



# **RISK ASSESSMENT FOR THE CINQUE PORTS 100 2018**

## **Version no KENT RA 4(ii)**

N.B. This assessment is a living document. It is important to ensure that the most current version is always in use.

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## **INTRODUCTION**

### **DETAILS OF THE EVENT**

**DATE:** Main event 26<sup>th</sup>, 27<sup>th</sup> & 28<sup>th</sup> May 2018  
Marshals walk 5<sup>th</sup>, 6<sup>th</sup> & 7<sup>th</sup> May 2018

**ORGANISING GROUP:** Kent LDWA

**START/FINISH:** Main and Marshals' Event start: Sussex Coast College, Station Approach, Hastings, East Sussex: TN34 1BA (GR TQ 815 096).  
Main event finish Duke of York's Royal Military School (GR TR 327 434).  
Marshals' event finish: Whitfield Club, ( GR TR 302 458).

**RISK ASSESSMENT:** The risk assessment was originally coordinated by Roger Dean, but latterly updated by Gail Elrick (Event Risk Assessment) and Peter Jull (Route Risk Assessment). Version 4(ii) was approved by the Event Organising Committee on 21 February 2018 and sent to the NEC 100 Co-ordinator on 23 February 2018.

### **DESCRIPTION OF EVENT**

The event is a 100+ mile walk from Hastings to Sandwich then Guston for around 60 Marshals on 5<sup>th</sup>, 6<sup>th</sup> & 7<sup>th</sup> May 2018 and for around 500 walkers/runners on 26<sup>th</sup>, 27<sup>th</sup> & 28<sup>th</sup> May 2018. The organising committee recognise their duty of care to participants and helpers and undertake to provide a level of safety comparable with what is regarded as acceptable within the sport, judged by best current practice. As in other outdoor activities, entrants must necessarily take primary responsibility for their own safety.

All participants will be aged 18 or over and through their daily activities will have acquired an understanding of the risks associated with the use of roads as pedestrians. This assessment address circumstances where those risks may be changed in nature or by degree because of the number of walkers participating in the event, by adverse weather conditions, or by fatigue induced by the length of the event. All participants will have completed a qualifying event evidencing that they have successfully managed the challenges and risks associated with an event similar in character including walking on uneven and steep rural terrain and navigating by use of route description, maps and compass including at night. The route will use roads, footpaths, bridle-ways, byways, public parks, open access land, and sea defences available for use by the general public at any time where no danger warnings or restrictions have been placed by governmental authority.

The Rules of the Event (reproduced in full below) cover the conduct of the event and all entrants will need to confirm that they agree to the rules. This includes details of the essential kit to be carried. A kit check will be taken during the event and participants without the specified kit will be withdrawn from the event. Additionally, as part of the registration process for the event, they will be asked to supply details of any medical conditions and allergies and to confirm that they are in good health. All entrants will need to have a completed a qualifying event

to demonstrate that they have the requisite level of fitness and stamina to complete the event and have experience of night navigation.

Participants will be required to register at a series of checkpoints to ensure that the organisers can investigate in a timely manner the likely whereabouts of anyone that is injured on route. A system of radio, telephone and internet communications between checkpoints will be established for the purpose of tracking participants expected to arrive at each checkpoint. Transport will be provided to get anyone unable to continue, to the finish or medical assistance as appropriate. Marshals familiar with the route will sweep between checkpoints after the last participant has left to look out for incapacitated participants and assist them to safety. Marshals at checkpoints have the authority to withdraw from the event any participants who, in their opinion, are too far behind the required schedule or appear physically unable to complete the course within the time period for which safety procedures are in place.

## **AIM OF RISK ASSESSMENT AND WHO IT COVERS**

The primary aim of the Risk Assessment is to ensure that those involved in the event will not suffer injury or harm as a result of their participation or involvement in the event. To this end the Risk Assessment looks at risks and hazards that could cause significant harm to those involved in the event. It also considers some of the risks not directly related to safety and welfare of those involved in the event but could affect the reputation of the LDWA and the Local Group, for example if the event was poorly run and if it made a dramatic financial loss.

The safety of anyone involved in the event, entrants, marshals and supporters will clearly need to be considered. However consideration also needs to be given to anyone who could be affected in any way including local residents, landowners and the general public.

## **METHODOLOGY**

An Event Risk Assessment Form is completed for all general risks associated with the event and a Route Risk Assessment completed for the route of the event. The Event Risk Assessment form requires systematic completion of the form as follows and guidance has been provided to those undertaking the assessment.

Column A	Identification of all significant hazards and risks associated with the event including financial and reputational risks.
Column B	An assessment of the level of risk which these hazards/risks can impose of the event into <b>high</b> , <b>medium</b> and <b>low</b> risk <b>BEFORE</b> inserting the control measures (column D) This will also reflect the likelihood of the event occurring.
Column C	An assessment of the level of risk which the same hazards/risks can impose on the event into <b>AFTER</b> inserting the control measures (column D).
Column D	The proposed measures to be undertaken in order to control the risk.

Column E	The timescales and identification of personnel in order to ensure that the measures proposed are actually implemented.
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**A Route Risk Assessment Form** is completed for the entire route. It contains 5 columns as follows:

Column A	Location and description of hazard/risk
Column B	An assessment of the level of risk which the hazard/risk impose assessed as <b>high</b> <b>medium</b> or <b>low</b> <b>BEFORE</b> inserting the control measures. This will also reflect the likelihood of an accident /incident occurring
Column C	An assessment of the level of risk which the hazard/risk impose assessed as <b>high</b> <b>medium</b> or <b>low</b> <b>AFTER</b> inserting the control measures.
Column D	Control measures suggested
Column E	Comments

Please note - All details in **red** are specific to our Cinque Ports 100.

# Rules of the **CINQUE PORTS 100:**

## **26 – 28 MAY 2018**

### **1 The Event:**

1.1 The aim is to complete, on foot, a defined route of 100 miles within a maximum of 48 hours.

1.2 Entrants may start at **10am or 2pm** on Saturday **26 MAY 2018**. Entrants may use either of the start times, but fast walkers and runners should start at **2pm**. Entrants must finish by 10am on Monday **28 MAY 2018**. As a guide: entrants expecting to record a time of between 20 and 32 hours should choose the 2pm start. Checkpoint opening hours are based on these timings (see Conduct of the Event: paragraph B7).

### **2 Start and Finish:**

2.1 The Start:

**Sussex Coast College, Station Approach, Hastings, East Sussex TN34 1BA (Grid Reference: TQ 815 096)**

There is no parking on site but there are large public car parks (chargeable) nearby.

