

# Newbury Canoe Club – Waterside Series

Updated: 09-March-2023 Release V4

## Marshalling Plan – Crofton Compulsory Diversion

Dates: Waterside Race C – 12<sup>th</sup> March 2023

Waterside Race D – 26<sup>th</sup> March 2023

- *CRT Works will not be complete for Race D to allow us through the site – It is hoped that no further delays will allow a different partial work site route will be available for DW*

### Other Documents:

Draft plan submitted to Authorities:

Crofton Diversion Risk Assessment

Paddlers Pictorial Diversion pdf

Waterside Series:

Risk Assessment

Information Sheet

Race Rules

Website information : <https://www.watersideseries.org.uk/>

Race C / D Safety presentation

### Contents:

Introduction

Map, including marshalling locations

Marshal's Timings and Numbers

General Instructions

Detailed individual location instructions

## Introduction:

Canal and River Trust (CRT) are undergoing phase 2 of their upgrade to the Crofton pumping operation of filling the head of the Kennet and Avon Canal (K&A). This is a £1.8 million pound project and is now due to complete by 30<sup>th</sup> March.

This work has closed the Towpath and Canal navigation with a long walkers diversion taking you through the Village of Wilton to the south of the canal, and totally unsuitable for our diversion route.

The option Newbury Canoe Club (NCC) have gone for is a road diversion a distance 1.1km of narrow minor roads taking approx 15 mins to walk. Which also includes a foot level crossing of the Great Western railway line, but only engineering trains travelling at 20mph are running that weekend (Race C, or as it happens Race D dates )

NCC have received approval for this plan from British Canoeing (+Marsh Sport Insurance), Network Rail, Wiltshire Highways(+Wiltshire Police).

This is the detail plan for Marshalling this diversion route.

The timing of competitors has now 3 options and there are a number of factors that will dictate which option is adopted, none have any effect on the marshalling of the competitors through this diversion as all three options allow for the competitors to walk and NOT be under race or timed conditions during the diversion route.

**ALL support crew vehicles will be banned from attending the Crofton diversion area** except for:

- Dropping off / collecting marshals
- Called upon by Race Control to collect a retiring crew
- Other emergency – under Race Control instructions

