

Harefield Division 3/4 – Risk Management Plan

The Sharks will run a division 3/4 slalom on the weir just below Coppermill Lock on the Grand Union Canal, near Harefield. This is a site that is used regularly by The Sharks for training and has been used on many occasions for hosting ranking competitions by The Sharks.

The Club, use land owned by Clancy Docwra to camp, Park and base control and food tent; there is water supply and portaloos provided by Clancy Docwra. There is ample space, the site is adjacent to the Coy Carp public house, which has a large car park, which we use on a regular basis; however, on event days the car park is out of bounds to competitors etc as we do not want to disrupt their business and lose the good relations and support we have for using their facilities throughout the year.

The slalom site is accessed via the Coy Carp (we also run the cables round the outside of their garden) and across a road (traffic light controlled) to the canal tow path.

Canoeing is regarded as an “at risk” sport and individuals participating recognise this either when signing for bibs and/or when entering the event. Following this document cannot remove all the associated risks; if we attempted to do so there would be no competition. Rather, we are attempting to recognise and reduce risks where we can.

Category	Hazard	Description/Impact	Mitigations
General	Minor Injuries	Cuts, scrapes, splinters and bruises	A nominated first aider will be available. First aid kit will be in control will be checked for contents prior to event
	Major Injuries/health issues		Given the location of the site and the likelihood of traffic between us and the A&E hospitals. Any major injury will be a 999 call. Phone reception on site is good for most networks and The Sharks will maintain charge on several phones accessing different networks. Access for emergency services is good.

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Paddler Safety	Weir	The weir is small and is really very big, paddlers are pushed towards safety and the tow path	Throw bags will be positioned in appropriate positions on the bank for quick access.
	Capsizing/Swimming	There is a likelihood of the occasional swimmer. However, Harefield is a comparatively safe slalom course in this respect as there are no rocks and swimmers are washed to the tow path side, where it is easier to effect a rescue.	During the race and official practice, the requirement for paddlers remain on the water to act as safety for the following two paddlers will be enforced. Pre-start and finish will be asked to monitor this In addition, we will look to provide additional on water safety. During open practice, paddlers are required to provide their own safety by looking out for each other. All paddlers required to wear buoyancy aids as in the slalom rule book, this will be checked by the starter during official practice and pre-start during the race
Boat Traffic	The canal is used by boats.	Narrow boats moving along the canal, can be a hazard and disrupt the event.	Sight lines are good, therefore a moving boat will be seen well before it arrives at the slalom site. Runs will be suspended when a boat moves at the site.
	Hypothermia	This is likeliest where someone swims.	Unlikely at this time of year, but there will be survival bags in the first aid kit.
	Getting in and out	Access is from the tow path and is easy to get in and out.	Paddler entering a slalom should be able to get in and out of a boat safely from such an easy access point. However, there will be people on the tow path who can help.

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	Paddler Incompetence	This is a Div 3/4 event. Div 3 should be quite capable of handling the course. Div 4 may need some coaching and assistance.	Coaching and extra safety cover will be available for the Div 4 paddlers.
	Lack of Recognition of Risk	Paddlers are required to be members of the BCU/SCA/WCA/CANI and to sign the "risk" statement to obtain a bib. Div 4 paddlers can join for the event, or will be junior members of an affiliated club, with appropriate coaches on site.	All paddlers must have a bib to do a run. Where a paddler needs to borrow a bib. He/she must: <ul style="list-style-type: none"> - Prove membership of appropriate organisation and or pay for membership on the day - Sign the "risk" statement
	Head Injury	Eg hit by slalom paddle or pole	All paddlers are required to wear a helmet as defined in the rule book. This will be checked by the starter during official practice and pre-start during the race.
Bank Side Safety	Cables and Trip Hazards	Most of the cables between control and judging points are along the canal side and can be a risk, where they cross paths they are indicated.	Judging positions will be kept close to the plugin points wherever possible given the constraints of needing to judge. Excess cables and gate lines will be neatly coiled. Gate poles will be clearly visible. Within control, cables will be run around the edge of the room as far as practical. Access to control will be limited to appropriate officials.

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	Slipping on the Bank	The bank is not a slip zone, however, there are the usual trip hazards you will associate with pathways next to canals	Boats, paddles and kit will not be permitted to be left on the tow path as this both blocks the right of way and creates a trip hazard.
Traffic Management	Parking	There is plenty of free parking available. However; participants will need to cross a road to access the site. This road is controlled by traffic lights.	There will be plenty of parking spaces. Paddlers will be warned to be careful crossing the road, particularly when carrying boats and kit. The risk is the same as crossing any other traffic light-controlled road and is therefore and everyday risk. Parents/coaches should supervise you children as you would on any other road.
Changing Water levels	Weir is automatically managed	Sometimes the weir shuts down to preserve water supplies, this is more an inconvenience as the competition will need to be suspended until it returns. (this is rear and only usually las for a few minutes)	As stated this is not a risk to safety, but may cause the event to run late.
	Lack of Volunteer Officials	Always a problem!	Some competitors may be required to judge. In particular <ul style="list-style-type: none"> - Shepperton members - Late entrants (if any) Judging stints will be arranged so that competitors have a chance to warm up before and after runs.

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Weather	Impact on Judging		<p>Umbrellas will be available for gate judges (do section judges bring their own these days?)</p> <p>Gate judging stints will be kept to a reasonable length (around an hour)</p> <p>Sheltered weather boards for recording penalties will be used if the weather is wet.</p>
	Impact on Course	Rainfall or lack of before or during the event has little impact on flows normally. However, if rain is heavy for a prolonged period of time it can flood (has only happened once in the last 40 years)	<p>If water is too high then it could be necessary to cancel or postpone the div 4. In this event club committee, slalom committee and chair of the jury, will all be consulted, with the final decision taken by the organiser. In the event of cancellation a notice will be published on www.canoeslalomentries.co.uk, www.canoeslalom.co.uk and the procedures from the rule book will be followed.</p>
	General		<p>Slalom is a wet sport; attendees are expected to dress appropriately!</p>
Financial	Cancellation	<p>We do not pay anything for the use of the site.</p> <p>Prizes</p> <p>Food</p> <p>Other costs</p>	<p>We will try to take any decisions of this nature as early as possible to minimise costs to others.</p> <p>We recognise we could make a loss on prizes but these could be used later in the year at other Shark events</p> <p>Catering supplies where possible will be frozen for future competitions</p> <p>The club is financially secure and can afford the risk of a small loss.</p>

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			February 2018