2.2 The Finish (Walk HQ):

**The Duke of York's Royal Military School, Dover, Kent CT15 5EQ (Grid Reference of entrance gate: TR 330 435)**

Cars may arrive between **1pm** and **6pm** on **Friday 25 May** so entrants can make their own way to Hastings ready for the start next day.

Cars may arrive between **6.30am** and **7.30am** on **Saturday 26 May** when coaches will be provided to Hastings for the **10am** start, or by **11am** for a coach to Hastings in time for the **2pm** start. **Entrants must book and pay a £10 charge to use the coach service.**

### **3 How to Enter:**

3.1 The registration period for the **CINQUE PORTS 100** opens on **MONDAY 9 OCTOBER 2017** and closes on **FRIDAY 24 NOVEMBER 2017**. If more than **550** valid entries are received by **FRIDAY 24 NOVEMBER 2017** entrants will be selected by means of a ballot (see Section 6: Ballot).

3.2 If fewer than **550** valid entries are received by **FRIDAY 24 NOVEMBER 2017** all valid entries at that date will be accepted (subject to conditions of entry) and the remaining places filled on a first come first served basis irrespective of LDWA membership. The final closing date for entries will be **MONDAY 16 APRIL 2018**.

3.3 The preferred method of entry is online.

3.4 Entries will be acknowledged via email.

3.5 You may also enter by post. Use the Entry Form on the event website or send an SAE for the form to **Entries Secretary, Phyl Butler, The Boatyard, High Street, Weedon, Northampton NN7 4QD**. Send it with your payment and evidence of your qualifying event completion as set out on the Entry Form to the Entries Secretary. No cheques will be presented at this stage. When your entry is accepted, your payment will be cashed and you will be advised that you have a place on the event.

3.6 If entrants do not use email, then entries will not be acknowledged unless stamped self-addressed postcards or sealed envelopes marked "Entry Received" and "Entry Accepted" are forwarded with the entry. The SAE for entry acceptance or non-acceptance will be posted on

**MONDAY 4 DECEMBER** once it is known whether an applicant has been accepted on the event or not (subject to the ballot).

3.7 Entrants who have not received the final instructions two weeks prior to the event date must complete the following:

1. On-line entrants must check their on-line status to confirm their entry status. If confirmed, then please contact the entries secretary by email who will provide the required information.
2. Postal entrants to contact the entries secretary by post or telephone.

## **4 Conditions of Entry:**

All entrants must:

4.1 Be aged 18 years or over on **26 MAY 2018**

4.2 Have demonstrated the skills to navigate and read a map including during the hours of darkness.

4.3 Provide evidence of having completed an event of at least 50 miles, or completion of 50 miles of an event of longer than 50 miles, after **1 JANUARY 2017**. If entering by post this can be a copy of a certificate or results sheet. If entering online this can be a link to an event website results page. Conditional entry on the basis that a qualifying event will be completed in the future will not suffice. Entries will only be accepted when evidence is produced that a qualifying event has already been completed.

4.4 Be aware that acceptance of an event not included in the list of qualifying events shown on the event website will be at the discretion of the organising committee. However, the event should enable the entrant to demonstrate the necessary stamina and fitness, and the ability to navigate the required route including during the hours of darkness.

4.5 Have paid the required entry fee.

4.6 Agree to comply with the event rules.

## **5 Cost:**

5.1 The entry fee is **£66** for LDWA Individual and Family Members (which must be current at the time of both the entry and the event), and **£86** for non-LDWA members. **The entry fee for helpers on the Marshals' Walk is £35 if already agreed with the Organisers.**

5.2 Payment will be made either online or by cheque which should be made payable to **CINQUE PORTS 100**.

5.3 The entry fee includes all refreshments provided during the event including a meal at the breakfast checkpoint, transport for retirements, a meal at the finish, a certificate for all starters and a badge for all finishers. Transport of entrants' own food to checkpoints for those with special dietary requirements is included in the cost provided the food is supplied and labelled with their name, walk number and checkpoint number to be delivered to, and the Organisers are notified in advance. The event report and results will be published on the event website soon after the event.

## **6 Ballot:**

6.1 If the number of valid entries received at the end of the registration period (see section 3.1) is greater than the entry limit, there will be a ballot to determine which entries are accepted.

6.2 Entries will be grouped into the following categories for the ballot:

1. LDWA Individual and Family Members who have been continuous members prior to **1 OCTOBER 2016**.
2. LDWA Individual and Family Members who joined or re-joined between **1 OCTOBER 2016** and **30 SEPTEMBER 2017**.
3. LDWA Individual and Family Members who joined or re-joined after **1ST OCTOBER 2017**.
4. Non-members

6.3 The entries will be drawn from category 1, then category 2, then category 3 and finally category 4 until the entry limit is reached. The entries thus drawn will be accepted.

6.4 The rest of the entries will be drawn in the same order of category to form a reserve list. Entries from the reserve list will be invited in order of drawing to fill the spare place left if payment for an accepted entry is not received. Thereafter, entries may be invited from the reserve list in order of drawing, if space becomes available, at the absolute discretion of the event Organisers.

6.5 If two or more entrants wish to be included or excluded together in the event of a ballot, then the entries should be sent in the same envelope with a statement to that effect attached, or if entering online added as multiple entries.

To prevent entrants with lower priority for the ballot artificially gaining priority status through combining entry together with entrants with higher ballot priority, where entries are coupled then the ballot priority will become that of the entrant with the lowest ballot priority status.

6.6 The ballot will be witnessed by an independent auditor nominated by the LDWA NEC who is not an entrant nor involved in the organisation of the event. The ballot will take place on or before **MONDAY 4 DECEMBER 2017**.

6.7 Those successful in the ballot will be notified as soon as possible after the ballot. If payment has not been received by **FRIDAY 22 DECEMBER 2017**, then, if there is a reserve list, the entry will be cancelled and the place offered to the first person on the reserve list.

6.8 If no ballot is required, entrants will be invited to pay and must do so by the **FRIDAY 22 DECEMBER 2017**. If payment is not received by this date, if there is a reserve list, the entry will be cancelled and the place offered to the first person on the reserve list.

