lane for a short distance and then a mix of traffic.
Risk	Runners leaving the footpath and stepping into to the road
Who is at risk	Runners and road users.
Likelihood	2 – Possible. Pavement width varies, has various obstacles (see course assessment), and runners will pass other runners and pedestrians.
Severity	3 - Severe. Contact with moving vehicle could cause serious injury or death.
Risk Rating	2 x 3 = 6 (High)
Control Measures	Pre-race walk of the course to identify all narrow or obstructed pavement sections that may lead to runners entering the road; marshals stationed at each pinch point; runners briefed ahead of and at start of race on the importance of not entering the road at any point.
Likelihood after controls	1 - Unlikely
Residual Risk	1 x 3 = 3 (Moderate)

QRA Entry #: CRA – 5.7

Field	Detail
Hazard	(1.57 km) - Take diagonal route to stairs on left hand side of footpath beside foot tunnel. Take the 23 steps up to the top of Vauxhall Bridge (south side).
Risk	Runners tripping on the steps
Who is at risk	Runners
Likelihood	2 – Possible. Runners will be attempting to climb the stairs quickly
Severity	2 - Moderate. A trip or fall could result in an injury requiring first aid or medical attention.
Risk Rating	2 x 2 = 4 (Moderate)
Control Measures	Marshal at steps, and runners briefed ahead of and at start of race.
Likelihood after controls	1 - Unlikely
Residual Risk	1 x 2 = 2 (Low)

QRA Entry #: **CRA – 6.2**

Field	Detail
Hazard	(1.59 km – 1.88km) - Cycle lane on Vauxhall Bridge is immediately to the left of the footpath. Runners should not enter the cycle lane.
Risk	Runners entering the cycle lane or cyclists entering the footpath
Who is at risk	Runners and cyclists
Likelihood	2 – Possible. Runners may look to pass other runners or pedestrians by stepping into the cycle lane.
Severity	2 - Moderate. A fall or collision could result in an injury requiring first aid or medical attention.
Risk Rating	2 x 2 = 4 (Moderate)
Control Measures	Marshal at start of bridge, runners briefed ahead of and at start of race, and runners advised to keep right.
Likelihood after controls	1 - Unlikely
Residual Risk	1 x 2 = 2 (Low)

QRA Entry #: **CRA – 7.1**

Field	Detail
Hazard	(1.93 km) - Shortly after turning the corner onto Millbank, there is an entry / exit for cars over the footpath into block of apartments on right-hand side. Pedestrians have right of way, but runners need to look out for any turning vehicles.
Risk	Low speed collision between vehicles and runners
Who is at risk	Runners and motorists
Likelihood	2 – Possible. Vehicles may not be aware of runners
Severity	2 - Moderate. A collision could result in an injury requiring first aid or medical attention.
Risk Rating	2 x 2 = 4 (Moderate)
Control Measures	Marshal at entry / exit point, and runners briefed ahead of and at start of race.
Likelihood after controls	1 - Unlikely
Residual Risk	1 x 2 = 2 (Low)

QRA Entry #: **CRA – 7.2**

Field	Detail
Hazard	(1.93 km – 2.65 km) - Cycle lane and bus stops on main road (Millbank) running along the side of the footpath – kerb provides a point of segregation
Risk	Runners leaving the footpath and stepping into to the cycle lane and road.
Who is at risk	Runners and road users.
Likelihood	2 – Possible. Pavement width varies, has various obstacles (see course assessment), and runners will pass other runners and pedestrians.
Severity	3 - Severe. Contact with moving vehicle could cause serious injury or death.
Risk Rating	2 x 3 = 6 (High)
Control Measures	Pre-race walk of the course to identify all narrow or obstructed pavement sections that may lead to runners entering the road; marshals stationed at each pinch point; runners briefed ahead of and at start of race on the importance of not entering the road at any point.
Likelihood after controls	1 - Unlikely

Residual Risk	1 x 3 = 3 (Moderate)
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QRA Entry #: **CRA – 8.2**

Field	Detail
Hazard	(2.63 km – 2.92 km) - Raised lip between the footpath and cycle lane on Lambeth Bridge. Cycle lane is immediately to the left of the footpath. Runners should not enter the cycle lane.
Risk	Runners entering the cycle lane or tripping on the raised lip on edge of cycle lane, or cyclists entering the footpath.
Who is at risk	Runners and cyclists
Likelihood	2 – Possible. Runners may look to pass other runners or pedestrians by stepping into the cycle lane.
Severity	2 - Moderate. A fall or collision could result in an injury requiring first aid or medical attention.
Risk Rating	2 x 2 = 4 (Moderate)
Control Measures	Marshal at start of bridge, runners briefed ahead of and at start of race, and runners advised to keep right.
Likelihood after controls	1 - Unlikely
Residual Risk	1 x 2 = 2 (Low)

