



PETERBOROUGH HEAD OF THE NENE - SAFETY PLAN – 7th FEBRUARY 2026

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1. Introduction. The Peterborough Head of the Nene (HoN) is held under British Rowing (BR) Regulations, Rules of Racing (*RoR*) and conforms to RowSafe: A Guide to Safe Practice in Rowing (*RowSafe*). A copy of this Safety Plan is lodged with the Regional Water Safety Adviser and the First Aid provider, and copies are issued to key regatta officials.

2. Operating Environment. The HoN operating area extends from The Embankment (adjacent Key Theatre at PE1 1EF) downstream on the River Nene to Dog in a Doublet (PE6 0FH) and includes the riverside path. Racing will be upstream (returning towards The Embankment) in 3 divisions:

2600m – Divisions 1 and 2 run from Millennium Bridge (adjacent Bedford House (PE6 7YY)) to Fitzwilliam Bridge. Marshalling will take place downstream of Millennium Bridge.

5000m – Division 3 runs from Plum Tree Farm (PE6 0RP) to Fitzwilliam Bridge. Marshalling will take place between Plum Tree Farm and Dog in a Doublet.

Vehicular access to the operating area is direct from North Bank or from the metalled path on the riverside (north side). The competition is open air, with one gazebo for Registration on The Embankment.

3. Primary Duty. The primary duty of each and every official at HoN is the safety of competitors, coaches and essential carers, members of the public going about their business and other officials. Subject to immediate operational need, the priority must be for the health of all. We request that all officials assist the Organising Committee in helping visitors at the site; where there is a risk to health, ask those involved to consider their actions for the benefit of others. Where clubs or crews are involved, any reluctance to follow *General Information and Safety Instructions* or other relevant guidance should be reported to a member of the Organising Committee.

4. Communication. HoN will employ a 2-way radio network using dedicated, pre-set channels, augmented by a booster station to ensure high quality communication across the entire operating area. BR radio protocol will be used. All officials will be equipped with radio handsets and able to communicate directly with any other official; all radio traffic is open to every user. In the unlikely event of a failure in the radio network, officials will use mobile phones as a back-up. Race monitors will have loudhailers to enable communication with crews going to, or racing from, the Start.

5. Course Sweeper. Officials at The Embankment will notify the Start of the last crew to boat; race monitors will advise progress towards the Start. A launch will follow the last crews and prove the course is clear for racing to start. For each racing division, a launch will follow behind the racing crews and advise the Finish that racing is complete.

6. Actions Concerned with Immediate Safety

6.1 Instructions to participants. The HoN *General Information and Safety Instructions* are made available to competitors. These make clear the potential hazards and advise on actions and procedures to minimise the risk of incidents. All crews must follow the **circulation pattern** on the River Nene at all times. Both on and off the water, participants are expected to behave responsibly at all times. The Organising Committee will take a very serious view of any irresponsible actions by any participant.

6.2 Right of Navigation. The River Nene will remain open to other craft that are entitled to safe navigation along the course; HoN has no overriding right of access. If a craft enters the operating area from either end, HoN officials will politely advise the steersman about the HoN and the likelihood of encountering multiple rowing boats during their passage. If a division has started racing, the steersman should be asked to hold until the race has cleared the course, giving an indication of delay. If the steersman is not prepared to wait, the official should advise the Start who may hold racing until the craft has cleared the course. For any craft setting out from a mooring along the course, the nearest official should assess the situation regarding crews and timing. Where possible, address the craft's steersman as above; if not, crew safety remains paramount.

6.3 Accident and Emergency Action Plan. The *Accident and Emergency Action Plan* is detailed in Section 9 of this Safety Plan, which the Organising Committee distributes to umpires and other officials.

6.4 Incidents – Collisions and Capsizes. In all such instances, any official observing an incident will alert Start by radio, so that racing can be suspended if necessary. Two safety launches will be sited along the course, the nearest of which will attend any incident when called. The likelihood of any injury to competitors or the public should be ascertained as a priority and appropriate assistance rendered. Move capsized boats to the north (towpath) bank and assist rowers to re-boat where possible. Move any boat that is damaged to the same bank and arrange for recovery. Race monitors will warn other crews to avoid the incident. Immediately following the incident, the race monitor(s) involved should contact the Finish by radio, to ensure that the Finish is aware of the incident and any repercussions (eg one or more crews not able to finish the race).