6.9 Notice of non-acceptance will be sent after **MONDAY 4 DECEMBER 2017**.

## **7 Cancellation and Withdrawal:**

7.1 If the event is cancelled for any reason the Organisers will do their best to contact entrants before they start their journey, using the contact details provided. The Organisers will also put a notice on the event website and entrants are recommended to check this before departure. Cancellation of the event will be at the discretion of the Organisers and entry fees will be refunded less a proportional amount for costs incurred etc.

7.2 If an entrant withdraws their entry on or before **31 MARCH 2018** the Organisers will refund the fee, less £5 for administration. There will be no refund if an entrant withdraws after **31 MARCH 2018**.

## **8 Kit Required:**

The kit listed below is the minimum required. Every participant must carry every item of kit during the event, sharing is not permitted. There will be a kit check at some point during the event, and any participant not carrying a required item of kit will be immediately disqualified and transported to the finish by official transport – see Section 11: Disqualification.

8.1 The mandatory kit that is required for your safety is:

- Route Description. This must be the **official** route description of the event and can be in: Paper form and kept waterproof.  
**OR**  
An electronic version provided durability and adequate power supply can be demonstrated if requested by a marshal.
- Maps as specified below.
- A full set of waterproofs that cover the whole body.
- An additional upper body layer to be worn or carried e.g. Long-sleeved Base Layer or Fleece.
- Hat & Gloves.
- Trousers to be carried if shorts are worn. They can include tracksters, running tights **AND** waterproof trousers. The purpose of carrying trousers is to enable an entrant to remain warm when the temperature drops. Entrants should bear in mind that if the weather changes or they suffer an accident they must be able to dress appropriately as the temperature can drop significantly, even in summer.
- Compass with a dial. This can include an electronic device provided adequate power can be demonstrated if requested by a marshal.
- A whistle.
- A working torch with spare batteries and bulb if not an LED device.
- A survival bag or space bag (not a space blanket).
- First Aid kit, which at a minimum must include plasters, adhesive dressing, antiseptic wipes, fixation tape and low adherent dressing.
- Emergency food.
- A sealable drinks container, minimum size 0.5 litre.
- Reflective clothing or reflective markers on backpacks. These must be visible when walking at night.

**8.2 Other kit that we recommend you carry, but for which you will not be disqualified if you are not carrying it is as follows:**

- A cup or mug (none will be provided on route)
- Money/Debit/Credit card or mobile phone for emergency use.

## **9 Maps Required:**

At least one of the following:

9.1 OS 1:25,000 Explorer **124 (Hastings & Bexhill), 125 (Romney Marsh, Rye & Winchelsea), 138 (Dover, Folkestone & Hythe) and 150 (Canterbury & Isle of Thanet)** *or*

9.2 OS 1:50,000 Landranger **179 (Canterbury & East Kent), 189 (Ashford & Romney Marsh) and 199 (Eastbourne & Hastings)** *or*

9.3 **The recommended Cinque Ports 100 souvenir map, costing £10 (plus postage and packing) - further details to follow** *or*

9.4 Computer-generated versions of these maps printed in colour at a scale of not less than 1:50,000 waterproof and covering at least 1 mile either side of the route will be acceptable *or*

9.5 Maps in electronic format will also be allowed provided durability and adequate power supply can be demonstrated if requested by a marshal.

## **10 Baggage:**

10.1 A single small bag marked with the entrant's walk number should be deposited in the area provided **at Sussex Coast College**. It will be transported to the breakfast stop at **Hythe Sports Pavilion**. It will then be taken back to Walk HQ for collection at the finish.



10.2 A numbered tag will be supplied which should be secured to the breakfast stop baggage.

10.3 Entrants must undertake not to leave cash or valuables (e.g. mobiles/GPS) in the bag.

10.4 Entrants MUST keep the size and weight of their bags within a maximum permitted size 56cm x 46cm x 25cm (22" x 18" x 10") and maximum weight 6 kg (13lb).

10.5 Bags may be weighed and measured and bags exceeding the size or weight specified above will not be transported. No plastic sacks or bin liners will be accepted, nor items other than those wholly contained within the bag. This includes walking poles.

10.6 Entrants travelling independently to Hastings may deposit an additional bag of reasonable size and weight, labelled with the entrant's walk number, in the area provided at Sussex Coast College. The bag will be taken to Walk HQ for collection at the finish. A numbered tag will be supplied to those notifying an intention to use this service. Additional baggage and possessions belonging to those using the coach service should be left in entrants' own cars.

10.7 All bags must be collected by 11.00am on Monday **28 MAY 2018**.

## **11 Disqualification:**

11.1 Entrants in breach of any of the rules of the event will be disqualified. They will be asked to surrender their tallies, and they will be transported back to the finish by official transport.

11.2 In all matters connected with the event the decision of the Organisers is final. At checkpoints the decision of the marshals is final.

## **12 Reconnoitring the Event:**

12.1 Accepted entrants who wish to reconnoitre the event should please note that the route may be subject to alteration and that some of the route may cross private land or land that has restrictions on access. Permission is required for organised groups to cross this land and such permission will have been granted at the required times during the event only.

12.2 Any person who is identified as trespassing on land where access has been negotiated for the duration of the event only may be subject to disqualification.

12.3 Any person who is identified as marking the route will be disqualified.

## **13 Privacy, Data Protection and Personal Information:**

13.1 For operational and safety reasons the Organisers will need to store entrants' personal information on a computer. This is a pre-condition of entry and by signing the entry form the participant agrees to this storage. This information will be held by the teams helping to plan and run the event and will be erased after the report and results have been published.

13.2 Entrants should however be aware that the LDWA maintains a Hundreds Database held on the hard drive of a personal computer of the Keeper of the Database. This database is also stored on a re-writable disk. The Hundreds Database contains names, gender, local group, age (where declared on entry forms), number of Hundreds started and finished, and years and times. It does not include addresses or telephone numbers. Entrants who do not want their personal details to be stored on the Hundreds Database, should enter by post only and mark the form accordingly.

# **Conduct of the Event**

The LDWA recognises that it has a duty of care towards those participating in the 100 mile event and this is outlined in Section A below. However participants must appreciate they have also have a duty

to conduct themselves in a reasonable fashion and to obey the Rules of the Event. These duties are outlined in Section B below. Ultimately individuals must take responsibility for their own actions.

## **Section A:**

### **Organisers' Duty of Care:**

The Event Organisers will undertake a suitable and sufficient risk assessment for the Event and keep it updated. This will be published on the website. They will also liaise with all relevant statutory authorities, including the local Safety Advisory Groups and landowners, and obtain all relevant permissions. The arrangements provided by the Organisers in furtherance of its duty of care will include:

A1 The Organisers will ensure that the event route description is as accurate as possible.