QRA Entry #	Detail
CRA – 1	Location: Start / Finish Area on the riverside footpath near the southeast corner of Westminster Bridge, at the start of the National Covid Memorial Wall
	Hazards: congestion of runners, cyclists, pedestrians, race officials • CRA – 1.1: Pedestrians / cyclists using the footpath can enter this area from the foot tunnel under or steps leading down from Westminster Bridge, the steps down from the race assembly area in the gardens of St Thomas' hospital, or from the footpath heading towards Westminster Bridge. • CRA – 1.2: Runners gather in this area ahead of the start of each leg of the relay causing crowding. • CRA – 1.3: Handover point between each leg of the relay with finishing runners at full effort and more liable to collide with pedestrians / cyclists. • CRA – 1.4: Finishing funnel deployed from the end of the first leg onwards causes a potential bottle neck of finishers (see CRA – 11.5). See also PSRA – 01 (page 13)
	Controls: • Marshals will keep a clear passage for pedestrians and cyclists on the river side of the footpath with this being notified to pedestrians / cyclists as they approach the start / finish area. • Runners advised in pre-race materials and again at the start of the race of the continued right of way and priority that should be given to pedestrians / cyclists. • Marshals deployed at the entrance to and along finish funnel, with finishers encouraged to return to the assembly area once their race number is recorded.
CRA - 2	Location: (0 – 0.43 km) Pedestrian footpath to end of the National Covid Memorial Wall (NCMW)
	Hazards: shared use of footpath, obstacles that narrow the footpath's width, and runners coming in the opposite direction • CRA – 2.1: The NCMW runs on the left-hand side of the footpath and so care needs to be taken of any pedestrians walking slowly or pausing along the length of the wall. • CRA – 2.2: A shallow gutter runs along the bottom of the NCMW posing a trip hazard • CRA – 2.3: Benches on large concrete plinths are placed centrally along the length of this part of the footpath and some of these have accompanying rubbish bins – these pose a trip hazard to runners • CRA – 2.4: Runners coming in the opposite direction.
	Controls: • Timing of the race is after the busiest time of day for commuters and volume of pedestrians diminishes further throughout the race. • Runners advised in pre-race materials and again at the start of the race of the above hazards. • Outgoing runners are advised to keep to their left-hand side of the footpath (NCMW side), and incoming runners are advised to keep to their left-hand side of the footpath (River side).
CRA - 3	Location: (0.43 km – 0.66 km) Footpath from end of National Covid Memorial Wall to Lambeth Bridge foot tunnel Hazards: shared use of riverside footpath, pedestrians and cycles joining / leaving the footpath, obstacles that narrow the footpath's width, and runners coming in the opposite direction. • CRA – 3.1: The corner of a café trailer sticks out into the footpath although this is clearly visible • CRA – 3.2: Pedestrian entrance to / exit from the footpath from / to Lambeth Palace Road • CRA – 3.3: Tourist information boards on a permanent fixture on the left-hand side of the footpath very close to a bench on a concrete plinth making this part of the path particularly narrow.

