



Event	TRENT100 – 100km Team Descent of the River Trent by stand up paddle board
Company	SALTWALK Events Ltd
Address	Willow Tree House, Back Lane, Tibebrton, TF10 8NX
Event Date	30th - 31st KJuly 2021
Assessor	Dave Mistry Pain
Venue	River Trent - Route https://osmaps.ordnancesurvey.co.uk/route/8826000/Trent100-2021
Task	Risk Assessment
Assessment date	25/05/21
Summary of risk management strategy	<ul style="list-style-type: none"> • This is strictly a team event challenge not a race, over two days. All paddlers must be experienced in moving water. • Individuals and teams must comply with all the pre-event safety checks before they can start the challenge. • The challenge will be run in 10km sections marked with clear checkpoints • There will be Safety Marshall's on all hazards and checkpoints to assist passage or portage • There will be mandatory GPS tracking provided by organisers on every team • Each team must have safety kit (first aid and throw lines) and are responsible for their own safety • If an individual must leave the water their team may not proceed until the Safety Director has deemed them safe.
Safety Team	<ul style="list-style-type: none"> • Challenge Control team monitoring conditions and the progress of teams via the live GPS tracking system • Safety team director (Dave Mistry Pain) • 10 Qualified first aiders. One on each checkpoint. • 20 Safety Marshalls in total per day covering hazards and • All Safety Marshals manning identified water hazards will have experience in water rescue

Safety Measures	<ul style="list-style-type: none"> • The TRENT100 will be operating a Safety Team Support Number that when participant call will automatically dial 4 Chief Safety Marshals until one responds. The number in operation is TBC • Emergency Access Points to be clearly marked on the interactive map approximately every 5kms • This is a team event with a minimum of 3 experienced paddlers per team. • Phone signal has been tested and is good along the entire 100km route <ul style="list-style-type: none"> • The route will be run in 10 x 10km manned sections with checkpoints • We will be using Marshall's to manually check every paddler through each checkpoint • The Captain of each team will carry a GPS tracker provided by the organisers which is monitored by Challenge control. • All paddlers will be provided with course maps and identified hazards marked • We have a mandatory safety equipment list that will be checked by our safety team • All Locks and weirs must be portaged, and they will be manned by Marshalls to assist • All participants to be made aware of other craft and navigation rules/ rights of way
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MANDATORY CHALLENGE TEAMS REQUIREMENTS	<ul style="list-style-type: none"> • Minimum 3 experienced paddlers maximum 8 • Each paddler must carry <ul style="list-style-type: none"> ○ BCU Membership (Waterways License and Third Party Liability Insurance) ○ Buoyancy aid for each paddler and leash with quick release ○ Mobile phone in waterproof case ○ Emergency blanket (reflective Mylar) ○ Water and Sustenance • Each team must carry <ul style="list-style-type: none"> ○ 1 Extra paddles ○ First aid kit ○ Line or rope suitable for towing. • Recommendations to racers: (not required) <ul style="list-style-type: none"> ○ Ground crew to follow paddlers for re-supply or emergency ○ Toilet kit ○ Food (high calorie and protein) ○ Hat, Sun glasses, Sun Screen, Good footwear
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<p>Supporting Documents</p>	<ul style="list-style-type: none">• All supporting documents will be available on the TRENT100 website and emailed to all team members upon completion of their online entry.<ul style="list-style-type: none">○ Emergency Response Plan○ Advise to Teams○ Compulsory Equipment Checklist○ General Rules○ Supporters Code of Conduct○ Checkpoint cut of times○ Weil's Disease information
<p>Minimising impact on environment and local communities</p>	<ul style="list-style-type: none">• Traffic<ul style="list-style-type: none">○ Paddler cars to be parked at CP5 - private land, participants are transported to and from start and finish lines.<ul style="list-style-type: none">○ Only Safety Crew and Ground Crew cars permitted to travel the course○ Supporters Code of conduct will be monitored and enforced by the Safety Director. This include principles of leave no trace

