

Stirling Uni Sprint 29/8/18 Routechoice Analysis

At the end of the course people completed a routechoice form. They either ticked a box for one of the routechoices shown below which they took or were very close to or ticked 'other' indicating they took a route not shown.

Long: 11 people completed the routechoice form
Short: 5 people

Routechoices can also be found

Long <http://3drerun.worldofoc.com/2d/courseplanning.php?coursewithmap=b3a58989ef13590258e312bbb3e20b53>

Routechoices done with <http://3drerun.worldofoc.com/2d/courseplanning.php>

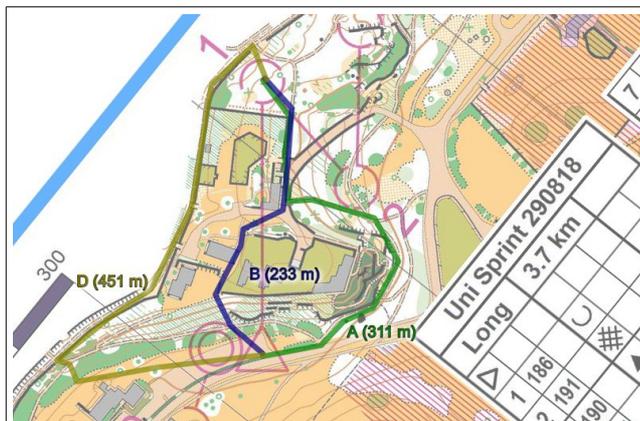
A table showing which routes people took can be found separately.

Summary

There were 2 main things that came out of the analysis of this sprint.

- 1) Vegetation. Did you know? Undergrowth screen should mean running speed is between 60-80% of normal speed. The denser undergrowth screen equates to 20-60% of normal running speed (Mapping Specification <https://orienteering.org/wp-content/uploads/2010/12/International-Specification-for-Sprint-Orienteering-Maps-2007.pdf>).
- 2) Finish. Concentrate to the end! Unusual but a routechoice to the last control, its not over until you've passed the finish ;)

If you have any questions you can contact me (Chris Smithard) at developmentofficer@fvo.org.uk



1
Shortest: B
Quickest: A?

B – very steep section. Undergrowth = unknown speed.

A – 90 metres longer but more known runnability

D – Much longer, too long

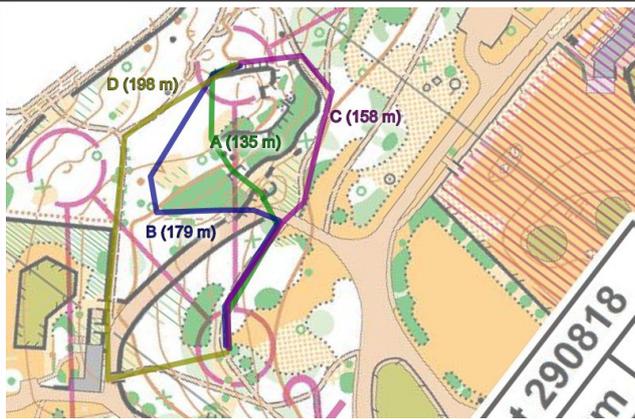
A: 87% (of people took this route)



2
 Shortest: A/B
 Quickest: A

'A' is much more on paths. Also back where you just came so less thinking required.

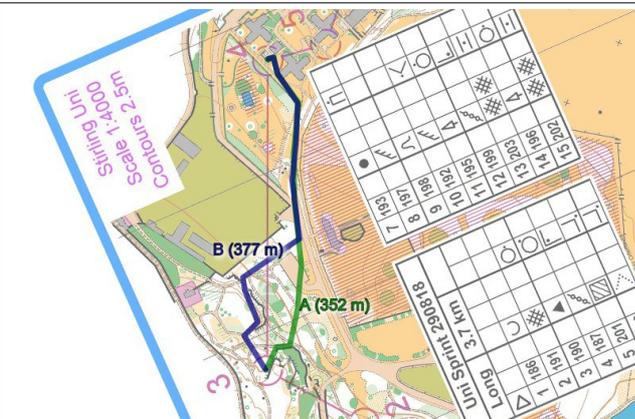
A: 73%



3
 Shortest: A
 Quickest: C

A – More unknown going up crags, affecting both speed of running and navigation.
 B – Unknown speed and further
 C – Faster running, easier navigation (follow crag to end).