6.5 Crew Recovery. Where a crew is disabled (boat damaged or crew unfit to row further) and unable to return to The Embankment, the nearest official should request from the crew the contact number that they have been instructed to carry. The official should pass the number and details of the issue, including location, to the Competition Secretary at The Embankment for contact with the crew's coach or trailer driver. If the crew requires immediate assistance, summon the appropriate service before arranging for equipment recovery.

6.6 Incidents – Extreme Weather Conditions / Other Threats

6.6.1 Thunderstorms. At times of thunder and lightning, safety is about recognising a high-risk situation and moving to a low-risk situation. However, it is recognised that on the river, difficult situations may arise with crews remote from The Embankment when there is not enough time to seek *proper shelter*, resulting in a *choice between evils* decision. As a general rule, the Competition Safety Adviser and Race Committee will:

- Consult forecasts through the preceding week and monitor the weather during the competition.
- Constitute the chain of command and, in the event of a storm, use loudhailers to warn competitors of actions to be taken (this includes identification of *proper shelter* – see below).
- Use the 30:30 criterion to instigate suspension and resumption of activity.
- Direct Control Commission to stop crews boating until resumption of racing is signalled.
- Direct the Start Team, Race Monitors and Marshals to instruct crews on the water, where circumstances permit, to return to The Embankment with all speed and seek the best available shelter. A launch will sweep the course to ensure no crews are left exposed and vulnerable.
- Direct Control Commission to ensure that de-boating is executed as quickly as possible; one member will remain on The Embankment for this purpose.
- Officials along the course will, once crews have cleared their area of control, return to the nearest vehicle for shelter.

Specific measures include:

- Control will be exercised virtually by the Race Committee.
- Start team to shelter in vehicles at the Start or under Millennium Bridge.
- Finish team to shelter in vehicles at the Finish.

- Safety launch operators to return to The Embankment and disembark, following and encouraging crews *en route*.
- Competitors to shelter in their vehicles once returned to The Embankment.
- Blades to be left on grass after de-boating.
- One vehicle to execute a sweep of the course.

All officials and competitors are asked to familiarise themselves with this general plan, so that it can be actioned promptly and effectively should a thunderstorm occur.

6.6.2 Heavy Rain – Ground Conditions – Car Parking. Heavy rainfall prior to, or even during, HoN may render car parking difficult. In cases where previous rainfall renders car parking difficult, visiting competitors may be directed to alternative local car parking facilities. Under no circumstances should access routes be obstructed as emergency vehicles may need to respond to incidents. Note that neither Peterborough City Rowing Club nor Peterborough Regattas shall accept any liability for damage to vehicles or equipment, howsoever caused, at The Embankment or any alternative location.

6.6.3 Protecting children and vulnerable adults. The Organising Committee believes that the welfare and wellbeing of all children and vulnerable adults is paramount. All such competitors have a right to safety and protection. All suspicions, concerns and allegations of harm will be taken seriously and responded to swiftly and appropriately:

- a. The Competition Welfare Officer will be in attendance and will be available to assist should the need arise. Their contact mobile telephone number will be displayed at Registration and available to officials on the course. The Competition Welfare Officer may also be called by a request to Registration.
- b. It is expected that the welfare of Junior and otherwise vulnerable competitors is primarily the responsibility of the competing clubs' own coaches and officers, or of individual parents accompanying the children. In the event of such a person being involved in any incident, the responsible adult will be identified from the competitor's entry on BROE2. This named person will be contacted by the mobile phone number given in the entry.
- c. It is the responsibility of the coach or parent accompanying juniors or vulnerable persons to monitor their whereabouts. In the event of any Junior crew going missing, the responsible adult must take appropriate action. In the first instance, a call may be broadcast by loudhailer by request to Registration. The named adult, or in their absence, the Organising Committee Chair, is responsible for deciding whether the local Police should be contacted in the case of any such incident.
- d. No unauthorised individual will have access to personal contact details of Junior or indeed other competitors.