	• CRA – 3.4: Tourist information boards on a permanent fixture in the centre of the footpath • CRA – 3.5: Passenger embark / disembark point for boats from Lambeth Pier with the possibility of queues. High Tide 17:30 – to check for pedestrian congestion on the night – which may then delay start of Race. • CRA – 3.6: Tables and chairs on the river side of the footpath next to Lambeth Pier, and this is opposite another pedestrian entrance / exit to the footpath from Lambeth Palace Road with an old-style red telephone box (not in use) on the corner of the footpath entrance. • CRA – 3.7: As you approach the Lambeth Bridge foot tunnel there are stairs on the right-hand side of the footpath that lead up to the top of Lambeth Bridge. Runners should not take the stairs but stay left and go through the foot tunnel • CRA – 3.8: Bollards at entrance of foot tunnel which may be obscured by pedestrians. • CRA – 3.9: Runners should keep to the left-hand side of the tunnel • CRA – 3.10: Runners coming in the opposite direction throughout this section of the course. See also PSRA – 03 on page 14. Controls: • Marshal positioned close to Lambeth Pier • Contact made with the company running boats from the pier to check on timing of departures and arrivals (company has been in receivership for last 3 years). If either coincide with the race an additional marshal will be placed at the pier, and runners will be briefed ahead of and at the start of the race. If situation appears too congested on the night race will be delayed until the path is clear. • Runners advised in pre-race materials and again at the start of the race of the above hazards.
CRA - 4	Location: (0.66 km – 1.10 km) Exit from Lambeth Bridge Foot tunnel to second Santander Bikes docking station Hazards: Shared use of footpath, footpath running alongside busy road (Albert Embankment), and obstacles that narrow the footpath's width • CRA – 4.1: Immediately after exit from the tunnel is a set of stairs on the left-hand side that lead to a disused tunnel. Runners should not take the stairs and should remain on the footpath. • CRA – 4.2: Point where runners heading back to the finish rejoin the course having run over Lambeth Bridge and so there is risk of collision as these runners cross the footpath of runners on the outward leg. • CRA – 4.3: Footpath runs alongside Albert Embankment) a busy road with the lane closest to the footpath being a bus lane for a short distance and then a mix of traffic. • CRA – 4.4: The first of two Santander Bike Docking Stations is positioned on the left-hand side of the footpath. Runners should run to the right-hand side of the docking station. • CRA – 4.5: Trees line the left-hand side of the footpath. Runners should stay to the right of the trees. • CRA – 4.6: Entrance to Lambeth Pier Fire station on the right-hand side. Runners must take direction from any emergency service official should this be in use. • CRA – 4.7: Footpath narrowed by a grey storage box on the right-hand side of the footpath and a tree on the left-hand side. • CRA – 4.8: Stairs on the right-hand side of the footpath to a café on a permanently moored boat, and some knee height bike racks. • CRA – 4.9: Bus stop takes up the left-hand side of the footpath – runners should run to the right of this. • CRA – 4.10: Footpath narrows due to trees on left hand side being further inset from the road. • CRA – 4.11: At second Santander Bikes Docking Station the footpath forks and runners should follow the right-hand footpath, away from the road and sticking to the river path. This part of the footpath is traffic free. Controls: • Marshal at point where outward and inward runners cross each other's path.

	- Runners will be advised that the outward leg runners have right of way. - Runners will be advised that they should not enter the road on any part of the course. - Runners advised in pre-race materials and again at the start of the race of the above hazards.
CRA – 5	Location: (1.10 km – 1.58 km) Second Santander Bikes Docking Station to start of Vauxhall Bridge (Three Cranes Walk)
	Hazards: shared use of footpath, and obstacles that narrow the footpath's width. CRA – 5.1: narrow footpath with benches on left hand side and a step from footpath to adjacent grass area on the left. CRA – 5.2: change in footpath surface from paving slabs to tarmac for a short distance. CRA – 5.3: Lamp posts on left-hand of footpath and buttresses on the right-hand side. CRA – 5.4: Footpath follows a horseshoe shape around a slipway to the river, with a sharp left, three bollards before a sharp right, and a further sharp right followed by two bollards after which the footpath heads into Effra Quay. CRA – 5.5: left turn into Effra Quay. CRA – 5.6: Stay on left hand side with trees on right. CRA – 5.7: Take diagonal route to steps on left hand side of footpath beside foot tunnel. Take the 23 steps up to the top of Vauxhall Bridge (south side).
	Controls: - Marshal at bottom of steps to direct runners up steps and “turn right and cross bridge” - Runners advised in pre-race materials and again at the start of the race of the above hazards.
CRA – 6	Location: (1.58km – 1.92km) Vauxhall Bridge (south side) to Vauxhall Bridge (North side and junction with Millbank)
	Hazards: shared use of footpath with pedestrians immediately alongside a cycle lane that is separated from the main road by a permanent barrier, and obstacles that narrow the footpath's width. CRA – 6.1: Concrete base for street sign in centre of footpath as runners take right turn at top of steps onto footpath across Vauxhall Bridge, looking out for pedestrians. CRA – 6.2: Cycle lane is immediately to the left of the footpath. Runners should not enter the cycle lane. CRA – 6.3: Lampposts on edge of footpath and cycle lane. Runners should stay to the right-hand side of lampposts across the bridge. CRA – 6.4: Two Life Buoys attached to bridge on right-hand side cause slight narrowing of footpath. CRA – 6.5: Metal electronic boxes on left hand side of footpath close to north side of the bridge narrow path. CRA – 6.6: Anti-car barriers block half the width of the footpath on north side of the bridge. CRA – 6.7: Steps from foot entering Vauxhall Bridge. Runners do not take these steps. CRA – 6.8: Trees on footpath as it starts to corner from Vauxhall Bridge to Millbank. Runners should stay to the right of the trees and follow the line of the building round onto Millbank.
	Controls: - Marshal at top of steps on southside of Vauxhall Bridge. - Marshal at top of steps on northside of Vauxhall Bridge. - Runners advised to keep to right-hand side of footpath away from cycle lane - Runners advised in pre-race materials and again at the start of the race of the importance of not entering the road or cycle lane at any point, and the need to be aware of hazards.
CRA - 7	Location: (1.92 km – 2.62 km) Millbank to Lambeth Bridge

