

Keighley and Richmond RAYNET

Communications Provided by Licensed Radio Operators

EVENT SPECIFIC RISK ASSESSMENT FOR THREE PEAKS FELL RACE – APRIL 27, 2024.

Name, Callsigns and telephone numbers of Risk Assessors	Mike Priestley, G7HEN
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Date of risk assessment	21/04/2024
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Event title and location	Event description
The Annual Three Peaks Fell Race Horton-in-Ribblesdale	The Three Peaks Race is a fell race held annually on the last weekend in April, starting and finishing in Horton-in-Ribblesdale. The course traverses the Yorkshire Three Peaks – Penyghent, Whernside and Ingleborough. The distance is about 23 miles (37 km) with 5,270ft of ascent.

Date:	April 27 th , 2024
Time from	07:00
Time to	17:00
Number of participants	1,000 entrants. Likely number of starters: around 800.
Number of spectators	Precise number unknown. These are mainly family, friends and club supporters.

Other agencies involved	Yorkshire Ambulance Service Cave Rescue Organisation, which is represented on the organising committee. Private first aid company.
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Minimum number of OPERATORS REQUIRED 30. Actual 32+					
Job Description	Number	Job Description	Number	Job Description	No
Control Note	6	Organisers' vehicles Note	3	Checkpoints with Repeaters Note	1
Valley bottom checkpoints Note	2	First aid Note	2	Stand alone Repeater Note	1
Hill-top Checkpoints Note	6	Safety points Note	5	Ribblehead assisting PA Note	?
Sweeps Note	0	Water points Note	2	Horton assisting PA Note	?
RAYNET Support Note	2	CRO Liaison Note	1	Note	

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NOTES:

1. A shift system should be used in bad weather or if the hill-top checkpoints request it.
2. If RAYNET sweeps are used, then one RAYNET sweep and one organiser's sweep is the minimum. It is preferable to have at least two of each.
3. When possible, the radio operator should not be the driver of the vehicle. One driver and one radio operator is the preferred option.

- RAYNET members should not be allocated duties beyond their physical capabilities. When assigning duties, controllers should take into account the age, state of health and any other factor, which might affect a member's capability to discharge that duty in a safe manner.
- Individual members should decline a duty which they feel is beyond their capabilities.
- Everyone involved should be equipped to work in severe weather conditions which may occur on the Three Peaks in late April.
- Those operating at hilltop checkpoints and at remote safety points on the fells should have adequate warm, waterproof and windproof clothing, boots, hats and gloves. All radio operators should carry a map, preferably OS 25,000 scale, and a compass and know how to use them.
- They should be briefed on dealing with potential severe weather conditions, including, wind, rain and snow, for prolonged periods. They should carry whistles and torches.
- Everyone involved should be aware of the additional risks involved in working in slippery conditions, either caused by snow and ice or wet limestone. Extra care should be taken in these conditions.
- Those at exposed locations on hilltops and fells should carry a small tent or "bivvy" bag.
- Control should make regular "welfare" checks by radio to ensure the safety of RAYNET operators and those they are working with.
- All operators should have access to warm drinks and food for the duration of the race.
- When all runners have passed locations on the course, Control should maintain liaison with radio operators until they have reported that they are safely back at their vehicles. Nobody should be left at exposed locations longer than is absolutely necessary.
- If for any reason, perhaps the sudden onset of severe weather, the race has to be cancelled after the start, RAYNET staff in Control will liaise with the Race Director or his Deputy on what steps need to be taken for the safe evacuation of all competitors, marshals, RAYNET operators and Cave Rescue. All personnel must be accounted for before Control is closed down.

Organiser's name and contact details

Paul Dennison: paul@pauldennison.wanadoo.co.uk

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LIKELIHOOD AND SEVERITY RATING

Risk Level = Likelihood against Severity

SEVERITY can be assessed on a scale of one to five:	
Death	Causing death
Major Injury	Unconsciousness, fracture, amputation or penetrating eye injury. Permanent or long-term disabling injury (or disease)
Extremely harmful	Serious injury but not meeting the description contained in “major injury”
Harmful	Slight injury or ill-health
Minor Injury	First Aid only. Minor injury which would allow the individual to continue after first aid treatment on site
LIKELIHOOD OF OCCURRENCE can be assessed on a scale of one to five:	
Certain	Inadequate Health and Safety controls.
Very likely	Inadequate Health and Safety controls. If conditions remain unchanged, there is a high probability of an incident occurring.
Likely	If the situation is not well managed, an incident could occur.
Unlikely	The situation is well controlled, but occasional lapses could occur. Personnel are well trained.
Rare	Events could only happen under exceptional conditions. The situation is well controlled and reasonable precautions have been taken.