A2 The Organisers will marshal any potential points on the route where the Organisers and the local Safety Advisory Groups consider there to be risks. They will sign those risks as well as other places of potential risk that the Organisers identify. Furthermore, the Organisers, having identified possible risks, will seek to mitigate them in a way that is appropriate, proportionate and reasonable, whilst recognising that not all risks can be removed entirely.

A3 The Organisers will have checkpoints under cover and inside halls as much as is reasonably practicable.

A4 The Organisers will ensure there is sufficient quantity of high quality nutritious food.

A5 The Organisers will implement a robust communications system consistent with the terrain and known difficulties of communication.

A6 The Organisers will provide transport for entrants who retire in order to return them to Walk HQ.

A7 The Organisers will provide First Aid at Walk HQ.

A8 The Organisers will provide provision for entrants to sleep at Walk HQ at the end of the event.

A9 The Organisers will provide entrants with an emergency telephone number.

A10 The Organisers will identify those checkpoints that welcome entrants' supporters, and those that do not. The Organisers will explain why supporters are not welcome at certain checkpoints. This information will be provided on the event website.

## **Section B:**

### **Entrants' Duty of Care:**

B1 Entrants have a personal responsibility for their own fitness and well-being and undertake to prepare appropriately for the event. All participants must carry the appropriate equipment for their own safety and protection.

B2 Two or more checkpoint marshals will have the authority to retire entrants who in their opinion are behind schedule or appear to be showing signs of distress going beyond normal fatigue. Entrants must obey directions given to them by marshals, and hand in their tally and retire from the event if so directed by a marshal.

B3 Retiring entrants should hand in their tally card at a checkpoint and wait for transport to be arranged to Walk HQ. In an emergency, if retiring entrants cannot reach a checkpoint they should pass their tally to another person to hand in, or call the emergency telephone number. Under no circumstances should anyone retire from the event without ensuring the Organisers are informed.

B4 Entrants must not threaten, abuse or insult any marshal on the event. They understand that, if reported, their behaviour might be subject to evaluation by the Hundred Review Group.

B5 Entrants must follow the route description provided, including any late changes notified at the start or on route by marshals, and get their time recorded and tally punched at each checkpoint, including any self-clips.

B6 Entrants must pass through checkpoints in order. If they deviate from the route they must get back on route by the shortest practical means without trespassing on private property. Deliberate deviation from the route to gain advantage will result in disqualification.

B7 Entrants understand that they shall not be allowed in a checkpoint other than during the official opening times of the checkpoint. These times will be displayed on the event website and in the route description. Entrants understand that checkpoint opening and closing times will be strictly enforced. Entrants will be aware of the times when choosing a starting time.

B8 Entrants understand that they will be retired if they arrive at a checkpoint after that checkpoint has closed.

B9 Entrants understand that checkpoint marshals will retire any entrant remaining at a checkpoint for more than 2 hours.

B10 Entrants must complete the event exclusively on foot unless directed by a marshal to do otherwise.

B11 Entrants must comply with the Countryside Code throughout the event and do nothing to bring the LDWA into disrepute.

B12 Entrants must be generally quiet at night, particularly near residential properties where noise could disturb.

B13 Entrants understand that the Organisers reserve the right to vary the route for any reason such as adverse conditions or road closures, in which case entrants will be informed of the variations by marshals.

B14 Entrants understand that marshals shall be entitled to group entrants for reasons of safety, for example during adverse conditions.

B15 Entrants will be held accountable for the behaviour of their supporters during the event, particularly at checkpoints and at Walk HQ. Entrants should therefore ensure that their supporters do not visit any checkpoint that the Organisers have requested should be kept free of supporters.

B16 No dogs are permitted on the event.

## EVENT RISK ASSESSMENT

**PART 1 ORGANISING THE EVENT** started by Roger Dean updated by Gail Elrick

A) HAZARD/RISK	B) INITIAL RISK LEVEL H/M/L	C) REVISED RISK LEVEL H/M/L	D) MANAGING THE RISK PROPOSED ACTION/CONTROL MEASURES	E) FURTHER ACTION NEEDED/BY DATE
1.1 That the event organisers do not have the necessary skills and commitment to organise the event adequately	M	L	<p>The Kent Group has organised 2 previous 100s and was involved in the 2012 100 so has an understanding of what is involved. Their application to stage the 2018 100 was approved by the NEC on 18/10/2014. In considering their application the NEC were shown the proposed route and Their application showed the likely route and letter of support from the Cinque Ports and gave an indication of the composition of the Organising Committee and their relevant experience. This included running Challenge Events but limited recent experience in organising 100s. To assist with the latter the following has been provided:</p> <ul style="list-style-type: none"> <li>➤ allocation of an experienced NEC rep. living close enough to be able to attend most meetings,</li> </ul>	

			<ul style="list-style-type: none"> <li>➤ provision of range of standard documents including rules, job descriptions, entry forms plus hints etc. from previous 100</li> </ul> <p>To demonstrate their capacity the organisers have:</p> <ul style="list-style-type: none"> <li>➤ established a committee to cover the key posts to run the event,</li> <li>➤ organised regular meetings of organising committee established increasing in frequency as end date nears,</li> <li>➤ established a drop box to store relevant information,</li> <li>➤ Chair reports regularly to National 100s co-ordinator on progress and sought advice when required.</li> </ul>	
1.2 Persons attempt the event that are not appropriately qualified or equipped for the event leading to accident, injuries and placing extreme pressure on organisation of event	M	L	<p>The application of the Event Rules (see appendix A and also the web site) are key to this area as follows:</p> <ul style="list-style-type: none"> <li>➤ rules confirm all entrants need to complete qualifying event that demonstrates their capacity to do the walk,</li> <li>➤ on registration a check will be made that entrants have completed a named qualification within specified period as outlined in rules,</li> <li>➤ the details of qualifying events were made available in good time</li> </ul>	