	Hazards: Footpath runs alongside designated cycle lane on edge of main road with bus stops at various points alongside the footpath which is uneven in places due to tree roots. There are some low hanging branches from trees, and obstacles that narrow the footpath's width. • CRA – 7.1: Shortly after turning the corner onto Millbank, there is an entry / exit for road vehicles over the footpath into block of apartments on right-hand side. Pedestrians have right of way, but runners need to look out for any turning vehicles. • CRA – 7.2: Cycle lane and bus stops on a main road (Millbank) running along the side of the footpath. • CRA – 7.3: Lamppost on right hand side of footpath just after entry / exit point for cars. Runners should run to the left of this. • CRA – 7.4: Lampposts alongside the left end edge of the footpath. Runners should run to the right-hand side of these. • CRA – 7.5: Pedestrians joining footpath from gardens to the right-hand side of footpath. • CRA – 7.6: Bus stop on left hand side of footpath which narrows the footpath. • CRA – 7.7: Bench on a concrete plinth which narrows the footpath together with a low hanging branch that could potentially be hit by taller runners. • CRA – 7.8: Narrow stretch of footpath with benches on left hand side • CRA – 7.9: Bus stop immediately next to footpath • CRA – 7.10: Ramp and walkway on right-hand side of footpath to Millennial Pier. Runners should run to the left of the ramp and walkway but to the right of the adjacent lampposts in what is a very narrow part of the footpath. • CRA – 7.11: Footpath starts to climb up towards Lambeth Bridge. Stay left of tree in middle of footpath and then head up to corner of Lambeth Bridge. • CRA – 7.12: Entrance / exit to Victoria Tower Gardens South – look out for pedestrians • CRA – 7.13: Footpath narrows as you approach corner and there is a metal electronics box against the wall on the left-hand side. • CRA – 7.14: Turn into Lambeth Bridge, staying to the right hand-side of the footpath, and running between a lamppost and metal electronics box.
	Controls • Runners should stick to the right-hand side (river side) of the footpath along this part of the course. • Marshal at CRA - 7.1 • Marshal at CRA – 7.13 • Runners advised of the above hazards in pre-race materials and again at the start of the race.
CRA - 8	Location: (2.62 km – 3.00km) Lambeth Bridge to turning point on Albert Embankment
	Hazards: shared use of footpath with pedestrians immediately alongside a cycle lane that is separated from the main road by closely spaced bollards, and obstacles that narrow the footpath's width. • CRA – 8.1: Two metal bollards across the footpath at the start of Lambeth Bridge. • CRA – 8.2: Raised lip between the footpath and cycle lane. Cycle lane is immediately to the left of the footpath. Runners should not enter the cycle lane. • CRA – 8.3: Lifebuoys attached to Bridge but no real impact on width of footpath. • CRA – 8.4: Bollard in centre of footpath at southside of Lambeth Bridge. • CRA – 8.5: Steps down to riverside footpath on the right-hand side but runners should run past these, taking care of bollards on right-hand side. • CRA – 8.6: Plastic barriers on left hand side of footpath as you corner right from the bridge onto Albert Embankment. Runners should stay on the right-hand side. • CRA – 8.7: Pedestrian crossing on the left-hand side just after the corner with two benches on the wall closest to the river. • CRA – 8.8: Run down the ramp in the direction of Vauxhall bridge. • CRA – 8.9: Various temporary road signs on the left-hand side narrowing the footpath, and a metal electronics box on the right hand-side immediately before the 3 shallow steps that are the turning point for the return onto the river footpath to head back to the finish. • CRA – 8.10: Turning point as indicated by a marshal, cross to left hand side of the footpath (river side) and head towards Lambeth foot tunnel, looking out for runners coming the opposite direction, and pedestrians and cyclists.

