

RAYNET-UK

2024 Three Peaks Race

Saturday, April 27. Race Start is at 1030

RAYNET Briefing

Hello everyone

You should have received two documents. One is the op order giving callsigns, locations, timings and frequencies. This is the second document, which is a more detailed briefing. Please read both. **Do not assume that this briefing is unchanged from previous years.** Do not be surprised if you get more changes before Race Day.

RAYNET's User Service is North Yorkshire Council's Resilience and Emergencies' Team, which has issued a letter of authorisation for us to operate.

RAYNET always works in conjunction with the Cave Rescue Organisation (the fell and cave rescue team that covers the Yorkshire 3 Peaks area) and we have a CRO radio in Control. In 2019 we had a problem locating a casualty and CRO initially went to the wrong place. We want to do everything possible to prevent this happening again. To improve efficiency, you may find that you are co-located with a CRO member.

If you have a Smart Phone, please download and learn how to use OS Locate and What3Words. CRO and RAYNET prefer OS Locate, which gives us accurate grid references. But having both systems may be an advantage.

Most of you will know from the 144.625/152.350 frequencies that we are using the repeater first used on the Tour de France in 2014. For anyone who is not familiar with the system, we transmit on 144.625 and only receive on 152.350, which is outside the Amateur Band.

Yorkshire RAYNET is licensed by Ofcom to use the out of band frequency. Please ensure that your radio will receive on 152.350. If you have any problems, please speak to Mike, G7HEN (contact details below).

Please note that race start is **1030**. Please do not be late. We need you on site and operational at your stated times.

Please wear RAYNET Hi-Viz and have your ID card. If you are not sure whether your license is current, please access the Ofcom website and revalidate it. We have lifetime licences, but they need re-validation every five years.

Some of you will need to leave your vehicles and walk to your operating locations. If you have previously parked anywhere west of the Ribblehead T-junction, along either side of the B6255, perhaps in one of the “rough laybys”, you need to be aware that it will not be possible.

A Parking Regulation Order issued by North Yorkshire Council is in place on both sides of the B6255 from a point west of the Hill Inn to the Winterscales junction, near Ribblehead. Anyone who ignores the order will have their vehicle registration numbers taken and fixed penalty notices may be issued. The restrictions are in place to ensure emergency vehicles have unimpeded access.

Please do not park overnight (Friday/Saturday) in the rough layby across the road from the Station Inn, which is close to the Ribblehead checkpoint. The layby is needed for a public address system, which may arrive late. Any obstruction causes a major problem.

There is ample parking east of the Ribblehead T-junction on the north side of the B6255 on an area marked out by North Yorkshire highways and in the disused quarry, which is immediately west of the railway and south of the B6255 at Ribblehead Viaduct.

Everyone please note: High Birkwith is a sensitive location. This has previously been the checkpoint after Pen-y-ghent. It is no longer a checkpoint, but we will have marshals and RAYNET at the site for safety. In the past we have driven there. This is no longer possible. Do not go there unless you have instructions from Control. We are not expecting to drive any vehicles beyond the entrance gate near the farmhouse. This is the limit of vehicle public access.

Please note: In 2023 we have a route change in the High Birkwith area. The owner has concerns about his land being cut up by runners and has asked for the race to be re-routed. Runners will continue on the Pennine Way to the north of Old Ing farmhouse before cutting back south-west to the Ribble Way. This adds about 0.6 of a mile to the route. There are consequences for race cut-offs which are detailed elsewhere.

High Birkwith Departure is at SD 8030 7716. This is a T-junction of tracks where the Pennine Way turns north-east. Runners turn west here to re-join the normal route to Nether Lodge.

High Birkwith Arrival is at SD 8130 7717. This is the junction of three walls where the Pennine Way goes through a gate. There should be up to nine marshals in this area to manage gates. We may use non-licensed radios to communicate with them.

Do not cause any obstruction, including at or near the entrance gate to High Birkwith. Please treat anyone you speak to with courtesy. If you are challenged about your right to be there, show your identity cards. Do not get into an argument. If there is any problem, please contact Control immediately. The race's future could be at risk unless everyone going up the road towards High Birkwith in a vehicle takes care.

The Race has accepted in excess of 900 entrants. The maximum is 1,000. We can expect around 10% non-starters. As always, race timing will use SportIdent – the electronic system with competitors carrying “dibbers” which are inserted into timing “bricks” at checkpoints.

SportIdent is used in conjunction with 4G to get the data to Control. As runners cross the finish line, they are each handed what looks like a supermarket till receipt with individual times through each checkpoint.

There will be cut-offs at Ribblehead and the Hill Inn checkpoints. **The revised cut-off at Ribblehead is 1250 and at the Hill Inn it is 1410.** This is 10 minutes later because of the route change at High Birkwith. Runners who do not reach Ribblehead and Hill Inn by these times will not be allowed to continue.

Please note that these cut offs are applied by the Race Director in Control, **NOT** checkpoint marshals. The Race Director has discretion and may vary the times. You must be ready to take cut-off instructions from Control and pass the information to your marshals without delay.

It is important that all stations keep radio traffic to a minimum around the cut-off times. Control needs to be able to give checkpoints instructions on applying the cut-offs. We cannot do that if the frequency is blocked by other traffic. If you must call Control, keep it short and leave gaps for us to get in with cut-off traffic.