General Event Risk Assessment

HAZARD DESCRIPTION	HAZARD CONSEQUENCE	PERSONS AT RISK	CURRENT CONTROL MEASURES	PROB (1-5)	SEV (1-5)	RISK (L, M, H) Probability X Severity	RECOMMENDED CONTROL MEASURES
Water Levels too high and fast. This may mean that specific bridges and trees are too dangerous to pass or portage safely or for Safety Marshals to cover.	Entrapment, drowning	Paddlers and Event Team	Close monitoring of the Environment Agency flood warning system with weekly site inspection during the month of July to re-assess risk	4	5	M	Reduce distance to 50km from Burton Upon Trent to Nottingham or Cancel event
Bringing boards to the water	Slipping down the grass bank or hitting persons with the boards and paddles	Everyone	None	2	2	L	Equipment should be carried to the river bank under supervision of the start Marshals. Teams to set off from start at staggered intervals to avoid congestion.
Access to the water	Falling in the water	Everyone	Minimum of two Safety Marshals to be present at start, finish and all checkpoints to control access and viewing at water's edge. All paddlers must wear buoyancy aid and be leashed to their board by a quick release system.	1	2	L	Safety Briefing will cover this hazard. Paddler safety equipment check will cover on water safety
Event tents, flags and paddle equipment	Tripping, falling	Everyone	None	2	2	L	Safety Marshal to check all tent fixings are clearly marked or buried to ground level. Flags are not located in walkways. Event Tents are only allowed in designated areas. There is a designated area for equipment preparation.
First Aid Injuries requiring First Aid	Personal injury	Everyone	Every Challenge team on the water must have at least one experienced first aider. First aiders will be stationed at all checkpoints. TRENT100 CONTROL NUMBER TBC	2	2	L	Mandatory safety equipment will be checked by the Safety Team and Safety Briefing will cover this hazard. All checkpoints to be manned by first aiders. SEE EMERGENCY RESPONSE PLAN. TRENT100 CONTROL NUMBER TBC
Water Hazards, wash from other water craft	Falling in the water	Paddlers	None	2	2	L	Safety Briefing will cover this hazard
Water Hazards, Shallow water on the inside of the river bends	Collision with other Paddlers	Paddlers	None	2	2	L	Safety Briefing will cover this hazard
Water Hazards, Low bridges in high water & Strainers. This includes debris collecting around bridge pilings and narrow sections	Collision, entrapment & drowning	Paddlers	Dynamically risk assessment of water levels. Safety team to designate each bridge and strainer marked on the route map for safe portage. All paddlers must be experienced in moving water and understand the risks of strainers and bridge pilings.	3	5	M	Clear marked section prior to event and Safety Marshals to man each designated bridge or major strainer to ensure safe passage or portage. Paddler competency and safety equipment such as buoyancy aids and QR leashes are mandatory and will be checked by Safety Marshals

Probability

- 1 = Improbable - Unlikely to occur
- 2 = Unlikely - May occur in time
- 3 = Likely - Will probably in time
- 4 = Very Likely - Will probably occur in a short period of time
- 5 = Almost certain - Could happen immediately

Severity

- 1 = Negligible - Very minor injury
- 2 = Slight - Minor injury
- 3 = Moderate - Significant injury / over 3 days off work / serious
- 4 = High - Major injury / hospitalisation
- 5 = Very high - Catastrophic / fatality/ death or illness on a major scale

Risk rating scale:

Low = Go ahead with caution / supervision

Medium = Action plan for improvement to be completed in the medium term.

High= Eliminate the hazard or take immediate action to reduce the risk.

When should the risk assessment be reviewed?

- If an accident or injury occurs and investigation establishes precautions were followed but inadequate.
- Following substantial alteration to course plan / event
- It should be reviewed at least annually even if none of the above apply.

General Event Risk Assessment Cont.