	Controls: - Runners advised to keep to the right-hand side of the footpath away from the cycle lane - Marshal at turning point for return to the finish - Runners advised in pre-race materials and again at the start of the race of the importance of not entering the road or cycle lanes at any point, and the need to be aware of hazards
CRA - 9	Location: (3.0km – 3.32km) Turning point after Lambeth Bridge to end of National Covid Memorial Wall (NCMW) - running in reverse the course from hazard CRA – 4.2
	Hazards: shared use of footpath, pedestrians and cycles joining / leaving the footpath, obstacles that narrow the footpath's width, runners coming in the opposite direction. CRA – 9.1: Immediately before entrance to the Lambeth foot tunnel is a set of stairs on the right-hand side that lead to a disused tunnel. Runners should not take the stairs and should keep to the left-hand side of the footpath. CRA – 9.2: Runners should keep to the left-hand side of the foot tunnel. CRA – 9.3: Bollards at exit of foot tunnel which may be obscured by pedestrians. CRA – 9.4: Tables and chairs on the river side of the footpath next to Lambeth Pier, and this is opposite another pedestrian entrance / exit to the footpath from Lambeth Palace Road with an old-style red telephone box (not in use) on the corner of the footpath entrance. CRA – 9.5: Passenger embark / disembark point for boats from Lambeth Pier with the possibility of queues. CRA – 9.6: Tourist information boards on a permanent fixture in the centre of the footpath. CRA – 9.7: Tourist information boards on a permanent fixture on the right-hand side of the footpath very close to a bench on a concrete plinth making this part of the footpath particularly narrow. CRA – 9.8: Pedestrian entrance to / exit from the footpath from /to Lambeth Palace Road on right hand side of footpath CRA – 9.10: Runners coming in the opposite direction throughout this section of the course.
	Controls: - Marshal positioned close to Lambeth Pier - Timing of river cruises to be checked in advance to see if any planned departures or arrivals coincide with the race. Additional marshals deployed if this is case. - Runners advised of the above hazards in pre-race materials and again at the start of the race
CRA - 10	Location: (3.32km – 3.75 km) Footpath from end of the National Covid Memorial Wall (NCMW) to Start / Finish Area
	Hazards: shared use of footpath, obstacles that narrow the footpath's width, and runners coming in the opposite direction CRA – 2.3: Benches on large concrete plinths are placed centrally along the length of this part of the footpath and some of these have accompanying rubbish bins – these pose a trip hazard to runners CRA – 2.1: The NCMW runs on the right-hand side of the footpath and so care needs to be taken of any pedestrians walking slowly or pausing along the length of the wall. CRA – 2.4: Runners coming in the opposite direction.
	Controls: - Runners instructed to stay on left hand side of the footpath which should be the opposite side to runners on the outward leg of the race - Timing of the race is after the busiest time of day for commuters, but the volume of pedestrians diminishes further throughout the race - Runners advised of the above hazards in pre-race materials and again at the start of the race - Incoming runners are advised to keep to their left-hand side of the footpath (river side), and outgoing runners are advised to keep to their left-hand side of the footpath (NCMW side).

CRA - 11	Start / Finish Area on the footpath near the southeast corner of Westminster Bridge, at the start of the National Covid Memorial Wall
	Hazards: congestion of runners, cyclists, pedestrians, race officials • CRA – 11.1: Pedestrians / cyclists using the footpath can enter this area from the tunnel under or steps leading down from Westminster Bridge, the steps down from the race assembly area in the gardens of St Thomas' hospital, or from the footpath heading towards Westminster Bridge. • CRA – 11.2: Runners gather in this area ahead of the start of each leg of the relay causing crowding • CRA – 11.3: Handover point between each leg of the relay with finishing runners at full effort and more liable to collide with pedestrians / cyclists • CRA – 11.4: Finishers need to head down finish funnel to have their race number recorded • CRA – 11.5: Finishers need to move through the finish tunnel quickly to avoid a backlog of runners and overcrowding.
	Controls: • Marshals will keep a clear passage for pedestrians and cyclists on the river side of the footpath with this being notified to pedestrians / cyclists as they approach the start / finish area. • Runners advised in pre-race materials and again at the start of the race of the continued right of way and priority that should be given to pedestrians / cyclists. • Marshals deployed at the entrance to and along finish funnel, with finishers encouraged to return to the assembly area once their race number is recorded.

Medical Risk Assessment (MRA)

The assembly area for the course is within the grounds of St. Thomas' hospital which has a walk in Accident & Emergency department. This does not remove the need for an emergency response plan for the race which has been put in place and would represent the fastest means of obtaining medical support.

