



OPERATIONS RISK ASSESSMENT FOR PETERBOROUGH HEAD OF THE NENE (HoN) – 5 FEB 22

(This document should be read in conjunction with the COVID-19 Risk Assessment for HoN Competition – 5 Feb 22)

Risk Assessment Matrix

| Probability of Incidents | 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 HoN 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 between divisions and 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 local Pay and Display sites (details in HoN <i>General-Safety Instructions</i>). 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. Coxless crews reminded to keep looking ahead. |
| 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 / path side) during the race, with crews overtaking doing so on the cox's 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 | All crews should be vigilant and aware of other crews in their vicinity at all times, either marshalling or racing. 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. Race monitors will watch and warn racing crews as required. |
| 7 | Loss of control / adverse conditions | Crews capsize | Injury to competitors; damage to equipment | Low | Medium | Tolerable | There are safety boats positioned at strategic points on the course, with safety equipment on board, 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 and marshalling areas directly throughout most of the HoN operating area. 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 | Coaches / responsible adults are warned to ensure crews are capable of handling conditions and prevent boating if necessary. All crews are warned to carry sufficient spare kit for the prevailing conditions. Each crew is instructed to have the mobile telephone number of their coach / trailer driver, so that boats / crews can be recovered from down-river if necessary. Marshals / race monitors may intervene if crews get into difficulty. |
| 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 through Fitzwilliam Bridge 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). Crews and boats can be recovered from the course. |
| 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 at speed along North Bank, adjacent to the narrow bank where supporters and officials operate. Those attending are advised not to cycle on North Bank or follow crews. Pedestrians are advised to take extra care and keep off the roadway as far as possible. |
| 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 as advised by BR. Visiting clubs will bring appropriate portable hygiene and welfare facilities for their own use. Urgent cases will be referred either to local primary care centres or Peterborough Hospital. |
| 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. Occupants evacuate and Fire Service assistance summoned if necessary. |
| 17 | COVID-19 restrictions introduced for Peterborough | Competition viability in restrictions | Competition; competitors | Medium | High | Moderate | The Organising Committee will consider the restrictions, along with any additional national measures put in place, and review the provisions made for the competition in consultation with PCC. 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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