C:80%

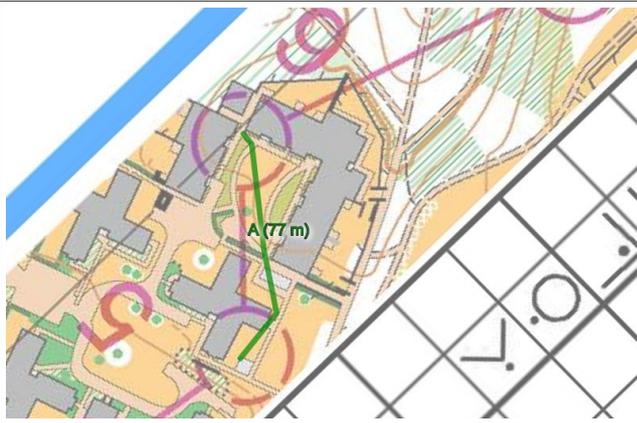


4
 Shortest: A
 Quickest: A

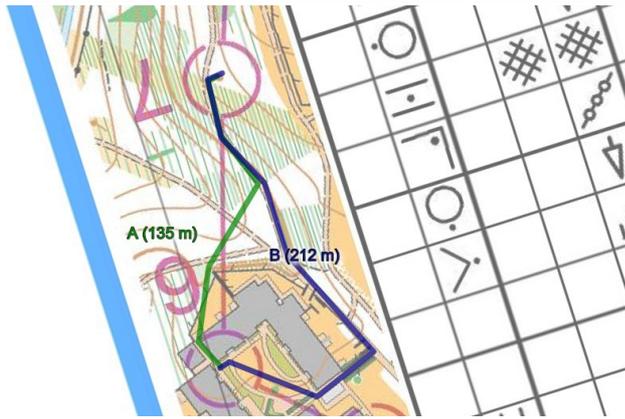
A:90%



5



6

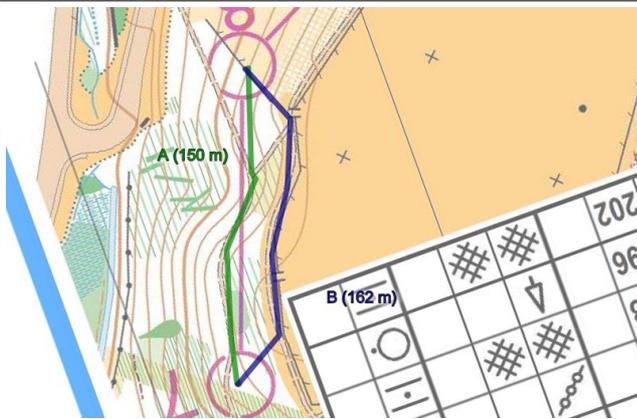


7

Shortest: A
Quickest: A

Here spotting the fence is crossable is important.

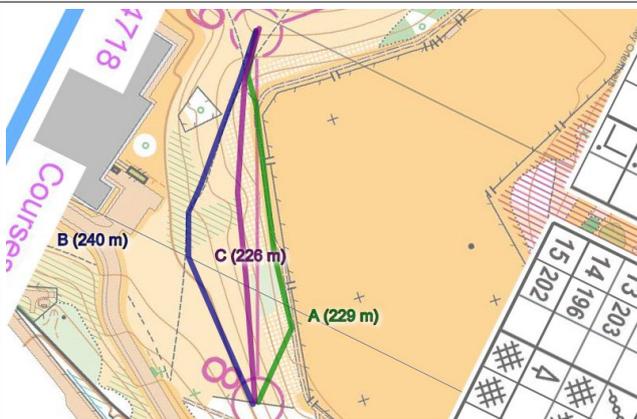
A:60% B:20% C:20%



8

Shortest: A
Quickest: A

A:70%



9

Shortest: C
Quickest: A/B/C

Depends on what rough open is like, although going to a path is probably preferable. However you can see/test rough open before making a decision.

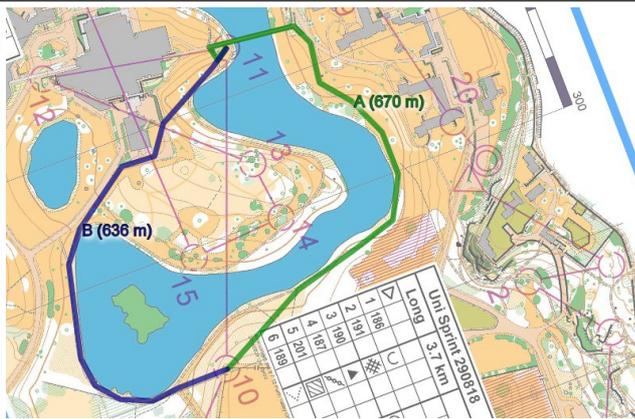
A:90%



10
 Shortest: A
 Quickest: A
 Best: A!

A – Once you hit the fence the navigation is easy – giving you time to plan ahead. Especially important here due to the long leg coming up.