The length of the course makes it unlikely that any runners will suffer from under or over hydration and similarly will unlikely suffer ill effects associated with endurance events. Given the race does not start until 19:00 BST, any potential effects of high temperatures are also reduced. A limited amount of water will be available at the finish area.

QRA Entry #: MRA - 01

Field	Detail
Hazard	Runner collapsing on course due to a medical emergency or accident requiring first aid or further medical treatment
Who is at risk	Runners
Likelihood	2 – Possible. The race is relatively short and well within the capabilities of most entrants, particularly club runners who make up a fair proportion of the entrants.
Severity	3 - Severe. Potentially life threatening without rapid response.
Risk Rating	2 x 3 = 6 (High)
Control Measures	2 qualified first aiders present at start / finish along with a third first aider who will be a 'fast response' on bike to anyone needing assistance on the course within 8 minutes. - All marshals briefed on emergency procedure and given Race Director's phone number. - Race Director in radio contact with first aid team - Nearest postcode at each marshal point identified for emergency services; runners required to complete medical declaration on entry form. - Risk cannot be fully negated, control measures seek to reduce the severity through a prompt professional medical response
Likelihood after controls	2 - Possible
Residual Risk	2 x 3 = 6 (High)

QRA Entry #: MRA - 02

Field	Detail
Hazard	Hot weather causing a runner to become unwell
Who is at risk	Runners
Likelihood	1 – Unlikely. The race takes place in early evening and the temperatures are generally cooling as the race progresses. Race takes place near water which provides a further cooling effect. The race legs are short.
Severity	2 – Moderate. Minor dehydration may require medical attention.
Risk Rating	1 x 2 = 2 (Low)
Control Measures	Runners will be briefed in advance to bring their own water and the need to reiterate this will be assessed closer to the race based on weather forecast. 2 qualified first aiders present at start / finish along with a third first aider who will be a 'fast response' on bike to anyone needing assistance on the course within 8 minutes. - All marshals briefed on emergency procedure and given Race Director's phone number.

	• Race Director in radio contact with first aid team • Nearest postcode at each marshal point identified for emergency services; runners required to complete medical declaration on entry form. • Environment and physical control measures such as early evening running and event course being near Thames for cooling • Some water will be available at the start finish.
Likelihood after controls	1 - Unlikely
Residual Risk	1 x 2 = 2 (Low)

Traffic Management Risk Assessment (TMRA)

The assembly area for the course is within the grounds of St. Thomas' hospital which is not accessible by traffic. The course is run entirely on public footpaths with the start and finishing straight being bordered by the River Thames and the Covid Wall of Remembrance, removing any interaction with road traffic. Most of the remainder of the course is on public footpath alongside major roads. The bridges have additional anti-terrorism measures to prevent vehicles gaining access. On both Vauxhall and Lambeth Bridges the race route is bordered by a cycle track and not a road. Runners do not need to cross any roads to complete the course but the risk to runners from traffic has been assessed given proximity of the course to the roads. There is only one point where road traffic may cross the footpath – this is covered in CRA – 7.2

QRA Entry #: TMRA - 01

Field	Detail
Hazard	Runner straying onto the road at any point on the course.
Who is at risk	Runners and road users.
Likelihood	2 – Possible. Pavement width varies, has various obstacles (see course assessment), and runners will pass other runners and pedestrians.
Severity	3 - Severe. Contact with moving vehicle could cause serious injury or death.
Risk Rating	2 x 3 = 6 (High)
Control Measures	- Runners advised in pre-race materials and again at the start of the race of the continued right of way and priority that should be given to pedestrians / cyclists. - Anti terror measures on bridges reduces risks in these area.
Likelihood after controls	1 – Unlikely
Residual Risk	1 x 3 = 3 (Moderate)

QRA Entry #: TMRA - 02

Field	Detail
Hazard	Runner straying onto the cycle lane when entering Vauxhall Bridge on exit of steps from footpath, or while crossing Vauxhall or Lambeth Bridges.
Who is at risk	Runners and cyclists.
Likelihood	2 – Possible. Runners will be disorientated at top of stairs and out of breath so may be confused. Possible contact when cycles are on the pavement along the embankment.
Severity	2 – Moderate. Contact with moving cycle may result in need for medical attention.
Risk Rating	2 x 2 = 4 (Moderate)
Control Measures	Marshal at top of stairs to ensure runners stay on the footpath. Ditto at north side of Lambeth Bridge. Runners briefed ahead of and at start of race on the importance of not entering the road at any point and to watch for cycles on the pavement.
Likelihood after controls	1 - Unlikely
Residual Risk	1 x 2 = 2 (Low)

