

Trafford 10K measurement review

Report created, and review undertaken by Dene Townend IAAF and AIMS Grade B and UKA Grade 1 course measurer and is intended for the internal use of the representatives and officials of the Association of UK Course Measurers only.

Background

Following allegations of a short 10K course at the Trafford 10K 2016, I was asked to undertake a remeasure of the route to establish the true distance of the run course

The course had been measured in 2009 using a baseline at Middlebrook Way. A copy of the measurement calculations and Start, Finish, and K markers is attached at the end of this document

<http://www.goodrunguide.co.uk/RouteMap/MyRoutes/483133>

Validation

Baseline preparation

My usual baseline at River St in Brighouse was used for pre measurement calibration at 08.42 on 4th April 2016 at a temperature of 12 degrees C over a 500 metre section using a cycle with solid tyres in dry, but slightly damp road surface conditions.

Measurements returned were as set out below and in line with previous calibration expected returns

Start	Finish	Counts
36000	40692	4692
40692	45384	4692
45384	50076	4692
50076	54768	4692

This created a K value of 9393.384 per K inc scpf

Trafford Ride

Start

Based on the 2009 measurement sheets, and still shots taken from the 2016 videos, detailed below, the Start was deemed to be the last dotted single white line at the lower end of Cross Lane West on Chapel Lane, and it appears from the video, that this was the point used.

The route

The course followed was as that advertised on the race web site, and subsequently mapped by Mike Sandford for comparison

<http://www.goodrunguide.co.uk/RouteMap/MyRoutes/479389>

<http://www.mapmyrun.com/routes/fullscreen/14407344/>

The course was extremely wet and due to many potholes and concealed drains, it was at times very difficult to take the shortest runners line.

Having raced the event myself, I am aware that runners do not follow the 30cm from the kerb rule and indeed on most of the route there is no defined kerb so I and the second rider kept close to the edge of the road at all times.

The route, I was advised, had full road closure throughout, and both riders took the shortest line.

The Finish

The 2009 finish line was plotted as the nearest end of the football pavilion on the left on the sports ground drive. And from inspecting the finish video, whilst it is not completely clear as to the position the finish line was placed at, my view is that it appears to be within a metre of the stated location

Measurement

Start time 14.35 Temperature 10 degrees C

Finish time 16.00 Temperature 10 Degrees C.

Start Count 60000

Counts for 10K 93933.84

Finish count therefore should be 153933.84

Adjustment for a count back due to a wrong turning at 149090 finishing at 153281 = 4191 therefore to adjust this total finish count increased by $4191 \times 2 = 8382$ counts

Amended finish count = 162315.84

Actual count at end of sports pavilion = 161369 (92987 counts)

Therefore shortfall in distance $162315.84 - 161369 = 946.84$ counts

Based on 9393.384 per K shortfall equates to 100.799 metres

Conclusions and Next Steps

Having completed the single run of the course I can confirm that, unfortunately, in my opinion the route under dispute for 2016 is short by 100.799 metres, unless other evidence can be brought forwards such as

- Establish from the Race Director or Course Manager who should have accompanied the measurer in 2009, that the full road was used for the measurement, as stated in the measurement report
- Establish with the Course Measurer whether there was inability (or reluctance) to measure using full road width, due to lack of escort, or road closure at the time of measurement.
- Review the baseline used to ensure an accurate calibration took place.

Start



Finish



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