RISK LEVEL MATRIX		RARE	UNLIKELY	LIKELY	VERY LIKELY	CERTAIN
		1	2	3	4	5
MINOR INJURY	1	2	3	4	5	6
HARMFUL	2	3	4	5	6	7
EXTREMELY HARMFUL	3	4	5	6	7	8
MAJOR INJURY	4	5	6	7	8	9
DEATH	5	6	7	8	9	10

INTERPRETATION	
HIGH	Unacceptable risks introduce further controls measures. Risk is severe and unacceptable. Priority action to be taken to reduce risk level.
MEDIUM	Risks may not be “as low as reasonably practicable”. Attempt to introduce additional or improved control measures.
LOW	Monitor - No further action normally required - control measures considered suitable and sufficient.

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Risk	Before Control measure	Control measure	After Control measure
Access to casualties	Medium	Approach with caution. Each operator should be prepared with correct footwear and clothing. If in doubt ask	Low
Slipping/tripping	Medium	Approach with caution. Each operator should be prepared with correct footwear and clothing. If in doubt ask	Low
Refreshments, including hot drinks	Medium	Each operator should be prepared with food and drink for the length of the event	Low
Manual handling of equipment to/from site	Medium	All masts and heavy equipment should be handled by two trained operators (PPE should be used). If assistance is required to complete the task, it should be requested. Safety helmet, safety boots and gloves should be worn. If in doubt ask.	Low
The erection and de-rigging of masts	Medium	All masts should be handled by two trained operators (PPE should be used). If assistance is required in completing the task, it should be requested. Safety helmet, safety boots and gloves should be worn. Mast should not be erected near overhead cables. If in doubt ask.	Low
Manual handling of casualties	Medium	Casualty handling should be left to St John Ambulance/Red Cross and/or the emergency services. Our role is to maintain a safe environment for the casualty and provide communications until trained First Aid arrives. If assistance is required to complete the task please ask.	Low
Child protection	Low	NO RAYNET member will transport or supervise any person under-18 unless accompanied by a member of the organising team. If a RAYNET member is left alone with anyone who may be under the age of 18, the code word to use to inform Control is Mr or Miss SCARGILL	Low
Transport of non-RAYNET personnel	Low	RAYNET members should not transport non-RAYNET personnel.	Low
Rubbish (waste)	Low	All RAYNET rubbish/waste must be removed.	Low
Stress	Medium	RAYNET members should not be allocated duties beyond their capabilities. When assigning duties, controllers should take into account the age, state of health and any other factor that might affect the member's capability to discharge that duty in a safe manner. Members should be briefed. Individual members should decline a duty which they feel is beyond their capabilities.	Low

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Risk	Before Control measure	Control measure	After Control measure
Weather	High	Each operator should carry suitable waterproof and windproof clothing and have adequate footwear for the terrain. Boots should be worn on mountains. Clothing should include hats and gloves. Do not under-estimate the effect of altitude on weather and temperature. Mountain operators should carry additional clothing and shelter. In poor visibility on mountain tops, operators should maintain contact with their colleagues. Control should be informed if there is any risk or if conditions are deteriorating. Hi-visibility coats or tabards should be used outside if necessary. Sun protection cream should be used if necessary.	Medium
Communications	Low	Radios will be used. Spare batteries will be carried for handhelds. Mobile phones will be used as backup.	Low
Traffic	High	Hi-visibility coats or tabards to be worn at all times. RAYNET members will not direct road traffic unless asked by a member of the emergency services. Ensure all vehicles are parked in a secure location, not causing obstruction, and are displaying RAYNET signage.	Medium
Masts	Medium	Mast erection must only be undertaken by trained operators. Hard hats, boots and gloves must be worn when erecting masts. Masts must not be erected until a check has been made to ensure that there are no overhead electricity wires. Where ground anchors are used to secure guys, care must be taken not to interfere with underground services. Ground anchors are themselves a potential hazard. They should be sited to avoid a trip hazard and fenced. Regular checks should be made at no more than hourly intervals of the security of masts. Take extreme care in high winds or if there is any risk of lighting. Masts should be lowered and cables disconnected in a thunderstorm.	Low
RAYNET members getting lost	Medium	Maps, preferably OS 25,000, compass, whistles, torches, radio and spare batteries, and mobile phones to be carried. GPS with spare batteries can be useful. Welfare calls to be made at 30 minute periods or a shorter time if this is deemed necessary.	Low
Accidents and incidents	Medium	If any RAYNET operator has an accident or is involved in an incident a record will be kept in the radio log. All accidents will be recorded in the radio log book	Low
Operating a radio in a moving vehicle	High	No member should operate any radio or mobile phone equipment when they are driving a vehicle unless the equipment has a hands-free microphone. When possible, the radio operator should not be the driver of the vehicle. One driver and one radio operator is the preferred way to work	Low
Incidents taking place during an event	Medium	In the event of any incident, safety will take priority over any routine message.	Low
Disputes or public order incidents	High	The operator's first duty is to ensure his/her own safety. Secondly RAYNET should support event staff by calling for assistance as requested. RAYNET controller will withdraw personnel in any threatening	Low