			<p>to ensure entrants had opportunity to do an approved qualification,</p> <ul style="list-style-type: none"> <li>➤ system established for dealing with other applications not having a named qualification,</li> <li>➤ organisers have placed information on route on web site to help entrants determine nature &amp; difficulty of route,</li> <li>➤ a U Tube video has been produced giving details of the route (see link on the web)</li> <li>➤ draft route description now available to entrants to enable them to check route in advance</li> <li>➤ a special OS map is being produced for sale at low cost with route marked; this will be easier to use than carrying several maps and will help with any reconnaissance,</li> <li>➤ a forum has been established on the LDWA web site to answer queries about the event and it is regularly monitored,</li> <li>➤ it needs to made clear to entrants that they need to carry required kit and this will include a robust kit check will be arranged</li> <li>➤ kit check will be to be based on standard procedures and will</li> </ul>	
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			<p>include disqualification for failure,</p> <ul style="list-style-type: none"> <li>➤ the 100 Review Group established to deal with persons not obeying rules etc. and this will be made known to entrants.</li> </ul>	
1.3 That event marshals are not appropriately briefed or supported leading to organisational failures	M	M	<p>This is still in hand but will include:</p> <ul style="list-style-type: none"> <li>➤ Briefing Packs supplied well in advance to checkpoint marshals.</li> <li>➤ Consideration given to possible lone working in checkpoints.</li> <li>➤ Rotas and guidance to be drawn up for HQ marshals</li> </ul>	<p><b>TARGET DATE (AT LEAST 1 MONTH IN ADVANCE)</b></p> <p><b>Details needed –once this is included risk can be reassessed</b></p>
1.4 Event cancelled at last minute due to non-availability of key accommodation, major problems on route, prevailing poor weather. Major reputational damage to LDWA if procedures not in hand to deal with this.	L	L	<ul style="list-style-type: none"> <li>➤ Procedures need to be put in place to rapidly inform entrants and marshals of cancellation. Registration documents to include contact information and entrants asked to keep this up to date. Collate contact information for marshals.</li> <li>➤ Contacts to be maintained with organisations letting HQs and checkpoints to ensure that building remains available and in good condition.</li> <li>➤ Sections of route have been allocated to guardians so as they can keep regular check on route</li> </ul>	

			and alert Organising Committee to any problems	
1.5 Budget for event is inadequate leading to cut backs on facilities and loss of flexibility to respond to emergencies	M	L	<p>The following have been implemented:</p> <ul style="list-style-type: none"> <li>➤ the officer appointed as Treasurer has a finance background and has been Treasurer of the Kent Group,</li> <li>➤ budget for event approved by 100 Coordinator in November 2016 before event entry details (including fee) published,</li> <li>➤ sufficient contingency retained in budget to cope with emergencies</li> <li>➤ procedures to be set up for robust monitoring of expenditure.</li> </ul>	<b>Monitoring procedures need to be implemented</b>
1.6 Access approvals could be refused, local residents raise objections to event. Could cause major disruption to event and cause reputational damage. There is a history of last minute major changes to route etc. on this event.	H	L	<p>From contacts made to date with Parks and local landowners no major problems envisaged.</p> <ul style="list-style-type: none"> <li>➤ Early contact to be established with local landowners, Parks Authorities and local residents etc to build good relationships and determine problems,</li> <li>➤ Local Council and Police contacted over arrangements for start and have no objections,</li> <li>➤ Local Safety Liaison Group to be contacted before event,</li> <li>➤ Local residents /councils etc to be contacted shortly before event to remind them of its dates and time etc.</li> </ul>	



			<ul style="list-style-type: none"> <li>➤ Route Guardians have been asked to identify areas needing leaflet</li> </ul>	
1.7 Extreme weather conditions (very wet, very hot) create difficulties	M	M	<ul style="list-style-type: none"> <li>➤ Rules for event to be enforced including kit check.</li> <li>➤ Checkpoints located appropriately and use of outdoor checkpoints minimised.</li> <li>➤ Transport plans need to be robust to cope with high number of retirements.</li> <li>➤ Contingency plans to be developed for extreme conditions to cover support of entrants, alternative route etc.</li> </ul>	
1.8 Transport arrangements are inadequate. Supplies for checkpoints are not delivered in time, baggage is not delivered, entrants are transported without due delay. Drivers may also may become unduly tired and may not have adequate local knowledge. Failures in any of these areas can cause major disruption to the event.	M	L	<p>The Transport Officer has considered the numbers and types of vehicles required taking account of road conditions, distances etc. and costed the different options. The Transport Officer will also be dealing with the transport of baggage (previously dealt with by a separate group). To date the following has been done:</p> <ul style="list-style-type: none"> <li>➤ Transport Officer has drawn up a schedule of numbers and types of vehicles required and drivers of drivers (and companions?) needed,</li> <li>➤ suitable firms have been found to supply the vehicles.</li> </ul>	

			<ul style="list-style-type: none"> <li>➤ a suitable driving team has been recruited and checked and draft schedule to be drawn up,</li> <li>➤ drivers to be briefed and schedules distributed.</li> <li>➤ Transport Officer will be based at Hythe (breakfast stop) for the first part of the event to and then will relocate to DOYRMS for the remainder.</li> </ul>	
There may be a risk from tick bites, snakes or other farm animals causing injuries	L	L	<ul style="list-style-type: none"> <li>➤ External First Aid provider to be stationed at Hythe and DOYRMS. All checkpoints to have first aid kits.</li> <li>➤ Route Risk Assessment did not identify any particular issues.</li> </ul>	

**PART 2 FACILITIES, ROUTE AND STAFFING** completed by Gail Elrick

A) HAZARD/RISK	B) INITIAL RISK LEVEL H/M/L	C) REVISED RISK LEVEL H/M/L	D) MANAGING THE RISK PROPOSED ACTION/CONTROL MEASURES	E) FURTHER ACTION NEEDED/BY DATE
2.1 That the headquarters facilities available for the event are not suitable or sufficient.	M	L	<p><u>DOYRMS</u> will be the finish point and the main base for managing the event. Key members of the Organising Committee visited the site several times to check facilities against brief. This included provision of suitable areas for feeding and kitchens, admin facilities and medical, sleeping areas (entrants and marshals), toilets and showers and car parking. The accommodation was found to be generally adequate.</p> <p>A Health and Safety check needs to be made of premises before the event to check for any hazards and to confirm means of escape procedures and the Schools' Health and Safety Policy. Need to check gas safety, electrical safety (PAT?), and possibly water hygiene – certainly need to identify drinking water and non- drinking taps.</p> <p>Agreement must be obtained with persons letting the accommodation to cover areas of use, timings, emergency maintenance, hours of access and price. This needs to be confirmed in writing.</p>	<b>Officer responsible now dealing with DOYRMS on means of escape, lockdown etc.</b>