A: 80%

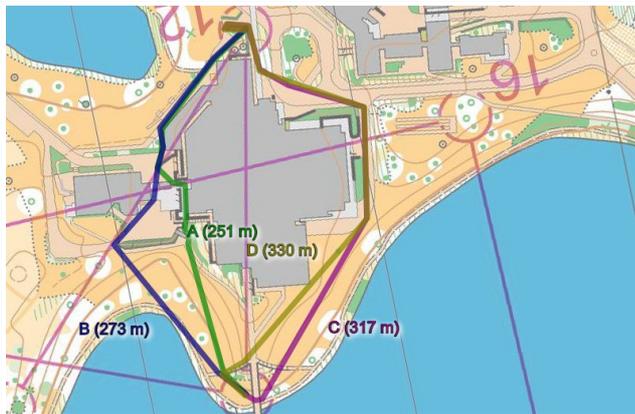


11
 Shortest: B
 Quickest: ~B

It is difficult here to tell which is shorter by just looking at the map. The difference actually all comes from having to loop back on yourself due to the bridge on 'A'. (Technically in the rules you can jump off a bridge but...).

Although neither is especially difficult to execute, B is simpler as you're basically just keeping the water on your left hand side all the way to the control.

A:50% B:50%

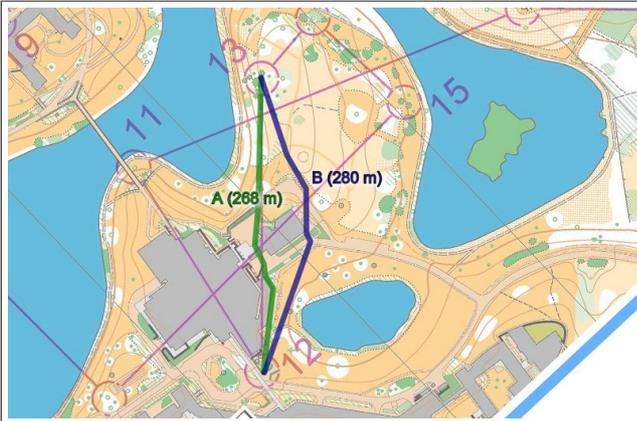


12
 Shortest: A
 Quickest: A

Routes left are shortest. Spotting A is a little tricky both on the map and on the ground.

* Some people wrote they tried taking A but the small passageway by the small building was blocked...

A: 40% B:30% C: 20%



13
 Shortest: A
 Quickest: A/B

B is marginally longer but generally faster running and a slightly nicer approach to the control – both higher up, better lines of sight and probably faster running.

A: 60% B:40%



14
 Shortest: A
 Quickest: A/B

Hard to say what the veg will be like in advance. If thick then going to the right probably makes more sense.

Undergrowth screen should mean running speed is between 60-80% of normal speed. The denser undergrowth screen equates to 20-60% of normal running speed (Mapping Specification).

A:67%



15
 Shortest: A
 Quickest: A

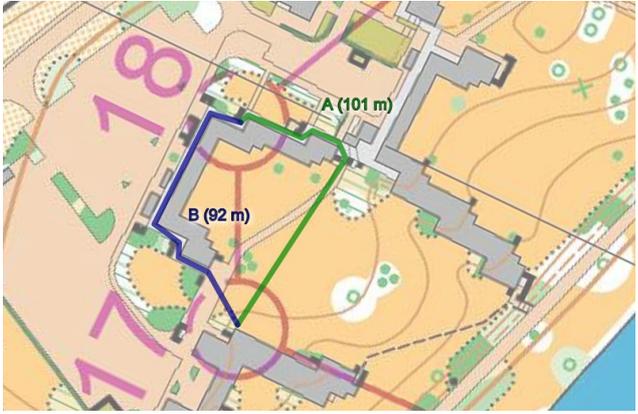
A:90%

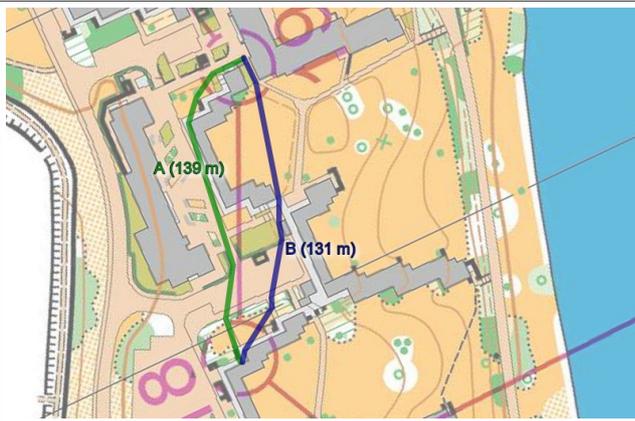


16
 Shortest: A/B
 Quickest: A/B
 Best: B

I like 'B' here as the line is better into the control and 'A' has a more fiddly section which may give people/car problems.