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		situation. RAYNET operators may leave the incident if they feel threatened in any way and report the circumstances to control as soon as practicable. RAYNET operations should not get involved with the incident, but stand back and report to control.	
Lone working	Medium	Welfare call at 30 minute intervals or a shorter time if this is necessary. At night or in poor visibility double manning is preferred.	Low
There is a risk of injury or collision whilst driving vehicles	Medium	There is a risk, particularly when driving in adverse road or weather conditions, of colliding with people, vehicles or other property. Speed not to exceed 5mph on event or camp sites	Low
Heat exhaustion, sunburn, sunstroke	High	All members to pay due caution to the risks of heat exhaustion by drinking plenty of water and regularly taking time out of the sun in shade. All members to avoid sunburn via appropriate precautions including sun block and clothing	Low
Risk	Before Control measure	Control measure	After Control measure
RAYNET operators with <ul style="list-style-type: none"> ○ First aid ambulance ○ Mountain Rescue ○ Cave Rescue 	High	The ambulance and the RAYNET operator should remain together at all time and will attend the incident. Where there is a clinical need for driving under emergency conditions with blue lights and audible warnings, the ambulance should drive in front with the RAYNET vehicle behind. The ambulance should remain with the RAYNET operator otherwise you will lose communications with Control. Please remember that the RAYNET operator is unable to take Highway Code exemptions. Due to the nature of the roads and terrain, care should be taken at all times. RAYNET operator must obey the Road Traffic Act at all times. On arrival at any incident, the RAYNET operator will immediately report this fact to RAYNET control for documentation.	Low

Health & Safety is a shared responsibility. Although every care is taken in the preparation and execution of this risk assessment, situations may present themselves to RAYNET members, which could not have been envisaged or foreseen.

Where such situations occur, the RAYNET member should: STOP - THINK and ACT in a manner which does not place anyone in a position by which their Health & Safety may be at risk. This process is known as Dynamic Risk Assessment. If there is any doubt on the correct course of action, the RAYNET member should contact the Senior RAYNET Officer present for advice.

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NGR	Checkpoint Name and Number	Note <small>First aid, overhead power lines, toilets, drinking water, Mains Power, roadside, etc</small>
SD805727	Control	<ul style="list-style-type: none"> ○ Power 240v is provide by a generator. ○ Overhead power lines ○ Potable Water on site ○ First aid ○ Toilets within 200m ○ Hi-visibility coats or tabards to be worn only when on duty ○ Battery back-up needed
SD838734	Pen-y-Ghent Checkpoint 1	<ul style="list-style-type: none"> ○ Tent or emergency shelter for personal safety. ○ Food/hot drink ○ Map and compass ○ Torch ○ Radio and mobile phone. ○ Spare batteries ○ Whistle ○ No Toilets ○ No drinking water ○ Should be an experienced hill walker and properly equipped. ○ Hi-visibility coats or tabards to be worn
SD803771	High Birkwith Checkpoint 2	<ul style="list-style-type: none"> ○ Walk-in Checkpoint ○ No drinking water except bottled supplies ○ Hi-visibility coats or tabards to be worn ○ No Toilets
SD765793	Ribblehead Checkpoint 3	<ul style="list-style-type: none"> ○ As Checkpoint 2 ○ Toilets within 200m
SD738815	Whernside Checkpoint 4	<ul style="list-style-type: none"> ○ As Checkpoint 1
SD742776	Hill Inn Checkpoint 5	<ul style="list-style-type: none"> ○ Road side Checkpoint ○ Overhead power lines ○ Toilets within 200m ○ No drinking water except bottled supplies ○ Hi-visibility coats or tabards to be worn
SD742747	Ingleborough Checkpoint 6	<ul style="list-style-type: none"> ○ As Checkpoint 1
SD778734	Safety Point Sulber Nick	<ul style="list-style-type: none"> ○ 4x4 only. Doctor/First Aid ○ No Toilets ○ No piped drinking water. Bottled water supplies.
SD746778	Yorkshire Water Service Reservoir	<ul style="list-style-type: none"> ○ Radio Relay for CRO if called out. ○ No Toilets ○ No drinking water
SD837741	Safety Point Finger post below Pen-y-Ghent	<ul style="list-style-type: none"> ○ As Checkpoint 1
SD748746	Safety Point Steep descent from Whernside	<ul style="list-style-type: none"> ○ As Checkpoint 1
SD777781	Safety Point Lodge Hall Road Junction	<ul style="list-style-type: none"> ○ Road side ○ Hi-visibility coats or tabards to be worn when on duty ○ No Toilets ○ No drinking water
SD735804	Wi-Fi Relay Whernside ridge	<ul style="list-style-type: none"> ○ As Checkpoint 1
SD761816	Aqueduct Blea Moor	<ul style="list-style-type: none"> ○ Emergency evacuation only ○ 4x4 only ○ No Toilets ○ No drinking water
Mobile	Organiser Vehicles	<ul style="list-style-type: none"> ○ Hi-visibility coats or tabards to be worn when on duty.
Mobile	RAYNET Support Vehicle	<ul style="list-style-type: none"> ○ No member should operate any radio or mobile phone equipment when they are driving a vehicle unless the equipment has a hands-free microphone. ○ Hi-visibility coats or tabards to be worn when on duty