			<p>Sussex Coast College (Hastings) will be the start of the event and will be used for registration and as a gathering point for the event and for provision of tea/coffee.</p> <p>The accommodation and facilities of the building have been checked by several members of the organisation committee and the officer responsible for running the start has visited during peak periods to ascertain any problems associated with large numbers.</p> <p>Agreement must be obtained with persons letting the accommodation to cover areas of use, timings, emergency maintenance, hours of access and price. This needs to be confirmed in writing.</p> <p>Special attention needs to be given to the administration of the start of the event which will involve waking the entrants down to the sea front crossing a road (with pedestrian lights) and a shopping precinct. Discussions have taken place with the Local Council and the Police and agreement reached on the way forward.</p>	<p><b>As for DOYRMS above</b></p> <p><b>Marshals are being allocated to supervise the start</b></p>
2.2 That the checkpoints are not suitable or sufficient.	M	L	There are 16 checkpoints (plus the 2 HQs) on the route of which only two, CP1 and CP16 are	Reduced to low risk but confirmations

			<p>outside. This compares favourably with previous 100 events. Procedures followed include:</p> <ul style="list-style-type: none"> <li>➤ before booking all checkpoints were inspected by the Officer on the Organising Committee for suitability and that it is large enough to cope with the number of anticipated entrants,</li> <li>➤ and terms and conditions agreed and confirmed in writing,</li> <li>➤ details of every checkpoint posted on web site including assessment of suitability for access by supporters,</li> <li>➤ checkpoints have subsequently been re-inspected with particular emphasis on the suitability/sufficiency of the equipment for catering purposes.</li> <li>➤ checks also made on availability of risk assessment undertaken by those letting the building particularly on means of escape arrangements</li> <li>➤ checkpoint briefing notes for groups running checkpoints to contain details of accommodation and how to undertake a Health and Safety check.</li> </ul>	needed that all requirements listed have been completed
2.3 That the breakfast stop is not suitable or sufficient	M	M	<ul style="list-style-type: none"> <li>➤ As for checkpoints above but assessment needs to be made to ensure that the baggage accommodation is adequate and that it can be handled without risk to the marshals.</li> </ul>	
2.4 That the route is not appropriate for an LDWA event. It may be too	M	L	The route has been devised and written by local group member with a good knowledge of the area and with assistance from other members of	

<p>difficult in terms of the terrain and it may be inadequately described and not signed in key areas. This could lead to accident/injury, people getting lost. Walkers/runners could inadvertently cause disruption to local residents and public causing severe reputational damage to LDWA and Local Group.</p>			<p>the Organising Committee. A draft route has been posted on Drop Box for use by other Committee Members and a draft route has recently been posted on the web for use by entrants.</p> <ul style="list-style-type: none"> <li>➤ the route is currently being walked out by persons prior to the event including some who have little knowledge of the area and their findings incorporated,</li> <li>➤ see also route risk assessment,</li> <li>➤ the route has been measured for length and ascent/descent calculated and incorporated into the route description,</li> <li>➤ an assessment has been made as to where marshals will be need on the route and a schedule drawn up,</li> <li>➤ a Marshals' walk has been arranged for 3 weeks in advance of main event to make a final check of route.</li> </ul>	
<p>2.5 Food and drink is not adequate to meet needs of entrants causing problems with dehydration, loss of energy etc.</p>	M	L	<ul style="list-style-type: none"> <li>➤ the location and distribution of checkpoints has been planned to provide an adequate level of support throughout the event with gaps between checkpoints decreasing towards the end of the event,</li> <li>➤ a transport plan needs to be developed to ensure that ensure that the food is delivered to the checkpoints in a timely fashion,</li> <li>➤ food menus need have been planned to provide a balanced food offer,</li> <li>➤ the rules specify that entrants must carry water and spare food,</li> </ul>	<p><b>Transport Plan for food awaited</b></p>

			<ul style="list-style-type: none"> <li>➤ facilities will be made available to transport entrants' special food (see rules),</li> <li>➤ contingency plans need to be developed to provide additional drink stops should the weather be hot.2 provisional locations suggested</li> </ul>	<b>Now in hand</b>
2.6 Kitchen facilities are inadequate (including for handwashing) and food preparation does not take account of hygiene requirements leading to illness	M	L	<ul style="list-style-type: none"> <li>➤ the booking of facilities took account of the account of suitability of kitchens and menus tailored accordingly,</li> <li>➤ all locations have been inspected by the catering team and the equipment listed,</li> <li>➤ guidance need to be issued to marshals on basic food hygiene</li> </ul>	<b>In hand</b>

**PART 3 MANAGEMENT OF THE 100** completed by Gail Elrick

A) HAZARD/RISK	B) INITIAL RISK LEVEL H/M/L	C) REVISED RISK LEVEL H/M/L	D) MANAGING THE RISK PROPOSED ACTION/CONTROL MEASURES	E) FURTHER ACTION NEEDED/BY DATE
3.1 That incidents and possible emergencies are not managed on the day leading to escalation of problems.	M	M	<p>Procedures currently being developed as follows:</p> <ul style="list-style-type: none"> <li>➤ procedures to be developed to ensure that the roles and transition of control between the 2 HQs is adequately considered,</li> <li>➤ event HQs to be adequately staffed at all times and incident logs to be maintained,</li> <li>➤ key staff to ensure that they have deputies who can deal with issues in their absence,</li> <li>➤ communication systems to be set up (including setting up emergency number),</li> <li>➤ check availability of mobile phone signals and WIFI.</li> </ul>	
3.2 Entrants become lost and or are unaccounted for	H	M	<ul style="list-style-type: none"> <li>➤ Event Monitoring System to be used (PACER) with paper back up,</li> <li>➤ Raynet to be used to facilitate communications,</li> <li>➤ sweepers to be used to assist with ensuring safety of entrants at back of field,</li> </ul>	





			<ul style="list-style-type: none"> <li>➤ entrants encouraged to carry mobile phone (see kit check in rules) and the numbers to be checked before the event,</li> <li>➤ emergency number set up to contact if lost/injured.</li> </ul>	
3.3 Entrants (or possibly marshals') require medical treatment beyond the scope of their own medical kit (see rules)	H	M	<p>Marshals will be advised that in the event of a medical emergency that is beyond their capacity to cope with they should contact the emergency services. However suitable and sufficient first aid facilities to be available to include:</p> <ul style="list-style-type: none"> <li>➤ first aid kits to be provided and persons able/willing identifies to administer first aid at all checkpoints'</li> <li>➤ a first aid post to be set up at finish HQ and breakfast,</li> <li>➤ an outside organisation (St John) appointed to deal to manage medical services at DYRMS and breakfast,</li> <li>➤ <b>checkpoint information packs to contain details of nearby accident and emergency departments</b></li> <li>➤ entrants to supply (in confidence) any relevant medical information (information to be held at HQ)</li> </ul>	
3.4 Disposal of Rubbish and recycling is not managed leading to reputational damage to LDWA and Local Group	L	L	<p>Member of Organising Committee to be identified to have responsibility for ensuring that this is managed. In addition:</p> <ul style="list-style-type: none"> <li>➤ entrants reminded to follow Countryside Code,</li> </ul>	<b>Being developed</b>

