

CHESTER-LE-STREET AUTUMN REGATTA - SATURDAY 9th APRIL 2022

RISK ASSESSMENT

Risk Assessment Matrix

	Severity of harm		
Likelihood of harm	Slight harm	Moderate harm	Extreme harm
Very unlikely	Very low risk	Low risk	Low risk
Unlikely	Low risk	Medium risk	Medium risk
Likely	Medium risk	Medium risk	High risk
Very likely	Medium risk	High risk	Very high risk

Category of risk	Evaluation of tolerability
Very low risk	Acceptable
Low risk	Risks should be reduced until they are tolerable or acceptable
Medium risk	
High risk	
Very high risk	Unacceptable

Risks and Actions

Category of risk	Tolerability; guidance on necessary action and timetable
Very low risk	These risks are considered acceptable. No further action is necessary other than to ensure that the controls are maintained.
Low risk	No additional controls are required unless they can be implemented at very low cost (in terms of time, money and effort). Actions to further reduce these risks are assigned low priority. Arrangements should be made to ensure that the controls are maintained.
Medium risk	Consideration should be given as to whether the risks can be lowered, where applicable, to a tolerable level, and preferably to an acceptable level, but the costs of additional risk reduction measures should be taken into account. The risk reduction measures should be implemented within a defined time period. Arrangements should be made to ensure that the controls are maintained, particularly if the risk levels are associated with harmful consequences.
High risk	Substantial efforts should be made to reduce the risk. Risk reduction measures should be implemented urgently within a defined time period and it might be necessary to consider suspending or restricting the activity, or to apply interim risk control measures, until this has been completed. Considerable resources might have to be allocated to additional control measures. Arrangements should be made to ensure that the controls are maintained, particularly if the risk levels are associated with extremely harmful consequences and very harmful consequences.
Very high risk	These risks are unacceptable. Substantial improvements in risk controls are necessary, so that the risk is reduced to a tolerable or acceptable level. The activity should be halted until risk controls are implemented that reduces the risk so that it is no longer very high. If it is not possible to reduce risk the activity should remain prohibited.

RISK	PROBABILITY VU / U / L / VL	SEVERITY S / M / E	RISK LEVEL	PLANNED ACTION TO CONTROL RISK
<u>Environment</u>				
Course unsuitable for rowing	Unlikely	Moderate	Medium	<p>Checking of Environment Agency River Forecast & Weather Forecast in the week leading up to the competition.</p> <p>First light course inspection on Regatta Day</p> <p>Safety briefing on Regatta Day.</p> <p>Experienced Umpires, Marshals & Launch Crew in attendance.</p>
<u>Physical</u>				
Boats go over the weir	Unlikely	Moderate	Medium	<p>Details of weir (400m past finish turning point) included in the safety plan issued to competing clubs.</p> <p>Launch to be stationed around the finish area.</p>
Collision between boats on the river	Unlikely	Moderate	Medium	<p>The entire course is to be buoyed, with additional lane at key areas, to allow for crews going up to start to wait until Umpire or Marshall allows them to proceed.</p> <p>Umpires & Marshals positioned at key points of the course including start & finish marshalling areas, with megaphones and 2-way radios and to be vigilant for potential collisions and to take actions to minimise any collisions.</p> <p>Circulation pattern on the water to be issued to competing clubs prior to the Regatta, this will include waiting areas, location of umpires, marshals and launches, also will indicate where crews proceeding</p>

				<p>to the start may be held.</p> <p>Two fully equipped rescue launches manned by appropriate personnel will be in attendance at all times.</p> <p>Coxes to wear personal floatation devices, with the club being responsible for maintenance and training in use. A sample will be checked by Umpires prior to going afloat.</p> <p>Radio communication the course start (where appropriate) will ensure crews waiting for short course races are held in the bank until racing is paused.</p>
Collision between boats & or people in or around the landing stage	Unlikely	Slight	Low	<p>Landing stage to be heavily marshalled with access controlled.</p> <p>The area between landing stage & where boat trailers are parked, spectators are requested to keep clear.</p> <p>Helpers available to assist crews entering & exiting the water.</p>
Collision with the river banks & or obstructions(s) in the river	Unlikely	Moderate	Medium	<p>Map of course with key features issued to competing clubs prior to the Regatta.</p> <p>Umpires & Marshals along the full length of the course.</p> <p>Known obstruction (tree lodged in river bed) to be buoyed with Marshal on riverbank at this point.</p>
Sudden bad weather causing un-rowable and/or dangerous conditions	Unlikely	Moderate	Medium	<p>Continual checking of local weather forecast by Safety Advisor, if gales or storms are forecast or the weather deteriorates during the day.</p> <p>Any umpire or other key race official will raise concern and CORC, Safety Advisor may decide to pause or stop racing. Any crews on the water will be moved into the most sheltered area and shepherded back to the landing stages by umpire on banks and/or rescue boats.</p>
Injury of athlete during a race (e.g., hit	Unlikely	Moderate	Medium	<p>Umpire or Marshal contact Safety Boats by radio to</p>