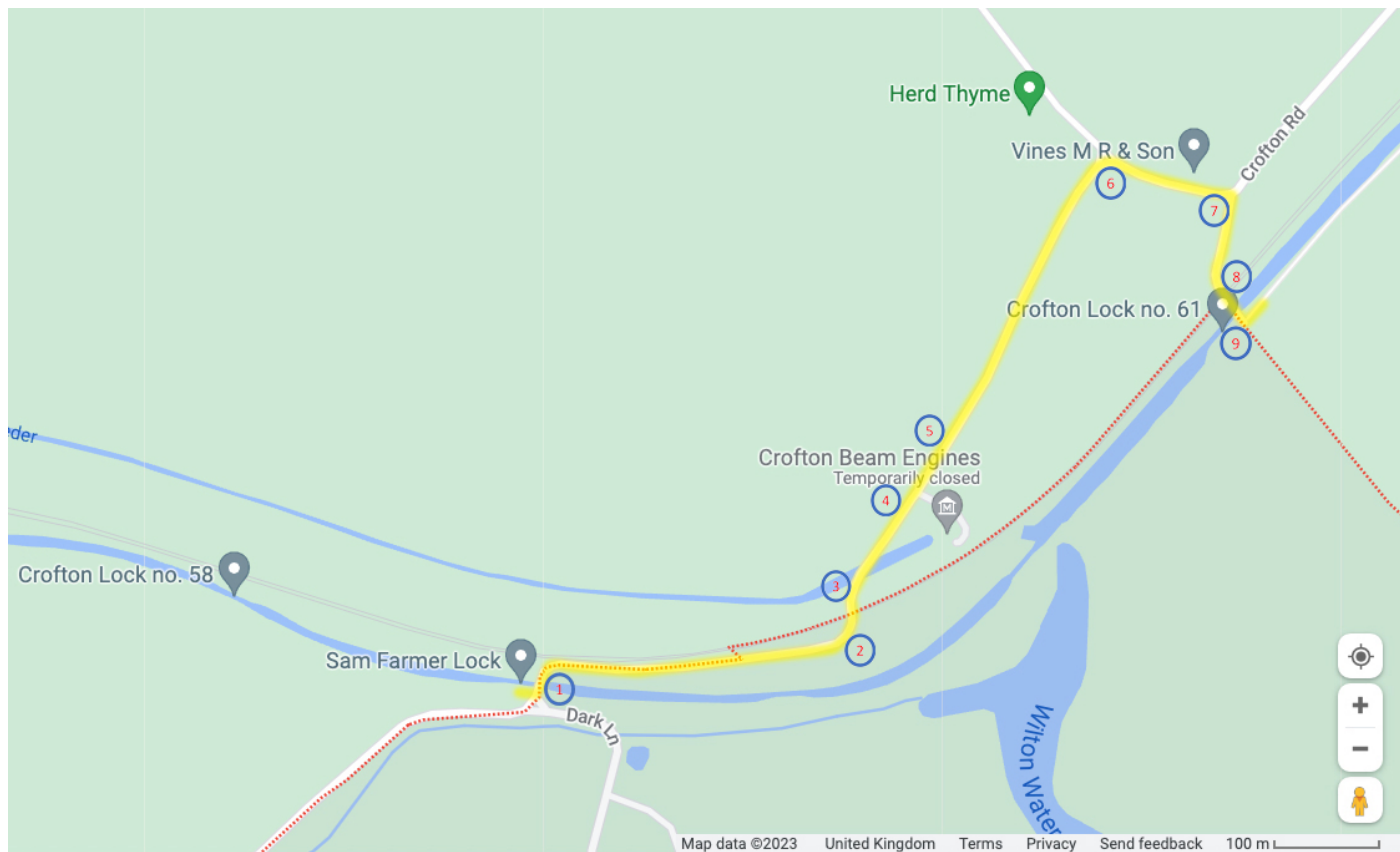
Local traffic is very light

NCC will be providing water and light snacks for competitors at the end of the diversion route

Eg, Water, Jelly Babies, fun size Mars bars or similar.

A Gazebo or similar will be located at the end of diversion route to allow for First Aid treatment or escape from the elements. Marshal location 9.

## Map, including marshalling locations



### Key:

- 1- Sam Farmers Lock (1 or 2)
- 2- Rail Bridge - West (1)
- 3- Rail Bridge - East (1)
- 4- Crofton Pumping House summit - West (1)
- 5- Crofton Pumping House summit - East (1)
- 6- Grass Triangle Bend (1)
- 7- Bend and entrance to Rail Crossing track (1)
- 8- Rail crossing - North (1) (+ NR staff) [Toilets]**
- 9- Rail crossing - South (1) [ First AID, water and light refreshments ]**

Minimum of 9 preference is 10, and planning to co-ordinate 12.

## Marshal's Timings and Numbers

### Pewsey

First Start window - for slower crews

0800 Check in opens

Paddlers start window

0900 Start

0945 Close

Second Start window – for faster crews

1000 Check in opens

Paddlers start window

1015 Start

1130 Close

Distance from Pewsey to Crofton aprox 7 miles by canal

Slower crews 1hr15mins – 1hr-50mins

Faster crews 1hr – 1hr 30 mins

Crofton times for all marshals:

0945 Start

1245 Finish ( or after last crew has been through )

We will be monitoring the crews away from Pewsey and will have the Race numbers and communicate this to the Crofton Marshals so the last paddlers through is known.

Crofton Carparking:

Parking can be at either end of the diversion course or hopefully the Crofton Beam Engine car park half way into the Route. [ between marshal positions 4 & 5 )

## General Instructions

### Weather

NCC despite our best efforts can not control the weather !!  
And please do not rely on weather forecasts – Be Prepared  
This means be prepared for rain / snow / wind / and sun!

### Duration

Please arrive about 0945 or before as the first crew is likely through around 10:00 but more likely after 10:15.  
The last competitors leaving Pewsey historically have been the much faster crews and are likely to pass through Crofton on or around 12:30.

### Facilities:

Toilets : Finish of route. ( Marshal position 8 )

Drinking water: ( in the form of bottled water will be available – as this is also being made available to competitors located at the end of the diversion (Marshal position 9 )

Food : Jelly Babies, and fun size mars bars or similar – again available to competitors and marshals

Suggest a warm flask of your own, to warm the insides!!!

### First Aid:

A gazebo will be located at the end of the Diversion route (Marshal position 9)  
And will facilitate as a treatment and or first aid post.