QRA Entry #: TMRA - 03

Field	Detail
Hazard	Runner attempting to cross the road on Lambeth bridge rather than staying on the path and using pedestrian tunnel on south side of bridge.
Who is at risk	Runners and road users.
Likelihood	2 – Possible. Runners unfamiliar with the course may seek what appears to be the most direct route back to the start.
Severity	3 - Severe. Contact with moving vehicle could cause serious injury or death.
Risk Rating	2 x 3 = 6 (High)
Control Measures	Marshal at each end of the bridge to ensure runners stay on the footpath. Marshall is positioned at top of stairs being the point where runner would look to cross. Runners briefed ahead of and at start of race on the importance of not entering the road at any point. Bollards and anti terror vehicle separation between footpath / cycle lane and traffic make crossing the road a less obvious option.
Likelihood after controls	1 – Unlikely
Residual Risk	1 x 3 = 3 (Moderate)

QRA Entry #: TMRA - 04

Field	Detail
Hazard	Runner straying onto the cycle lane when crossing Lambeth Bridge.
Who is at risk	Runners and cyclists.
Likelihood	2 – Possible. Runners may be confused about the route and quickest way back to the finish.
Severity	2 – Moderate. Contact with moving cycle may result in need for medical attention.
Risk Rating	2 x 2 = 4 (Moderate)
Control Measures	Marshal at top of stairs to ensure runners stay on the footpath. Runners briefed ahead of and at start of race on the importance of not entering the road at any point.
Likelihood after controls	1 - Unlikely
Residual Risk	1 x 2 = 2 (Low)

Pedestrian Safety Risk Assessment (PSRA)

The assembly area for the course is within the grounds of St. Thomas' hospital - an area where there is minimal interaction with pedestrians. The course is run entirely on public footpaths with the start and finishing straight being bordered by the River Thames and the Covid Wall of Remembrance. This is a busy pedestrianised area, particularly around the start time of the race, and is also used by cyclists. The remainder of the course is on public footpath and mostly alongside major roads. Pedestrians will be present on all parts of the course and so there will be interaction between runners and pedestrians. The major pinch point will be the start / finish area.

QRA Entry #: PSRA - 01

Field	Detail
Hazard	Congestion in start finish area immediately before the start of race through to point where Leg 4 runners have all departed.
Who is at risk	Runners, pedestrians, cyclists
Likelihood	3 – Likely
Severity	2 – Moderate. Contact with a pedestrian or cyclist could cause a small injury or an injury requiring medical attention.
Risk Rating	3 x 2 = 6 (High)
Control Measures	Assembly area away from start / finish area. Contact made with the company running boats from the pier to check on timing of departures and arrivals (company has been in receivership for last 3 years). If either coincide with the race an additional marshal will be placed at the pier, and runners will be briefed ahead of and at the start of the race. If situation appears too congested on the night race will be delayed until the path is clear.
Likelihood after controls	2 – Possible
Residual Risk	2 x 2 = 2 (Moderate)

QRA Entry #: PSRA - 02

Field	Detail
Hazard	Collision between a runner and a member of the public using the pavement (pedestrians and cyclists), particularly in the start and finish straights, although the risk exists throughout the course noting that designated cycle lanes exist on the roads that line much of the course and so this should reduce the number of cyclists on the course.
Who is at risk	Runners, pedestrians, cyclists
Likelihood	2 – Possible with most risk being where runners run past pedestrians and cyclists from behind, or cyclists pass runners from behind.
Severity	2– Moderate. Contact between a runner and a pedestrian or cyclist could cause a small injury or an injury requiring medical attention.
Risk Rating	2 x 2 = 4 (Moderate)
Control Measures	Runners briefed ahead of and at start of race on the importance of being aware of cyclists and pedestrians and to give way to both pedestrians and cyclists. Marshals positioned at exit from Westminster Bridge into the start/finish area to notify pedestrians and cyclists of the risk. Marshals positioned in starting area and starting straight to notify pedestrians and cyclists of the race.
Likelihood after controls	1 - Unlikely
Residual Risk	1 x 2 = 2 (Low)

QRA Entry #: PSRA - 03

Field	Detail
Hazard	Collision between a runner and members of the public queuing to join a boat trip from Lambeth Pier
Who is at risk	Runners, pedestrians, cyclists
Likelihood	2 – Possible
Severity	2– Moderate. Contact with a pedestrian or cyclist could cause a small injury or an injury requiring medical attention.
Risk Rating	2 x 2 = 4 (Moderate)
Control Measures	Contact made with the company running boats from the pier to check on timing of departures and arrivals. If either coincide with the race an additional marshal will be placed at the pier, and runners will be briefed ahead of and at the start of the race.
Likelihood after controls	1 - Unlikely
Residual Risk	1 x 2 = 2 (Low)