HAZARD DESCRIPTION	HAZARD CONSEQUENCE	PERSONS AT RISK	CURRENT CONTROL MEASURES	PROB (1-5)	SEV (1-5)	RISK (L, M, H) Probability X Severity	RECOMMENDED CONTROL MEASURES
Weil's Disease	Serious Illness	Everyone	Paddlers advice document Separate document advising on the disease	2	3	L	Documents in paddlers pack and published on website
Adverse weather including strong winds, lightning and heavy rain.	Drowning, serious injury	Everyone	Close monitoring of the Environment Agency flood warning system and Met Office weather check with weekly site inspection during the 2 weeks prior to the event to re-assess risk	4	3	M	Challenge safety team
Being able to effectively assist paddlers that get into difficulty.	Serious injury	Paddlers	Emergency Access Points (EAP) marked clearly on the interactive map approximately every 5kms.	2	3	L	All teams, ground crews and safety marshals will have an interactive map available always
Paddling at night on fast flowing water	Collision, injury, drowning	Paddlers, support crew	A time limit for competition of the challenge within daylight hours has been set, which will be monitored and enforced by the safety team	2	2	L	Each checkpoint will have a cut off time. Mandatory equipment includes lights for dawn and dusk paddling.
COVID-19 Airborne Spread	Potential contraction of COVID-19 Virus	Everyone	Dynamically risk assessed in line with the latest government advice in the leadup to the event and communicated in the paddler pack.	3	3	Depends on COVID Alert System	Masks to be worn in shower block / toilets and startline & finishline transport. Social distancing to be observed elsewhere outside.
COVID-19 Contact Spread	Potential contraction of COVID-19 Virus	Everyone	Dynamically risk assessed in line with the latest government advice in the leadup to the event and communicated in the paddler pack.	3	3	Depends on COVID Alert System	Social distancing to be observed, hand gel provided at startline, checkpoints, midway point and finish line.
<u>Probability</u>				<u>Severity</u>			
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Risk rating scale: Low = Go ahead with caution / supervision Medium = Action plan for improvement to be completed in the medium term. High= Eliminate the hazard or take immediate action to reduce the risk.				When should the risk assessment be reviewed? <ul style="list-style-type: none"> • If an accident or injury occurs and investigation establishes precautions were followed but inadequate. • Following substantial alteration to course plan / event • It should be reviewed at least annually even if none of the above apply. 			

SEC1: Start (Great Hayward) to Checkpoint 1 (Footbridge at Armitage)

