



OPERATIONS RISK ASSESSMENT FOR PCRC HAPPY CHRISTMAS HEAD (HCH) – 19 DEC 20

(This document should be read in conjunction with the COVID-19 Risk Assessment for PCRC HCH Competition – 19 Dec 20)

Risk Assessment Matrix

| Probability of Accidents | Severity of Outcome | | |
|--------------------------|------------------------|------------------|--------------------------|
| | Slightly harmful (Low) | Harmful (Medium) | Extremely harmful (High) |
| Highly unlikely (Low) | Trivial Risk | Tolerable Risk | Moderate Risk |
| Unlikely (Medium) | Tolerable Risk | Moderate Risk | Substantial Risk |
| Likely (High) | Moderate Risk | Substantial Risk | Intolerable Risk |

Risks and Actions

| RISK LEVEL | ACTION AND TIMESCALE |
|-------------|--|
| Trivial | No action required. |
| Tolerable | No additional controls are required. Consideration may be given to a more effective solution or improvement. |
| Moderate | Efforts should be made to reduce the risk. Risk reduction measures should be implemented within a defined time period. Where the moderate risk is associated with harmful/serious consequences further assessment may be necessary to establish more precisely the likelihood of harm as a basis for determining the need for improved control measures. |
| Substantial | The activity should not be started until the risk has been reduced. Considerable resources may have to be allocated to reduce the risk. Where the risk involves activity already in progress, urgent action should be taken. |
| Intolerable | Activity should not be started or continued until the risk has been reduced. If it is not possible to reduce risk even with unlimited resources, activity has to remain prohibited. |

Risks associated with the PCRC HCH Competition

| Ser | Hazard | Risk | Affected | Probability H / M / L | Severity H / M / L | Risk Level | Planned Action to Control Risk |
|-----|---|---|---|--------------------------|-----------------------|------------|---|
| 1 | Cars, bicycles and pedestrians moving around in the Embankment parking area | Collisions leading to persons injured; damage to vehicles | Injury to competitors, volunteers, coaches or members of the public | Low | Medium | Tolerable | Detailed written instructions for parking, and the need for great care in the parking area, are sent out to all participating Clubs. The peak periods of traffic are at the start and end of the day, directions to be given. |
| 2 | Wet ground conditions | Vehicles becoming stuck in mud in the parking area | Vehicle users; damage to Embankment grassed areas | Low | Medium | Tolerable | Conditions are carefully monitored during the preceding days and alternative parking arrangements will be operated if necessary. All non-towing vehicles are to be directed to Potters Way. Should a vehicle become stuck in muddy or similar conditions the organising committee will arrange for a 4X4 vehicle to assist. |
| 3 | Crews manoeuvring in boating area | Collision between crews | Injury to competitors; damage to equipment | Low | Medium | Tolerable | All coxes / crews / coaches are instructed to exercise vigilance when crews are leaving or approaching the Embankment. |
| 4 | Crews rowing in opposite directions | Collision between crews | Injury to competitors; damage to equipment | Low | Medium | Tolerable | Crews are boated in divisions and racing of each division is not permitted to commence until all crews are in their starting position. All crews are therefore proceeding in the same direction at any one time. |
| 5 | Crews overtaking during the race | Collision between crews | Injury to competitors; damage to equipment | Medium | Medium | Moderate | Crews are instructed to keep generally to the cox's right (road side) during the race, with crews overtaking doing so on the left. All crews should be vigilant and aware of other crews in their vicinity at all times, and crews being overtaken should give way if necessary (eg in multiple overtaking situations). |

| Ser | Hazard | Risk | Affected | Probability H / M / L | Severity H / M / L | Risk Level | Planned Action to Control Risk |
|------------|--|---|--|----------------------------------|-------------------------------|-------------------|--|
| 6 | Crews interfere or foul | Collision between crews | Injury to competitors; damage to equipment | Low | Medium | Tolerable | Competitors and coaches are responsible for ensuring that their boats are safe and are prepared to the required standards at all times. In the marshalling area below the start, crews are instructed to draw into the north bank and to avoid being blown across the river. Marshals are on hand to assist this. |
| 7 | Loss of control / adverse conditions | Crews capsize | Injury to competitors; damage to equipment | Low | Medium | Tolerable | There are safety boats, with safety equipment on board, positioned at strategic points on the course, linked by radio to the marshals, race monitors and Race Control. Marshals or monitors are positioned at intervals along the course, linked to Race Control by radio and with relevant equipment. Vehicles / ambulances can access the course directly throughout most of its 2600m length. Coaches and competitors are responsible for ensuring that coxes wear buoyancy aids of the appropriate type for stern- and bow-loaded boats. |
| 8 | Inexperienced / novice crews in adverse weather conditions | Crews unable to return to the boating area | Crew suffers exposure | Low | Medium | Tolerable | Each crew is instructed to be equipped with the mobile telephone number of their coach / trailer driver, so that boats / crews can if necessary be recovered from down-river. |
| 9 | Crews cooling down at finish | Obstruction to other crews as they cross the finishing line | Injury to competitors; damage to equipment | Medium | Low | Tolerable | Marshals instruct all crews to continue paddling towards the de-boating area. |