Extremist Event Risk Assessment (EERA)

Given a good proportion of the course is run on public footpath but with no immediate roadside access for vehicles, the possibility of a car (or similar) being used as a weapon with the intent to cause harm is deemed unlikely for these parts of the course. Similarly, where the course crosses Vauxhall Bridge and Lambeth Bridge, security measures have been put in place to separate pedestrians from roadside access. There are sections of footpath on Albert Embankment and Millbank that run alongside busy roads, although the presence of trees lining the path again makes such an incident unlikely.

QRA Entry #: EERA – 01

Field	Detail
Hazard	Road vehicle being used as a weapon to attack users of footpaths used for the course.
Risk	Injury or death
Who is at risk	Runners and pedestrians
Likelihood	2 – Possible.
Severity	3 - Severe. Contact with moving vehicle could cause serious injury or death.
Risk Rating	2 x 3 = 6 (High)
Control Measures	Control measures deemed appropriate by Government authorities are already in place. No further steps the race organisers can take to mitigate the risk
Likelihood after controls	1 – Unlikely
Residual Risk	1 x 3 = 3 (Moderate)

Hospital Evacuation Risk Assessment (EERA)

Given the assembly area for the race is in the grounds of St Thomas' hospital, in the event of the need for St Thomas' hospital to be evacuated, the race Director would immediately abandon the race, and all runners asked to leave the grounds of the hospital using the steps down to the footpath alongside the River Thames to exit the area.

The likelihood of such an evacuation is deemed 'unlikely' but a contingency plan is in place to cover the eventuality.

ALARP (As low as reasonably practicable) Justification for High Risks

Hazard	Likelihood	Severity	Initial Risk	Controls	Residual Likelihood	Residual Severity	Residual Risk
Course Risk Assessment CRA - 4.3 and 7.1: Runners leaving the footpath and stepping into to the road or cycle lane on Albert Embankment or Millbank.	2	3	6	Pre-race walk of the course to identify all narrow or obstructed pavement sections that may lead to runners entering the road; marshals stationed at each pinch point; runners briefed ahead of and at start of race on the importance of not entering the road at any point.	1	3	3
Medical Risk Assessment MRA – 01: Runner collapsing on course due to a medical emergency or accident requiring first aid or further medical treatment.	2	3	6	Risk cannot be fully negated, control measures seek to reduce the severity through a prompt professional medical response from trained first aiders.	2	3	6
Traffic Management Risk Assessment TMRA – 03: Runner attempting to cross the road on Lambeth bridge rather than staying on the path and using pedestrian tunnel on south side of bridge.	2	3	6	Marshal at each end of the bridge to ensure runners stay on the footpath. Runners briefed ahead of and at start of race on the importance of not entering the road at any point. Bollards between cycle lane and traffic.	1	3	3
Pedestrian Safety Risk Assessment PSRA – 01: Congestion in start finish area immediately before the start of race through to point where Leg 4 runners have all departed.	3	2	6	Assembly area away from start / finish area. Marshals in place to manage flow of runners, pedestrians and cyclists.	2	2	4
Extremist Event Risk Assessment Road vehicle being used as a weapon to attack users of footpaths used for the course.	2	3	6	Control measures deemed appropriate by Government authorities are already in place. No further steps the race organisers can take to mitigate the risk.	1	3	3

Further detail:

CRA: The risk of runners stepping into the road remains, but the route has been designed such that there is only one point where vehicles have a right of way across the footpath to access a residential block. Where possible, the route has been designed so that it does not run alongside a road, and on the two bridges that the route uses, the footpath and accompanying cycle lane are protected from the road by barriers.

MRA: Medical risks have been mitigated through provision of trained first responders in accordance with guidelines for small road races, and communication systems. All marshals will be given directions on steps to take in the event of an emergency.

TMRA: If a runner is not close enough to the runner ahead of them, is not familiar with the course and has not paid attention to pre-race briefings, they may determine that the most direct route from Lambeth Bridge to the finish line is to cross the road at Lambeth Bridge. The presence of a marshal at the start of the bridge, and the barriers either side of the road on the bridge mitigate this risk.

PSRA: There is a risk of collision with pedestrians in the start / finish area but the use of experienced marshals in this area and clear guidance provided to runners mitigate this risk.