HAZARD DESCRIPTION	HAZARD CONSEQUENCE	PERSONS AT RISK	CURRENT CONTROL MEASURES	PROB (1-5)	SEV (1-5)	RISK (L, M, H) Probability X Severity	RECOMMENDED CONTROL MEASURES
Moving traffic on single track road to start line on Shugborough Hall side (See Appendix I)	Collision with pedestrian	All Persons	None	4	4	M	Only two Marshall vehicles permitted Speed below 10mph with Hazards Signage and Marshall control
River bank collapse under heavy footfall (See Appendix I)	Damage to river bank Falling in river	All persons	None	1	4	M	Shugborough Hall Side Stake and tape 1.5m from river bank Only paddles and Marshalls permitted (Marshall Controlled) Great Hayward side No Event Access Permitted
Falling off the Essex Bridge (See Appendix I)	Impact injury, Drowning	All persons	Passing points staggered across the bridge	2	5	M	Marshal control at either end of the Essex Bridge. Limit the number pedestrians. No Paddler access required.
START Shallow sections under right and left arches of bridge at Great Hayward 0KM SJ 995 225	Catching bottom, falling, collision	Paddlers	Clear guidance from Marshals	3	1	L	One Marshal on bridge directing
Low Arched Aqueduct Fine in low-medium flow. May need to portage in high. 7.30KM SK 039 195	Entrapment, Drowning	Paddlers	Portage river right in highwater. Monitor at different water levels and manage risk with Safety Marshals.	2	3	L	In high water there needs to be signage up river to warn of portage and at least 4 Safety Marshals to assist portage
CHECKPOINT 1 River Left following bridge 12.56KM SK 078 165	Missing checkpoint, congestion and collision with other paddlers	Paddlers	Checkpoint sign on upriver side of bridge.	1	1	L	Marshal on bridge to direct paddlers to Checkpoint. One marshals on riverbank just after the bridge on left to support paddlers. Arriving team has priority to and before exiting team can leave due to flow of river.
Probability				Severity			
1 = Improbable - Unlikely to occur 2 = Unlikely - May occur in time 3 = Likely - Will probably in time 4 = Very Likely - Will probably occur in a short period of time 5 = Almost certain - Could happen immediately				1 = Negligible - Very minor injury 2 = Slight - Minor injury 3 = Moderate - Significant injury / over 3 days off work / serious 4 = High - Major injury / hospitalisation 5 = Very high - Catastrophic / fatality/ death or illness on a major scale			
Risk rating scale: Low = Go ahead with caution / supervision Medium = Action plan for improvement to be completed in the medium term. High= Eliminate the hazard or take immediate action to reduce the risk.				When should the risk assessment be reviewed? <ul style="list-style-type: none"> • If an accident or injury occurs and investigation establishes precautions were followed but inadequate. • Following substantial alteration to course plan / event • It should be reviewed at least annually even if none of the above apply. 			

SEC2: Checkpoint 1 (Armitage foot bridge) to Checkpoint 2 (Yoxall foot bridge) (19.27km)

HAZARD DESCRIPTION	HAZARD CONSEQUENCE	PERSONS AT RISK	CURRENT CONTROL MEASURES	PROB (1-5)	SEV (1-5)	RISK (L, M, H) Probability X Severity	RECOMMENDED CONTROL MEASURES
River Junction (Underwater Hazard) 16.54 KM SK 110 173	Falling in water	Paddlers	None	1	1	L	Safety Briefing will cover this hazard
River Junction. River fork 16.54 KM SK 110 173	Getting lost	Paddlers	Very difficult to get lost as the right turn will re join the river.	1	1	L	Route marked on route card supplied to paddlers.
CHECKPOINT 2 19.27 KM SK 131 177	Missing checkpoint, congestion and collision with other paddlers	Paddlers	Checkpoint sign on upriver side of bridge.	1	1	L	Marshal on bridge to direct paddlers to Checkpoint. Marshal on riverbank just after the bridge on left to support paddlers. Arriving team has priority to land before exiting team can leave due to flow of river.
<p align="center">Probability</p> <p>1 = Improbable - Unlikely to occur 2 = Unlikely - May occur in time 3 = Likely - Will probably in time 4 = Very Likely - Will probably occur in a short period of time 5 = Almost certain - Could happen immediately</p>				<p align="center">Severity</p> <p>1 = Negligible - Very minor injury 2 = Slight - Minor injury 3 = Moderate - Significant injury / over 3 days off work / serious 4 = High - Major injury / hospitalisation 5 = Very high - Catastrophic / fatality/ death or illness on a major scale</p>			
<p>Risk rating scale: Low = Go ahead with caution / supervision Medium = Action plan for improvement to be completed in the medium term. High= Eliminate the hazard or take immediate action to reduce the risk.</p>				<p>When should the risk assessment be reviewed?</p> <ul style="list-style-type: none"> • If an accident or injury occurs and investigation establishes precautions were followed but inadequate. • Following substantial alteration to course plan / event • It should be reviewed at least annually even if none of the above apply. 			