The better line into the control also gives

	<p>you time to decide which way to go on the next longer leg.</p> <p>A:87%</p>
	<p>17</p> <p>Shortest: A/C Quickest: A/B/C Best:?</p> <p>Again the difference in the long leg route choice is marginal.</p> <p>There seems little to choose between the routes though A/B are probably marginally quicker. 'B' does have the advantage that you've already been over part of the route before, plus maybe you can even see the control over the lake as you run towards the bridge – both increase your confidence and therefore your speed.</p> <p>*Other routes – some took 'B' then cut up hill just after bridge before going between buildings, approaching control from the East.</p> <p>A: 7% B: 20% C: 60% Other:13%</p>
	<p>18</p> <p>Shortest: B Quickest: B</p> <p>'B' also means you can 'run through' the control with contactless punching as you head to 19.</p> <p>A: 13% B: 87%</p>



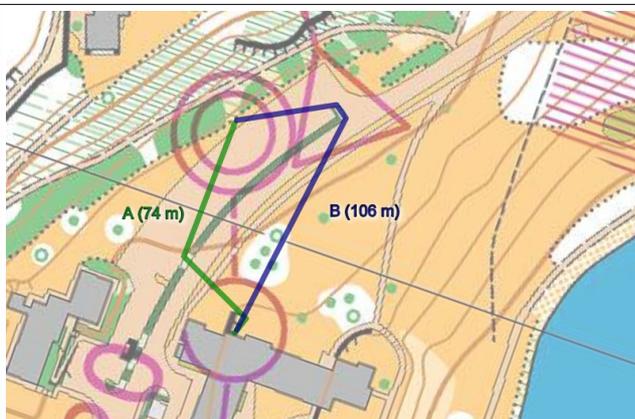
19
 Shortest: B
 Quickest: B

 Not much in it.
 A: 53% B:87%



20
 Shortest: B
 Quickest: B

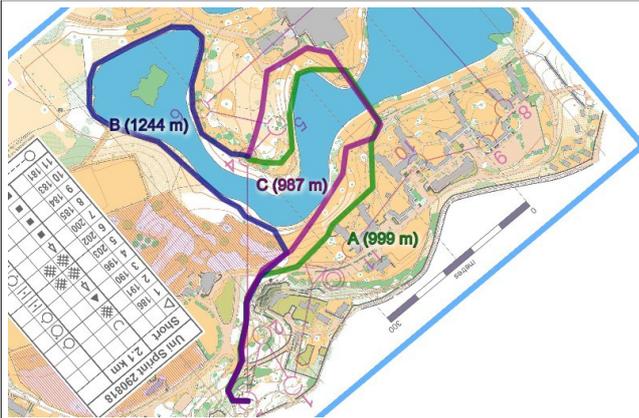
 At first glance there doesn't seem much in it. In fact knowing the control is on the south side of the crag might influence you to take A. But 'B' looking at the distances B seems much better, it also has less climb! Only point against B is crossing larger paved area – this probably means cars so possibly more distance to run round parked cars and potentially moving cars to slow you down.
 A: 7% B: 93%



Finish
 Shortest: A
 Quickest: A

 Concentrate to the end!
 A: 79% B: 21%

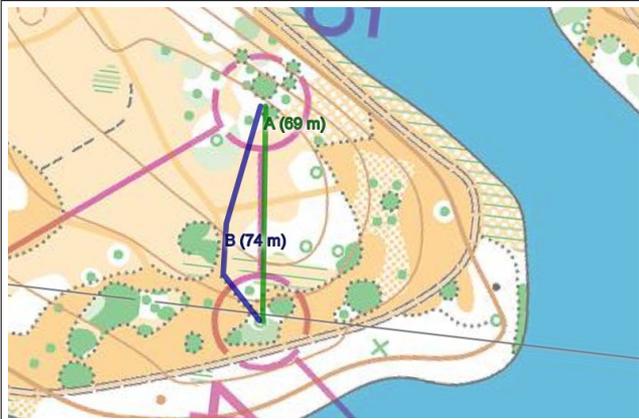
Short Extras



4
 Shortest: A/C
 Quickest: A/C
 Best: C

Staying high after the bridge gives a nice route into the control.

A: 20% C:60%



5
 Shortest: A
 Quickest: A/B



6
 Shortest: A
 Quickest: A