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ADDITIONAL INFORMATION

- All RAYNET vehicles will have signage
- Communications/radio log, copy to be retained by RAYNET Control and a copy sent to Organiser on request.
- PPE - Personal Protective Equipment (Safety helmet, safety boots, gloves etc)
- Police, Fire or Ambulance Service. If a situation arises when you need the Police, Fire or Ambulance Service and you have a phone on site or a mobile phone that works, call the emergency service and then inform control. Consider using 112 rather than 999 to call emergency services – this can highlight the location of the caller. If you have an unlicensed person with you get them to use the phone while you use the radio. You are on site and can give more information than the people at Control. It will be quicker when time counts. Please keep control informed about the incident so they can keep a log. Emergency services control rooms – particularly ambulance – will probably ask for a postcode. If this is not available, explain that the incident is at a remote location and give an accurate grid reference, including the two-letter prefix. If the grid reference is not understood, ask to speak to the Team Leader in emergency services control.
- In Yorkshire the NON-EMERGENCY contact number for the Police is 101. This connects you with a police call centre, which may pass you to Police Control. Remember that a mobile phone call may connect you with an emergency services control outside the county in which the call is made.

EVENT HISTORY

Three Peaks Race has been run annually since 1954 and is a well-established event in the fell running calendar.

SportIdent will provide timings for individual competitors through each checkpoint. SportIdent is linked to Control by Wi-Fi. This provides an additional check on progress of each competitor.

The first known circuits undertaken by athletes, as distinct from walkers, were not made until the winter of 1948-49. From 1964 onwards, the race was organised by the Three Peaks Race Association and in 1975 the race venue was transferred from Chapel-le-Dale to Horton-in-Ribblesdale.

Alterations which changed the course were taken in 1975, 1983 and 1987.

In 1981 the race was cancelled because of a blizzard and re-scheduled in October. The 2001 race was cancelled because of an outbreak of foot-and-mouth disease.

The 5th World Long Distance Mountain Running Challenge was incorporated into the 2008 race.

The current race record is 2hrs 46mins 03secs.

NOTE FROM RISK ASSESSOR

There is always the possibility of adverse weather conditions before or during the event. All operators must take reasonable steps to keep themselves safe and warm whilst carrying out their duties. Operators on hilltop checkpoints and exposed locations will be required to take a small tent or "bivvy" bag with them. All operators should be suitably equipped and physically able to perform their agreed duties.

All operators have been advised that they should be in possession of suitable clothing, food and hot drinks for the prevailing weather conditions. The Race is held at the end of April when weather conditions can be severe.

It will be the responsibility of the Event Co-ordinators to monitor Health & Safety issues. They will take all steps possible to ensure operators are safe and well throughout the event.

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I hereby confirm that the above Risk Assessment has been completed and information contained within is correct and current.

Signature: (Risk Assessor)

Name: Michael Priestley

Callsign: G7HEN

Date: 21/04/2024