SEC3: Checkpoint 2 (Yoxall foot bridge) to Checkpoint 3 (28.33 km)

HAZARD DESCRIPTION	HAZARD CONSEQUENCE	PERSONS AT RISK	CURRENT CONTROL MEASURES	PROB (1-5)	SEV (1-5)	RISK (L, M, H) Probability X Severity	RECOMMENDED CONTROL MEASURES
Alrewas Weir Junction with Canal	Getting Lost	Paddlers	Marshals to support portage and prevent paddlers from taking the wrong direction.	1	1	L	Route marked on route card supplied to paddlers.
Alrewas Weir	Entrapment in recirculating water, drowning	Paddlers	Physical and very visible barrier across river to prevent access to the weir	1	5	M	Marshal supported portage of weir river right. Re-entry down rivers clear of recirculating water.
Jungle Junction Trees in water	Entrapment, drowning	Paddlers	Keep river right through this tricky section. Lots of overhanging trees. Portage river right along path in high water. Clear section and Marshal	3	3	M	Marshals to support clear passage or portage in high water.
CHECKPOINT 3 Downriver of Jungle Junction River Right	Collision with other paddlers at checkpoint	Paddlers	Marshal on river bank footpath to communicate with marshals at checkpoint if a new team is arriving	2	1	L	Arriving team has priority to land before the exiting team can leave due to flow of river.
<p style="text-align: center;">Probability</p> <p>1 = Improbable - Unlikely to occur 2 = Unlikely - May occur in time 3 = Likely - Will probably in time 4 = Very Likely - Will probably occur in a short period of time 5 = Almost certain - Could happen immediately</p>				<p style="text-align: center;">Severity</p> <p>1 = Negligible - Very minor injury 2 = Slight - Minor injury 3 = Moderate - Significant injury / over 3 days off work / serious 4 = High - Major injury / hospitalisation 5 = Very high - Catastrophic / fatality/ death or illness on a major scale</p>			
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SEC4: Checkpoint 3 (Jungle Junction) to Checkpoint 4 (Stapenhill) 42.50KM

HAZARD DESCRIPTION	HAZARD CONSEQUENCE	PERSONS AT RISK	CURRENT CONTROL MEASURES	PROB (1-5)	SEV (1-5)	RISK (L, M, H) Probability X Severity	RECOMMENDED CONTROL MEASURES
Valley of Islands Junction Junction in river with 10 raised sections 29.05KM SK 191 148	Grounding, falling in water	Paddlers	None	1	1	L	Covered in safety briefing, Marshals at checkpoint 4 to remind paddlers of section.
Rowing Club downstream	Congestion and Collision with other water craft	Paddlers	None	2	2	L	Safety Briefing will cover this hazard.
CHECKPOINT 4 Stapenhill Gardens , Burton River Right 42.04km SK 253 220	Collision with other paddlers at checkpoint	Paddlers	Marshal on river bank footpath to communicate with marshals at checkpoint if a new team is arriving	2	1	L	Arriving team has priority to land before exiting team can leave due to flow of river.
Probability				Severity			
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SEC5: Checkpoint 4 (Stapenhill) to Checkpoint 5 (Trent Adventures) 56

HAZARD DESCRIPTION	HAZARD CONSEQUENCE	PERSONS AT RISK	CURRENT CONTROL MEASURES	PROB (1-5)	SEV (1-5)	RISK (L, M, H) Probability X Severity	RECOMMENDED CONTROL MEASURES
Rowing Club downstream	Congestion and Collision with other water craft	Paddlers	None	2	2	L	Safety Briefing will cover this hazard. Rowing club informed of event
Turning Point Downstream Of checkpoint 4.	Wrong turn	Paddlers	Clearly marked on route card.	2	1	L	Safety Briefing will cover this hazard
Water Hazards Burton Upon rent Weir. This is a small weir that washes out and doesn't recirculate.	Falling in water	Paddlers	Small weir low danger, no physical barrier. Clear instructions from Marshals on river bank and support with portage river left.	3	4	L	SafetyBriefing will cover this hazard.Safety Marshals to man weir to ensure safe portage.
Left turn after bridge immediately after weir	Wrong turn	Paddler	Marshals to direct at Weir portage as junction turn is visible	1	1	L	Safety Briefing will cover this hazard.Safety Marshals to give clear directions.
Willington Bridge Pilings and outer shallow sections.	Falling into water & Collision	Paddler	Paddlers to be directed by marshals to paddle through the central arch of the bridge in all water levels	1	1	L	Safety Briefing will cover this hazard.Safety Marshals to give clear directions
CHECKPOINT 5 Landing all boards safely.	Collision	Paddlers	Wide purpose built section of river owned by Trent Adventures for launching and landing water craft	1	1	L	Landing assisted by Safety Marshals
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SEC6: Checkpoint 5 (Trent Adventures) to Checkpoint 6 (Swarckstone Bridge) 62.57KM to Checkpoint 7 (Shardlow Marina) 75.01KM