| Ser | Hazard | Risk | Affected | Probability H / M / L | Severity H / M / L | Risk Level | Planned Action to Control Risk |
|-----|---|---|---|--------------------------|-----------------------|------------|--|
| 10 | Unrowable and / or dangerous conditions | Crews unable to return to the boating area | Competitors suffer exposure; potential for injury | Medium | Medium | Moderate | River conditions and weather reports are carefully studied in the days prior to the event and the Race Committee inspects the course / conditions on the day of the event. Cancellation is an option, either in advance or on the day, and PCRC insures against this eventuality. Should conditions become suddenly dangerous or unrowable while a division is racing, the Chief Marshal / Competition Water Safety Adviser will instruct all marshals / umpires / monitors to order racing to stop and will shepherd crews into sheltered water and thence back to the de-boating area. If necessary, trailers can be summoned to positions along the course. |
| 11 | Severe storm accompanied by thunder and lightning immediately before or during the competition. | Crews exposed to lightning / extreme conditions | Injury to competitors; damage to equipment | Low | High | Moderate | Crews and officials will be cleared from the course by Marshals as quickly as possible, aiming to get everyone out of an exposed situation within 15 minutes. If feasible, the event will be restarted after the storm has passed (subject to the 30/30 rule), but otherwise crews will be instructed to return to the boating area as quickly as possible, so avoiding any risk of hypothermia. Any variation from 30/30 rule to be agreed unanimously by the Race Committee. PCRC has a lightning detector available during the event. |
| 12 | Competitor suddenly becomes unwell / collapses | Competitor requires urgent medical attention | Competitor well-being / recovery | Low | Medium | Tolerable | Competitor advises competition of known medical conditions. Competition officials (ie umpires, marshals, monitors) will summon medical aid by radio (First Aid and / or Ambulance). |
| 13 | Cyclists and pedestrians on North-side track / embankment between The House and Finish | Collision involving cyclists and pedestrians | Injury to coaches / members of public | Low | Medium | Tolerable | Such traffic is sparse and no special measures are necessary. If ground conditions are such that a higher level of vigilance is required by those on foot advice and warnings will be given. Those attending will be advised to use the public footpaths where provided. |

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|-----|--|--|---|--------------------------|-----------------------|-------------|---|
| 14 | Cyclists, pedestrians or other competition traffic on North Bank with road traffic | Collision involving cyclists / pedestrians and traffic | Injury to pedestrians, cyclists; damage to vehicles | Medium | Medium | Moderate | Traffic travels along North Bank at speed, adjacent to the narrow bank where supporters and officials operate. Those attending are advised not to cycle on North Bank, especially when following crews. Pedestrians are advised to take extra care. |
| 15 | Competition on open water, at distance from Embankment | <i>Leptospirosis</i> infection, health, welfare issues | Competitor health and well-being | Low | Medium | Tolerable | Participants should be aware of the risk from <i>Leptospirosis</i> and should take appropriate precautions. Visiting clubs will bring appropriate portable hygiene welfare facilities for their own use. They will also bring First Aid provision sufficient for their own basic needs. More urgent requirements will be referred either to local primary care centres or Peterborough Hospital. Any disorder will be immediately reported to the Police through the Control Caravan. |
| 16 | Temporary structures in use in cold weather | Fire from heaters or electrical equipment | Officials and competitors | Low | Medium | Tolerable | Electrical equipment properly maintained; no naked flames. Fire extinguishers in place with training for occupiers |
| 17 | COVID-19 Tier assessment for Peterborough changes | Competition viability in restrictions | Competition; competitors | Medium | High | Substantial | The Organising Committee will consider the Tier ranking, along with any additional national or local measures or restrictions put in place, and review the provisions made for the competition. This may lead to the introduction of additional safety precautions, limits on the number of competitors / crews or short-notice cancellation of the competition. |
| 18 | Environment Agency places additional restrictions on use of River Nene | Competition viability in restrictions | Competition; competitors | Low | High | Moderate | The Organising Committee will consider the additional restrictions and their impact on the competition. This may lead to the competition not being viable and possible short-notice cancellation. |
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