Additionally gates are left open on route and items dropped on route			<ul style="list-style-type: none"> <li>➤ sweepers to close gates not closed by walkers and pick up items they have dropped.</li> </ul>	
3.5 That supporters crowd a check point and/or park inappropriately. Operation of checkpoint could be affected and local residents affected causing reputational damage.	M	M	<ul style="list-style-type: none"> <li>➤ Guidance to supporters to be drawn up and enforced. Needs to include information on which CPs are suitable for supporters and those that are not.</li> <li>➤ Entrants to be informed (in rules) that they have a responsibility for the actions of their supporters.</li> </ul>	<b>All entrants to be reminded by GS that certain checkpoints have no or limited access for supporters</b>
3.6 Marshals placing warning signs on roads and recovering them may create traffic accident.	M	M	<ul style="list-style-type: none"> <li>➤ Detailed directions given to marshals identifying safest parking places and when it safest for driver or passenger to get out.</li> <li>➤ Marshals to wear hi-viz vests while carrying out this role.</li> </ul>	
3.7 That Transport Team Marshals may be involved in an accident whilst participating in the event	M	M	<ul style="list-style-type: none"> <li>➤ Drivers of event support vehicles will be instructed not to make or answer mobile phone calls except when parked.</li> <li>➤ Other marshals will not make phone calls to drivers but leave messages at their next destination.</li> <li>➤ Volunteer drivers do not need to comply with commercial drivers' hours restrictions but steps will be taken to replicate them as closely as possible while meeting the needs of the event. Drivers will be limited to 12 hour shifts and have a 12 hours break before any other driving. A duty pattern will be established to ensure drivers get adequate rest during each shift.</li> </ul>	



## ROUTE RISK ASSESSMENT

Final version produced by Peter Jull

A) LOCATION and HAZARD	B) INITIAL RISK LEVEL 	C) REVISED RISK LEVEL 	D) CONTROL MEASURES	E) COMMENTS
<b>Devonshire Road</b> Mass start walkers exceed capacity of controlled crossing.	M	M	Instruct marshals to direct walkers where & when to cross. Allow sufficient time between end of speeches and start that walkers do not feel in haste to get to the start in time.	
<b>Rock-a-Nore</b> Mass start walkers exceed capacity of Tamarisk Steps leading to queues across road.	M	M	Position sufficient marshals to control a queue of up to 250 walkers on the sea side pavement until there is space on the opposite pavement to cross onto.	
<b>Smugglers Way/ Lower Waites Lane, Fairlight Cove</b> Avoidable sharing of road space by walkers and moving vehicles.	M	L	Adjust route along Rockmead Way track to rejoin further on.	
<b>Pett Level Road</b> Mass start walkers spread across road 30mph speed limit 85 <sup>th</sup> % speed 30 mph	M	M	Place "Walking event" sign on verge 45m Winchelsea side of Royal Military Canal Path. Place "Walking event" sign on verge 45m Fairlight side of Saxon Shore Way. All signs placed on roads will be compliant with the government's Traffic Signs Manual Chapter 4 Appendix A in design, size, placement and period in position.	

			RD to read "CARE – single file on RHS when traffic approaches"	
<b>A259 crossing, Winchelsea</b> Busy road 30mph speed limit 85 <sup>th</sup> % speed 30mph Shortcut along main road with inadequate pavement and hairpin bend.	M	M	On main event place marshal at crossing point wearing high visibility vest to deter shortcuts and alert drivers to hazard rather than warning signs. On Marshal's event lower volume of walkers adjudged not to require additional mitigation. Crossing is on Saxon Shore Way promoted path. Sightlines, traffic speeds and volumes are visually obvious to participants on arrival. Remove warning against shortcut from RD as it could be counter-productive by alerting walkers to the possibility.	
<b>The Mint/High Street, Rye</b> Narrow pavement busy with shoppers, walkers stepping into road with oncoming traffic. Above normal pedestrian injury crash record.	M	L	Adjust route up Mermaid Street, through churchyard and down Conduit Hill to CP	
<b>Wittersham Road, Peasemarth</b> Wider road & faster traffic than other unclassified roads. Walkers rare away from River Rother. 60mph speed limit 85 <sup>th</sup> % speed 40mph Used for 1 mile	M	M	Place "Walking event" sign 45 – 110m south of joining footpath. Place reminder "Walking event" sign approximately halfway along length of road used facing both ways. Place "Walking event" sign 45 – 110m east of bend where route leaves road.	
<b>B2082 Small Hythe</b> Busy road	M	M	Reroute along farm track to re-join HWLT later	

40mph speed limit 85 <sup>th</sup> % speed 40mph			National Trust place pedestrians in road warning signs in connection with Small Hythe place. RD to read "CARE – busy road – single file on RHS"	
<b>St. Mildred's church hall to Sandy Lane</b> Avoidable sharing of road space by walkers and moving vehicles.	M	L	Reroute through churchyard and across park which is also shorter route.	
<b>B2080 Leigh Green</b> Busy road Fast cars 60mph speed limit 85 <sup>th</sup> % speed 50mph	M	M	Place "Walking event" sign 110-180m Appledore side of Tassels drive. RD to read "CARE – fast cars – single file on RHS, when traffic approaches step onto verge"	
<b>Field edge at TQ917311</b> Eroded gully in footpath	M	M	RD to read "CARE – eroded gully in path"	
<b>B2080 Reading Street</b> Busy road Fast cars 60mph speed limit 85 <sup>th</sup> % speed 50mph	M	M	Place "Walking event" sign 110-180m Appledore side of Wittersham road junction. RD to read "CARE – fast cars – single file on RHS, when traffic approaches step onto verge"	
<b>B2080 pinch point, Appledore</b> Narrow road with no pavement	M	M	Amend RD to cross walkers to LH pavement at CP away from Junction. Amend RD to cross to RHS through pinch point in line with Highway Code rule 2 Traffic authorities have deemed it not necessary to place pedestrians in road warning signs although they frequently are.	
<b>Appledore Bridge</b>	L	L	RD to read "CARE – deep step down"	