HAZARD DESCRIPTION	HAZARD CONSEQUENCE	PERSONS AT RISK	CURRENT CONTROL MEASURES	PROB (1-5)	SEV (1-5)	RISK (L, M, H) Probability X Severity	RECOMMENDED CONTROL MEASURES
CHECKPOINT 6 Swarckstone Bridge River Right 62.57 KM SK 368 284	Missing Checkpoint.	Paddlers	There is no stop here but paddlers must check in. Marshals to remind teams from bridge.	1	1	L	Covered in day two safety briefing.
Swarckstone Bridge Keep Class II Water & Shallow sections. 62.60KM SK 369 284	Catching fin, falling in, hitting bottom	Paddlers	Paddlers must pass though the right hand arch. Marshal to be stationed on the bridge to direct paddlers. One Safety Marshal stationed on the down river side of bridge in case throwline is needed.	2	1	L	Covered insafety briefing and covered by Safety Marshals.
CHECKPOINT 7 Shardlow Marina Landing all boards safely. 75.01km SK 447 299	Collision, Falling In	Paddlers	Marshals to assist landing and refuel river left under the road bridge	1	1	L	Landing assisted by Safety Marshals. Landing boards have right of way.
<p style="text-align: center;">Probability</p> <p>1 = Improbable - Unlikely to occur 2 = Unlikely - May occur in time 3 = Likely - Will probably in time 4 = Very Likely - Will probably occur in a short period of time 5 = Almost certain - Could happen immediately</p>				<p style="text-align: center;">Severity</p> <p>1 = Negligible - Very minor injury 2 = Slight - Minor injury 3 = Moderate - Significant injury / over 3 days off work / serious 4 = High - Major injury / hospitalisation 5 = Very high - Catastrophic / fatality/ death or illness on a major scale</p>			
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SEC7: Checkpoint 7 (Shardlow Marina) to Checkpoint 8 Trent Lock Inn
(80.28KM)


HAZARD DESCRIPTION	HAZARD CONSEQUENCE	PERSONS AT RISK	CURRENT CONTROL MEASURES	PROB (1-5)	SEV (1-5)	RISK (L, M, H) Probability X Severity	RECOMMENDED CONTROL MEASURES
Derwent/Mersey Junction. Start of river traffic 76.51 km SK 459 308	Collision with river traffic	Paddlers	Only experienced paddlers can enter the challenge. Rules on navigating rivers and canals covered in TRENT100 Rules.	1	1	L	TRENT100 rules on website and emailed out. Navigating river traffic rules covered in safety briefing.
Derwent/Mersey Junction. Taking the wrong course. 76.51 km SK 459 308	Getting lost	Paddlers	Clear route plotted on paddler route cards.	1	1	L	Covered in day two safety briefing.
Sawley Weir is a large and dangerous weir 77.32 KM SK 466 309	Entrapment in recirculating water, drowning	Paddlers	Very clear physical obstacle to prevent access to weir. Clear route plotted on paddler route cards.	1	4	L	Covered in day two safety briefing.
Sawley Lock Gate I. Portaging and crossing road with equipment. 77.32 KM SK 466 309	Caught in lock gates Collision with Motorised Vehicles, Falling in water portaging	Paddlers	All locks must be portaged if closed All lock portages must be Marshal assisted.	1	2	L	Covered in safety briefing and marshal assisted
Sawley Lock Gate II 77.73 KM SK 477 308	Caught in lock gates Collision with Motorised Vehicles, Falling in water portaging	Paddlers	All locks must be portaged if closed All lock portages must be Marshal assisted.	1	3	L	Covered in safety briefing and marshal assisted
CHECKPOINT 8 Trent Lock \Steam Boat Pubs 79.75 KM SK 490 311	Collision	Paddlers	Marshals to assist landing riverleft at the Trent Inn Pontoon	1	1	L	Landing assisted by Safety Marshals. Landing boards have right of way
Probability				Severity			
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SEC8: Checkpoint 8 (Trent Lock Inn) to Finish Line (Holme Pierrepont)

