

Ten Tors Compliance Monitoring Report, training and Event 2017

Who we are - to remind you, the CM team comprises around 20\25 very experienced TMs and volunteers who check that teams out training are operating in compliance with the TT rules, and the expectations of the organisers and other stakeholders. My job is to lead and to coordinate that team, and to log and report their findings.

Thanks to all those in my CM team – a special thought goes from all of us to Gordon Hyatt MBE (WO1, RSM) who lost his battle with illness this summer. A great friend to TT, and a great supporter and volunteer with the compliance team, he will be much missed but fondly remembered.

Compliance monitoring during the 2017 training phase; in three months from mid-Jan to April 2017, a team of 21 CMs put a total of 183 days on to the moor, around two-thirds done on the N moor and a third on the S moor. CMs averaged 9 days each, with six members doing 12 days or more.

We made contact with 587 different groups; this year I discounted 'multiple' contacts with the same team on the same day, so this represents an increase in contacts of almost 25% on last year and an actual number of teams 'met' of 738. Of the 587 unique contacts, there were 95 contacts with teams having compliance issues of one type or another, and a **total of 134 separate issues**.

This represents full compliance by 84% of teams checked, and non-compliance with one or more issues of 16%. This is about 5% better than last year, with a bigger sample checked. When we began in January compliance was at about 75% and it finished on the last weekend at over 90%, which again is an improvement on 2016.

The key areas of non-compliance:

29% (39) of total non-compliance was teams not recorded as training for any given weekend. We know that some of these were failures of transcription at HQ end, while the remainder are TM fails or, on occasions, e-mails going astray. We also know of a fair number of teams picked up on the N Moor on multiple weekends

when they were not registered to train. Several teams also claimed not to know they were on the N Moor at all! To help them, Holming Beam is on N Moor just in case you weren't sure....

22% (30) of issues involved route cards – either not having any at all, having inadequate ones, not having contact details or escape plans, or other crucial omissions. We do not want to be prescriptive, but 'model' route cards are available from a number of different organisations and sources which might give helpful guidance to less experienced TMs.

21% (28) were concerned with identification failures; there are slightly more failures to put ID panels in minibuses than on rucksacks. Rucksack panels also need to be on upper section of bags for helicopter support.

11% (14) were connected to mapping of RBNAs – either not marked at all, or using out-of-date info. This aspect is greatly improved on last year, although some ignorance 'apparently' remains about what they are or what the purpose of having them is! Please note that 2018 RBNA maps are now available on the DNPA website.

These four issues account for nearly 85% of non-compliance. There are some real improvements on 2016, but the one which has got much worse is the quality of route cards; this may be directly connected to the growing use of trackers and other navigation aids during training, and much less reliance on the 'old-fashioned' route cards. A lower level of navigation skills using paper maps is also seen in the increase in navigation errors visible during the event, which I'll come to in a moment.

Other issues of non-compliance include parking; there were 8 specific issues of problems \ complaints but many more under the general heading of overcrowding, specifically at Lane End and Holming Beam. Other hotspots have been much better this year, especially Postbridge and Four Winds – so thank you for that. Intention to introduce pay parking at Meldon, Newbridge, Postbridge (on the side you don't use anyway..) and Haytor in 2018.

There were also 6 teams picked up with no Green Cards, although vastly greater numbers have little content knowledge (noted by Col James Coote on his trip out with me – one lad said 'I was told to carry it, not read it'); 4 issues of teams road-walking without Hi-Viz vests, just 4 issues of poor management of teams (kit

standards, teams very spread out, teams not adequately supervised) and 2 issues of teams being unaware of Willsworthy live firing – one re-routed themselves but one walked through the range.

Finally from training, there were some camping issues on the final training weekend (April 22nd 23rd) with such a huge number of teams out; one CM counted 53 tents in 1km along the banks of the River Lyd between the Nodden and the ford on the Brat Tor ascent route. None were 100m from the stream or 100m apart as the rules state, and toilet debris was spotted under bushes. Noise, bad language and inconsiderate camping manners were also noted. This could easily develop into a serious problem that would result in restrictions - as you may know over 250 teams were on the moor that weekend and they were heavily concentrated in the W and SW access points.

All the non-compliance issues have been considered at Policy Committee, WP and team selection levels and some mitigating factors put into Rule changes and route advice to be covered in break-out groups later today.

As well as monitoring the training phase, four of the team including myself work in the Challenge Ops Room during the event. We monitor the trackers in real time and watch for teams who may be getting themselves into difficulty or into places they shouldn't be. The trackers give us an accurate position to plus/minus 7 metres and the route traces are then examined again as KMZ files after the event - most of this work being done by the brain, hardware, software and endless patience of Mike Ruffles. Combining the non-compliance matters picked up during the event AND in the scrutiny of traces afterwards reveals the following;

134 teams from 104 establishments (that's one third of the total entry) broke the Rules of the event 175 times over the weekend. There are broadly seven categories;

Around 70 instances of teams crossing rivers in unauthorised places, or ignoring River State Amber guidance and crossing against Rule 56 and Annex A guidance.

Over 40 instances of teams entering farmland or other restricted land, or using tracks which are out of bounds during the challenge such as Tor Royal;

Over 20 cases of 45- and 55-mile teams camping within 1km of a CP; we've given teams at least 200m 'grace' but don't forget we can plot overnight position to within 7m, so there is really no argument about these.

21 cases of teams entering or crossing RBNAs

Almost 20 cases of teams crossing roads in unauthorised places, or road walking, or in many cases both – again, the traces are very accurate as to whether a team is walking parallel to a road (200m away) or actually on it.

There were also 5 instances of teams camping adjacent to houses or roads, and one case of a team who appear to have received outside assistance; there was an obvious divert to a road\phone box and a long wait there.

My thanks are due to Mike Ruffles, Dick Parker and Tony Owen for the hours spent in the Ops Room and in subsequent checking – to the HQ staff who compile the lists of all those of you who are recorded to train on any given weekend – and to all CM team members who diligently reported back to me every weekend for months on end. Finally – I am looking for three or four more CMs to join the team for this year; if you're interested, please see me later in the day and I can let you know the requirements. See you out on the Moor in January if not before.

Andy Waters CM Coordinator