The Three Peaks Race is a busy radio net. If we get an incident, it can become extremely busy. Please keep all messages short and sharp. Listen carefully to the radio net. We do not want to waste air time repeatedly calling stations and not getting an answer. If you have nothing important to say, do not say it.

Runners who are excluded from the race at Ribblehead or the Hill Inn or anyone who retires anywhere on the course will be transported back to the finish in one of the three minibuses.

If we have enough RAYNET personnel, an operator will ride on each minibus. Drivers and their RAYNET operators will be briefed by the Race Director before race start, probably around 0815. **We need to know where the minibuses are at all times. This is an essential safety requirement. RAYNET should report the**

arrival of minibuses at all locations and they must not leave anywhere without getting permission from Control.

At High Birkwith no vehicle will go beyond the farm gate on the road, which is the limit of vehicular access. The operators working at High Birkwith, will be transported to the farm gate on a minibus and brought back from there. It is a short walk in from the gate to the RAYNET location. RAYNET should be able to communicate from High Birkwith on hand-held radios, particularly if they use quarter wave aerials.

Parking is restricted at the Hill Inn checkpoint. Minibuses may be parked up remotely and called forward as needed. Hill Inn RAYNET checkpoint staff are Andy G6RIB and Hazel M3TKA. In 2022 a traffic management marshal was struck by a car on the main road past the Hill Inn. No serious injury was caused, but great care is needed.

Nobody is allowed to return to the finish on foot. This is because a runner, who decided to jog back to the finish several years ago, suffered severe injuries in a collision with a motorcycle. The Air Ambulance was called and the road from Ribblehead to Horton was closed for 90 minutes.

Control needs to know the numbers of retired and excluded runners. This is particularly important if anyone gets a lift back, rather than using a minibus. Checkpoint staff need to manage this situation. All competitors who retire or are excluded must hand in their SportIdent dibbers at Race Control. Failure to do so means they may not be accounted for and an unnecessary search could result.

The minibuses will operate from the tarmac car park behind the pavilion on the Playing Field at SD80453 72780. W3W: warmers.stability.tailwind. On each trip the RAYNET operator should keep a log, listing race numbers of all retirees.

To improve radio coverage between minibuses and Control, Mike G7HEN is asking RAYNET operators to change frequencies as they pass two locations. The first is at Selside where there are a series of bends on the B6479 about 4k north of Horton on the way to Ribblehead. The second is at the Yorkshire Water Service Reservoir, a small stone building, which is on the B6255, west of the Ribblehead T-junction just before the Hill Inn.

If a runner or member of the public reports seeing a runner in distress, get as much information as possible, including the race number of the competitor in trouble, location (preferably with a grid reference), condition and a description of clothing.

Ideally, ask the informant to stay with you while you report the information to Control because we or the Cave Rescue Organisation, which will be sent to assist, may have supplementary questions. If the informant is unwilling to stay with you, please attempt to get a mobile contact number for them.

Race Control and the large marquee housing registration, food provision, toilets and the prize presentation, are on their usual site on Horton-in-Ribblesdale Playing Field – the second field north of the river bridge. This field also provides parking/caravanning/camping for race officials and RAYNET.

It is accessed off the B6479 to the north of the railway station entrance. This means entering the small tarmac car park behind the pavilion at the top of the field and turning immediately right on to the track down the field. If you are challenged by race marshals, your RAYNET identity card should give you access.

Parking on the tarmac area behind the pavilion is restricted to the Cave Rescue Organisation. Caravans and motor homes are NOT allowed on this area.

When the race is over, Control needs to know that everybody, including all runners, marshals and RAYNET are accounted for. Please do not leave the area without calling Control and informing us that your marshals and you are safe. Omitting to do so could lead to an unnecessary Mountain Rescue Team search.

Meal tickets are available from RAYNET in Race Control for any operator who wants to eat when their duties are complete. The tickets are for a hot meal.

If you are going on to the fells to carry out a “hilltopper” duty, please be aware that it could still be winter on the mountains. Please have appropriate boots and waterproof/windproof clothing and some form of shelter such as a “bivvy” bag. Safety is paramount. RAYNET became involved in safety cover on the Three Peaks many years ago after a fell runner died.

It may be a while since some of you have operated. Please check your kit in advance.

Ideally, please set a short timeout period on your radios, so that if you accidentally jam the PTT we will only have to put up with a limited period of network jamming.

If anybody has a new mobile phone number, please let us know. Cellphone may provide a back-up if we have problems in Control.

The operators on Whernside summit should liaise with Martin G8XQS to see if it is possible for him to arrange to park at Broadrake, which is part way up Whernside. (g8xqs@btinternet.com).

G6WTM is planning to go to Horton on Friday, April 26, after work. If you have questions, please do not hesitate to ask. Technical questions, including CTCSS settings etc, should be addressed to Mike, G7HEN, whose duties as Engineering Manager require him to have two of everything and a spare!

Finally, RAYNET on Ingleborough and Whernside should be aware that the Fellsman is taking place on April 27-28 – covering 60-miles with 11,000ft of ascent. The event starts in Ingleton at 0830 and travels over Ingleborough to the Hill Inn and to the

summit of Whernside before heading down into Kingsdale. It finishes on Sunday in Threshfield. Most Fellsman entrants should be clear of the Three Peaks Race route before our runners travel in the opposite direction.

Thank you for volunteering. We cannot provide cover on the Three Peaks Race without you.

Mike, G6WTM

Nidderdale RAYNET Controller

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