6.6.4 Traffic. North Bank is a busy and narrow public road with fast-moving traffic and no footpath provision. HoN has no overriding right of access to the North Bank. Crews' coaches are advised not to follow their crews along the North Bank for their own safety. Officials are advised to operate with care, keeping well clear of the roadway to avoid collisions. Officials and coaches stationed along the verge adjacent the road to North Bank are required to wear a high visibility vest or outer layer of clothing to improve their visibility to oncoming traffic. In the event of a collision, the nearest able official should summon aid as required. The riverside path from Millennium Bridge to Fitzwilliam Bridge is also a public right of way and there is likely to be frequent pedestrian and cyclist traffic. Race monitors are advised to keep clear while they

concentrate on the crews; if necessary, remind coaches to exercise caution with members of the public.

7. First Aid Provision. A first aid provider is located adjacent to Registration and will be available to attend any particular incident on The Embankment. Additional support:

Emergency services: 999 or 112 (if possible quote What3words reference)
A&E: Peterborough City Hospital, Edith Cavell Campus, Bretton Gate, PE3 9GZ
Police: Landline: 01733 678000
01733 563232
HoN address: The Embankment, adj Key Theatre, PE1 1EF
PCRC address: Thorpe Meadows, Peterborough, PE3 6LN

8. Access and Transport. In the event of any accident or emergency beyond that detailed in the Safety Plan and outside the capabilities of the HoN first aid and safety facilities, the emergency services will be called using 999 by mobile phone. Emergency vehicle access:

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| The Embankment: | Embankment Road, off Rivergate (PE1 1EF) |
| Marshalling area: | North Bank |
| Racing course: | North Bank Via The Embankment along riverside path or Riverside path from Bedford House PE6 7YY |

9. Accident and Emergency Action Plan

9.1 Purpose. This Emergency Action Plan sets out mitigation and procedures in relation to an emergency which represents a general threat to HoN participants.

9.2 Responsibility. Responsibility for actions in the event of an emergency rests with the Organising Committee until Emergency Services take control. Members of the Organising Committee carry mobile phones at all times.

9.3 Threats. Identified threats, probability and impact, mitigating issues and actions are as follow:

| Threat | Probability | Impact (to personal safety) | Mitigating issues | Action in event of emergency |
|------------------------------|-------------|-----------------------------------|--|---|
| Fire in Registration unit | Low | High | Normal fire precautions already available | Evacuate unit. Call Emergency Services. General evacuation if necessary |

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|---|----------|--------|-------------------------------|--|
| Fire in outside catering unit | Low | High | Extinguisher in catering unit | Evacuate catering unit. Call Emergency Services. General evacuation if necessary |
| Serious public disorder / violent behaviour | Very low | Medium | None considered necessary | Call Police. General evacuation if necessary |
| Terrorist threat | Very low | High | None considered necessary | Call Police. General evacuation if necessary |

9.4 Reporting of Emergencies. Registration will be the initial public contact point for reporting of emergencies. If an emergency is reported, they will alert the Chair of the Organising Committee, the Chair of the Race Committee or the Competition Safety Adviser by radio or mobile phone.

9.5 Actions. The Chair of the Organising Committee will assess the situation. If necessary, they will call Emergency Services by telephone. In the event of fire in the Registration unit, they will order a local evacuation. Should the emergency require racing to be stopped, they will inform officials at Start and Finish by radio.

9.6 Evacuation. If an evacuation is ordered, instructions will be given by loudhailer. The normal assembly area for evacuated personnel is The Embankment, upwind of any fire or smoke. Evacuees should keep away from the incident and ensure that they do not obstruct immediate access by emergency vehicles.

10. Key personnel. Key personnel (and roles) are:

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|------------------------------|---|
| Race Committee Chair: | Jo Cotgrove |
| Race Committee members: | Anna Robotham Ian Donald Steve Casey Michelle Moulding |
| Competition Safety Adviser: | Helen Wallace |
| Competition Welfare Officer: | Debbie Hunt-Pain |
| Competition Secretary: | John Canton |

11. General Information and Safety Instructions. *General Information and Safety Instructions* supports the *Safety Plan*. Its purpose is to inform, guide or remind competitors, officials and volunteers how to conduct themselves while in the HoN operating area. It is a stand-alone document that has been issued to competitors and officials. The document provides complete guidance to the competitors on COVID-19 provisions, how to get to The Embankment, parking arrangements, how the competition is run and on facilities such as first aid. It also sets out instructions on all aspects of safety during boating, marshalling and racing. In particular, it gives details of the circulation pattern and the rules concerning warming up and cooling down and how competitors should behave at all times, on and off the water.