100 KM

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Cranfleet Canal Lock Gate. Portage river left. 81.08 km SK 501 315	Caught in lock gates Collision with Motorised Vehicles, Falling in water portaging	Paddlers	All locks must be portaged All lock portages must be Marshal assisted.	1	2	L	Covered in safety briefing and marshal assisted
Beeston Weir 88.04 km SK 535 353	Entrapment in recirculating water, drowning	Paddlers	Very clear physical obstacle to prevent access to weir.	1	5	M	Covered in day two safety briefing. Safety Marshals will be covering this section to direct paddlers as well.
CHECKPOINT 9 Portage of Beeston Weir Portage River Left 88.04 km SK 535 353	Congestion and Collision with other water craft.Third party injury to public portaging around weir.	Paddlers	Safety Marshals will be covering this section to direct paddlers as well.	1	4	L	Covered in safety briefing and marshal assisted
Beeston Weir Portage Re-entry 88.25 km SK 536 352	Falling in, Entrapment in recirculating water	Paddlers	SK 536 352 Re-Entry in low-medium water SK 538 350 Re-Entry in high water	2	4	M	Portage and launching assisted by Safety Marshals. Covered in day two safety briefing
Rowing Club downstream	Congestion and Collision with other watercraft	Paddlers	None	2	2	L	Safety Briefing will cover this hazard.
FINISH LINE Landing 100 km	Public falling over equipment	Everyone	All equipment to be moved by Safety Marshals to a designated safe place until teams collect to take home.	1	1	L	Safety marshal control. Restrict landing area access from public Marshalls to assist safe transportation of equipment to storage facilities.
Probability				Severity			
1 = Improbable - Unlikely to occur 2 = Unlikely - May occur in time 3 = Likely - Will probably in time 4 = Very Likely - Will probably occur in a short period of time 5 = Almost certain - Could happen immediately				1 = Negligible - Very minor injury 2 = Slight - Minor injury 3 = Moderate - Significant injury / over 3 days off work / serious 4 = High - Major injury / hospitalisation 5 = Very high - Catastrophic / fatality/ death or illness on a major scale			

<p>Risk rating scale: Low = Go ahead with caution / supervision Medium = Action plan for improvement to be completed in the medium term. High= Eliminate the hazard or take immediate action to reduce the risk.</p>	<p>When should the risk assessment be reviewed?</p> <ul style="list-style-type: none"> • If an accident or injury occurs and investigation establishes precautions were followed but inadequate. • Following substantial alteration to course plan / event • It should be reviewed at least annually even if none of the above apply.
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<p>Signed:</p>  <p>Name: Dave Mistry Pain Date: 25/05/21</p>	<p>Signed:</p> <p>Name: Date:</p>	<p>Signed:</p> <p>Name: Date:</p>	<p>Signed:</p> <p>Name: Date:</p>	<p>Signed:</p> <p>Name: Date:</p>	<p>Signed:</p> <p>Name: Date:</p>
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