by blade as a result of a crab, hit by another boat in a collision, etc)				assist if required, First Aid also to be contacted by radio or Race Control.
Possibility of electrical storm	Unlikely	Extreme	Low	Continual checking of local weather forecast within a 20-mile radius of the competition by Safety Advisor if electrical storms are forecast or the weather deteriorates during the day. If lightning occurs on the day, then the 30/30 rule will apply: rowing shall stop when the flash-to-bang count is 30 seconds (or less), and shall not resume until at least 30 minutes after the last thunder. If crews are on the water, they will all be instructed to return to the club where they boated and land there. All crews to leave the water immediately, instructions from Safety Adviser or CoRC. Any spectators should either shelter in cars or inside the building, but not in any marquees.
Accident involving cyclists and pedestrians on the footpath	Unlikely	Slight	Low	Likely to be recreational cyclists along public footpath, which covers whole length of course. Cycling is not permitted in the spectators' area of the club, warning signs in place. Warning signs will also be placed at begin and end of course.
Management of boat trailers & boats	Unlikely	Slight	Low	Separate parking area designated for trailers, vehicles carrying boats & towing vehicles. Marshals to oversee parking of trailers and towing vehicles. Direct access from designated area to landing stage.
Management of general car parking	Unlikely	Slight	Low	Three existing hard standing car parks owned by County Council, provided for exclusive use on Regatta Day. Marshals to oversee car parking and traffic flow. There may be car-parking charges on Regatta Day.
Spectating on Lumley Road Bridge (B1284) & crossing from one side to the other	Unlikely	Extreme	Medium	Durham Constabulary advised of the event and specifically consulted on this aspect of crowd control. Reminder on road safety to be included in the safety information issued to competing clubs before the

				event. No spectators allowed on bridge.
Spectator Area adjacent to finish	Unlikely	Slight	Low	All persons to be advised to keep to the path side of the barrier, as the bank beyond is unstable. Signs and additional warning tape to be installed on the day of the regatta.
<u>Facilities</u>				
Sufficient provision of changing & toilet facilities	Unlikely	Slight	Low	Use of the Club for changing & toilet facilities will be available.
Provision of catering complies with hygiene regulations	Unlikely	Moderate	Medium	Hot food provided by appropriate qualified personnel with own facilities. Hot, Cold & cake stall to be manned by club members, who have Basic Food Hygiene Cert. Menu is being developed taking account of facilities & customer groups. Including warning sign about food allergies.
Sufficient provision of First Aid Cover	Unlikely	Slight	Low	St John Ambulance has been consulted over the event and will be in attendance, in the boat house. Additional support if required by doctors who are members of the club.

<u>Equipment</u>				
Boats, blades & clothing are not up to the required standard	Unlikely	Moderate	Medium	Standards to be outlined to competing clubs prior to the Regatta. Clubs are responsible for providing their crews with safe equipment and regatta officials will perform spot checks to audit compliance.
Safety & Communication equipment is not tested & in place	Unlikely	Slight	Low	Regatta Safety Advisor to draw up list of required equipment, arrange for testing, training as required and to control issue & return. Full PA System is in place to assist with safety, running of the Regatta and prize giving.
Launch Drivers	Unlikely	Slight	Low	Two fully equipped rescue launches manned by appropriately qualified personnel will be in attendance at all times.
Sufficient volunteers in place to run the event	Unlikely	Slight	Low	British Rowing Umpires and key personnel from local clubs are being drafted in to help out. Chester le Street Rowing Club has a volunteer base of around 50 people.

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Prepared on 17th February 2022 by Brian Webb – Water Safety Officer