Deep step down to join footpath				
<b>Marshline railway crossing</b> Confusion/complacency with rarely used Dungeness branch line	L	L	Route redirected via road level crossing	
<b>Brack Lane south of Cherrytree House</b> Deep, sharp edged potholes Detour has many bends with restricted sightlines. Missing stile	M	M	Highway authority need to reconstruct road before risk can be reduced. Reroute from Appledore to Brookland via turkey farm & Fairfield.	
<b>A259 crossing at Brookland</b> 50mph speed limit 85 <sup>th</sup> % speed 60mph Restricted view to left	M	M	Reroute to cross where view is not restricted & 85 <sup>th</sup> % speed lower.	
<b>Dungeness branch line crossing near Coldharbour Farm</b> Railway crossing	L	L	Line carries 1 train per week with a 20mph speed limit. To commit suicide on this line starvation is more likely than being hit by a train. Remove CARE from RD as it devalues genuine warnings.	
<b>Dungeness branch line crossing near Midley church</b> Railway crossing	L	L	Line carries 1 train per week with a 20mph speed limit. To commit suicide on this line starvation is more likely than being hit by a train. Remove CARE from RD as it devalues genuine warnings.	
<b>Dennes Road north of Lydd</b> Minor road but with many bends, poor sight lines and walkers going in both direction for over 1 mile with limited verges	M		Reroute approach to Lydd via parallel footpaths across fields. Reroute exit from Lydd past airport and golf club.	

<b>Lydd level crossing</b> Railway crossing	L	L	Line carries 1 train per week with a 20mph speed limit. Train has to stop so drivers must be able to unlock and open gates. Remove CARE from RD as it devalues genuine warnings.	
<b>B2075 past Lydd airport and golf club</b> Busy road Fast cars 60mph speed limit 85 <sup>th</sup> % speed 50mph	M	M	Lower risk option than Dennes Lane Walkers will be facing oncoming traffic Wide verge. RD to read "CARE – fast cars – single file on RHS, when traffic approaches step onto verge." Place "Walking event" sign Lydd side of airport access road. Place "Walking event" sign 110-180m New Romney side of Footway Farm bungalow.	
<b>Station Road, New Romney</b> Busy road Speeding cars Accident black spot	M	M	RD to read "GREAT CARE – speeding cars – cross at pelican crossing only when green man shows."	
<b>RH&amp;DR line crossing</b> Narrow gauge looks deceptively safe High fatal crash record only involves vehicles	L	L	RD to read "CARE – frequent trains"	
<b>Footpath between Royal Military Canal and Lympe</b> Spring water runs down path Eroded gully in path Barbed wire close on R	M	M	Kent rights of way asked to improve surface. RD to read "CARE – slippery in places even in dry weather"	



<b>Shepway Cross</b> Busy road 60mph speed limit 85 <sup>th</sup> % speed 35mph	M	M	Place "Walking event" sign at junction with Octavian Drive Place "Walking event" sign at junction with Lymgne Hill facing south Place "Walking event" sign at junction with Lymgne Hill facing east Place "Walking event" sign at junction with Lymgne Hill facing west Place "Walking event" sign 45 -110m east of where route leaves road on footpath. RD to read "CARE – busy road – single file on RHS, when traffic approaches step onto verge"	
<b>A261 at Pedlinge</b> Busy road Fast cars 60mph speed limit 85 <sup>th</sup> % speed 50mph	M	M	Place "Walking event" sign 110-180m Hythe side of farm entrance Place "Walking event" sign 110-180 Newingreen side of church drive. RD to read "CARE – fast cars – cross to RHS then single file"	
<b>Sene golf course</b> Flying golf balls	L	L	RD to read "CARE – flying golf balls from R"	
<b>Lower Leas Country Park</b> Avoidable sharing of road space by walkers and moving vehicles.	M	L	Adjust route along parallel park paths	
<b>Old Dover Road, Capel-le-Ferne</b> Avoidable sharing of road space by walkers and moving vehicles. Gate locked at night No right of way	M	L	Adjust route along parallel NDW then across mown grass.	

<b>Drop Redoubt exit</b> Change to gradient and surface to bare chalk.	L	L	RD to read "CARE – slippery when wet".	
<b>Western Heights steps down</b> Top step not obvious on approach	L	L	Fix reflective markers to boards of top step or two. RD to read "CARE – step down start suddenly"	
<b>Town Hall car park</b> Avoidable sharing of road space by walkers and moving vehicles.	M	L	Adjust route on footpath round other side of hall and toilets.	
<b>Pencester Road crossing</b> One-way traffic in right hand lane	M	M	RD to read "CARE – one way traffic from left"	
<b>Upper Road</b> Sightlines restricted by bend 60mph speed limit 85 <sup>th</sup> % speed 40mph	M	M	RD to read "CARE – fast cars – single file on RHS, when traffic approaches step onto verge." Place "Walking event" sign 45-110m St. Margaret's side of bridge.	
<b>Oldstairs Road</b> and Undercliff Road Avoidable sharing of road space by walkers and moving vehicles.	M	M	Reroute via Freedown, The Lynch, Knight's Bottom & Hawkshill	
<b>Walmer promenade</b> Speeding cyclists	M	L	RD to read "CARE – fast cyclists – keep off cycle path"	
<b>Oak Street, Deal</b> Avoidable sharing of road space by walkers and moving vehicles.	M	L	Adjust route via Chapel Street & St.George's passage.	
<b>Path between Sandown Road &amp; The Quay</b> Speeding cyclists	M	L	RD to read "CARE – fast cyclists – keep off cycle path"	

<b>A258 crossing, Worth</b> Busy road 50mph speed limit 85 <sup>th</sup> % speed 50mph	M	M	Place "Walking event" signs 110-180m to north & south of crossing. RD to read "CARE – busy road with fast cars"	
<b>The Drove, Northbourne</b> Avoidable sharing of road space by walkers and moving vehicles.	M	L	Adjust route across playing field and along footpath to rejoin.	
<b>Entrance to DoYRMS</b> Avoidable sharing of road space by walkers and moving vehicles. Higher level of event traffic in gateway even with lower level of incident seriousness scores marginally higher than faster but lighter traffic in Guston Road.	M	M	Adjust route to enter school via back gate.	School won't allow use of back gate. Any marginal difference in risk level doesn't require additional mitigation.