

# **SN Goldsworth Park & Horsell Event, 30/8/2021**

## **Planner's Comments**

I hope you enjoyed the contrasts of the newly extended map if you were on one of the longer courses. Thank you to Phil Gristwood for the new Horsell section, and to Steve McKinley for updates and the joining to his existing Goldsworth Park map, plus the many hours of work to harmonise the appearance and cartographic style as best we could. As someone who grew up in the area before Goldsworth Park was built, it was fun to return to familiar surroundings with a new perspective. You've seen an almost complete spectrum of Woking's 20<sup>th</sup> century residential offerings, all on one map!

Our choice of start/finish/assembly area was strongly influenced by the availability of parking and the need to keep the junior courses as traffic-free as possible. I decided that both competitors and helpers would also appreciate a convenient nearby start rather than a long walk to somewhere else. I then had to decide how best to make use of the new eastern extension across to Horsell village. Some suggestions from controller Ian also helped to shape some better legs for many courses, and we managed the whole event with just 46 control sites.

I apologise if you were out longer than expected. It seems from those who had GPS watches that optimum distances may have been up to 40% longer than straight line on some courses, and therefore 5%-10% longer than we had indicated in final details. I hope you were not too exhausted by the additional efforts, and thankfully it was nice weather for summer running. We might have witnessed more exasperation and less goodwill on a hot day!

Please share your routes on Routegadget to see if you all made the same choices on the longer legs, or found any canny routes that I hadn't seen. In most cases the time and distance variations were probably not enormous, but you were hopefully left with a few lingering doubts, and perhaps took some different options to your nearest rivals.

There is no shortage of detail in the western half of the area. The irregular road layout and frequency of micro route choice decisions requires constant concentration at speed, and there is always a usable control site where you want one. The complete contrast in the eastern half allowed for longer legs with (hopefully!) some dilemmas regarding which route would be shortest or quickest. There were a few dead-end traps if you weren't paying attention, and optimum routes were not always easy to see at a glance.

My aim on the longer courses was to keep you fully occupied with fine navigation until it was time for the route choice legs, so there should have been little opportunity to plan ahead. I also tried to design optimum routes were more interesting and pleasant to execute than some of the longer simpler options. After long legs and hard running back from Horsell village, the sudden return to the detail of Goldsworth was to test if the brain was still working as fatigue set in. I know from conversations at the finish that this was not always the case! Overall I hope the variation and changes in 'feel' of the area were part of the enjoyment – from 1980's cul-de-sacs, to high density flats and leafy suburbia - all in a matter of minutes!

If I (and you!) got it right then you shouldn't have seen too many of the streets more than once, and we were pleasantly surprised by the relative lack of traffic, both motorised and pedestrian. We were also delighted with the level of entries. Thank you for supporting the event and for your comments on the day. Nobody said anything that would put me off doing it again, at least not directly to my face!

**Paul Fox**