### Equipment:

Each marshal will be issued a NCC High Viz Vest with the words Marshal on the front and back.

Each marshal but especially the Marshals 1 and 9 ( start and finish ) of the diversion route will be issued with space blankets in case of exposure/wind protection and survival bags.

## Detailed individual location instructions

In the direction of paddlers diversion flow: (West to East)

### 1 - Sam Farmers Lock.

Paddlers exit the canal and portage past the lock upto the road.

They need to be stopped by you if a vehicle is approaching the bridge from either direction ( from the south and from the north – Note there are two road routes that arrive from the South ).

The paddlers pass onto the road and turn left over the canal bridge and then keep right up the slope to the Railway Bridge.

### 2 - Railway Bridge – West.

Paddlers approach from the Canal Bridge up the slope towards the Railway bridge keeping to the right of the road.

You need to stop the paddlers if any traffic is following the paddlers up the slope or If your fellow marshal on the other side of the Bridge (East) informs you that a car is approaching from their direction.

Paddlers should only be allowed onto the bridge if no traffic approaching from either direction is visible.

If held the paddlers should queue in single file on the right of the road up the slope approaching you location

Paddlers must cross the bridge in single file to aid control.

### 3 - Railway Bridge – East.

Paddlers cross the bridge and pass your location and continue up the slope to the summit of the route by the Crofton Pumping House and should keep to the right of the road.

If traffic is spotted approaching your location, against the flow of the padders, in the direction from the summit you should notify you fellow marshal on the Western side of the bridge to halt the paddlers from crossing over the bridge.

Any paddlers crossing the bridge should be encourage to continue to do so as there is traffic approaching. Once Traffic has departed paddlers can once again be allowed to continue crossing the bridge.

### 4 - Crofton Pumping House summit - West

Paddler will approach uphill toward the summit keeping right

Please warn them to keep right especially if there is road traffic

### 5 - Crofton Pumping House summit – East

Paddlers will be keeping to the right as they continue over the summit to ward you.

Warn paddlers and your fellow Marshal on the western side of the summit of on-coming traffic from your direction against the flow.

## 6 - Grass Triangle Bend

Paddlers approach from the summit towards you on a downward slope.

Warn paddler to keep well in to the right if traffic is in view.

Prevent paddlers from progressing onto the bend if traffic is approaching and to queue on the right of the road facing oncoming traffic.

## 7 - Bend and entrance to Rail Crossing track

Paddler approach down towards you on the right of the road. At your location you direct them into the track ( right turn for them ).

If Traffic from either direction is visible warn the paddlers to keep well into the **right**. ( that will appear to be your left – but importantly for them it is their **right** as they approach you )

## 8 - Rail crossing – North [ Toilets ]

**You will be accompanied by a member of Network Rail who will be in control of the crossing itself.**

The main large gates ( for farm traffic ) may well be used to allow paddlers to approach the crossing and to pass directly over the tracks under yours and the Network Rail staff guidance.

**NO Paddlers are to RUN/JOG over the tracks – COMPULSORY WALK**

When a train is due the staff from Network Rail will co-ordinate the shutting of the gate preventing competitors from crossing the tracks.

The gates will be re-opened when rail traffic has passed under the guidance of the Network Rail staff.

Please warn the competitors to watch their footing as there are obvious gaps close to the metal rail tracks themselves. With risk of twisting/turning their ankles etc..

If stopped because of Rail traffic to queue sensibly along the access track, and to prevent a rush of paddlers attempting to cross the track when the gates open.

Race numbers and their held time will be recorded as this could amount to minutes.

Paper and pens/pencils will be provided for this and the held time will be deducted, just as it is at Kintbury and the Savernake tunnel if held due to rail / boat traffic.

## 9 - Rail crossing – South. [ First Aid location, water and light refreshments ]

The paddler cross the tracks and pass your location they then crossover the canal bridge and turn left to the waters edge and continue to paddler towards Newbury.

Your role is to close the Gate on the South side in tandem with the marshal and Network Rail Staff on the North. This prevents the gates being open as rail traffic passes and saves those on the north having to cross the tracks.

There should be no one needing to return from the south over the crossing unless a member of the public, someone on official duty or a retiring crew.

It also means that there are three marshals at this important crossing point in case of paddler injury or mishap eg. a twisted/turned ankle etc..