

LONDON CITY RACE

Saturday 10th September 2016

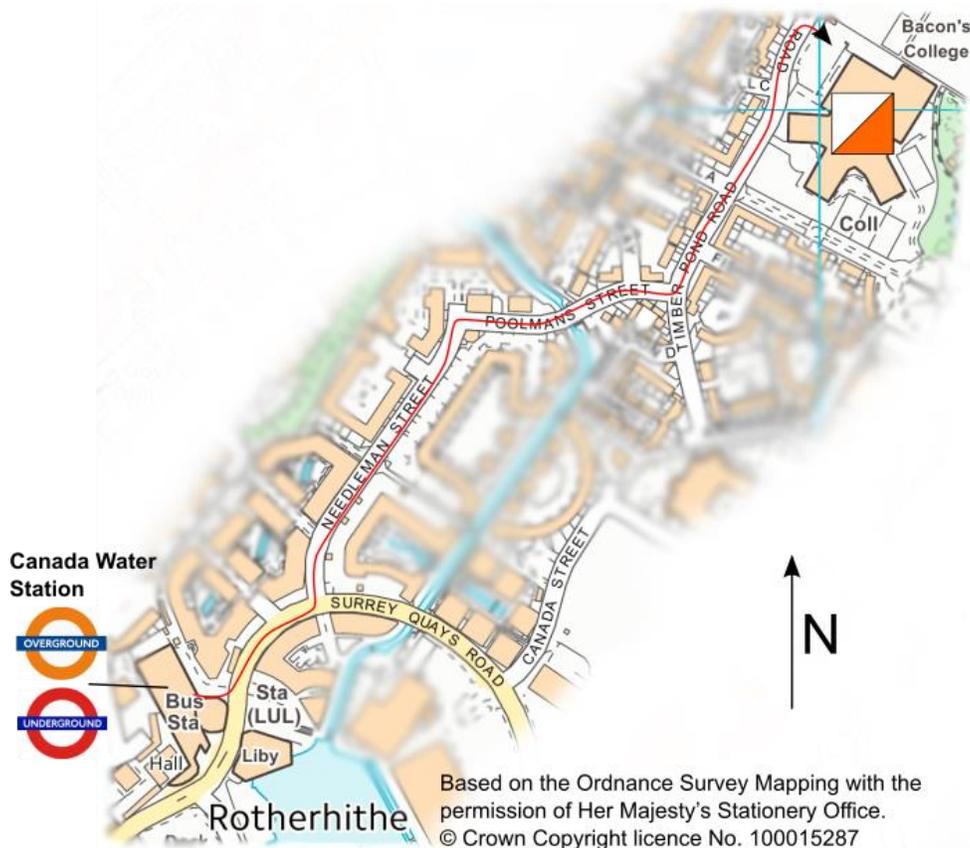
FINAL DETAILS

Welcome to the ninth London City Orienteering Race, organized by South London Orienteers. This year's race arena is based in Rotherhithe, an area of former docklands south of the Thames, between the City and Canary Wharf.

RACE LOCATION AND ACCESS

The Assembly Complex is based at Bacons College, Timber Pond Road Rotherhithe London SE16 6AT

The entrance to the Assembly Complex is at the north corner of the college.



TRAVEL



Rail: Please use Canada Water Station, which is served by the London Underground Jubilee Line and the London Overground. Use only this station and follow the route given in the map above to avoid crossing the competition area. The route will be taped. Coming out of the station please follow the "Business Park" signs to exit



Car: We do recommend that you use public transport to arrive at the race, as there is limited parking available near the Assembly Complex and many of the surrounding streets are used in the competition.



Bus: There are a number of bus routes serving Canada Water Station. Please consult the Transport for London website for details.



TIP: Consult the Transport for London website at <http://www.tfl.gov.uk/> for full travel options and late-breaking information on Underground closures.

ASSEMBLY COMPLEX



The Assembly Complex consists of a Race Arena plus facilities in an adjacent sports hall and will be open from 0900. Remember that this is an urban area, please take care with your valuables.

All competitors, including pre-entered competitors, must collect their race number on arrival. Your entry number on the start list is your race number. Competitors can also pick up hired SI cards from Enquiries.

The car park includes the following

- Toms Catering
- Compass Point

The inside area including the Sports Hall

- Race Number collection
- Enquiries
- Entry on the Day
- T-Shirts
- Results display
- Prizegiving
- Download
- Bag storage (Please note bags are left at your own risk)

START TIMES AND ENTRIES

Start Times: These are posted at <http://www.fabian4.co.uk/start/list.aspx?EventID=1553> Please check your times. If you arrive late for your start you will be started in the next available time slot, but you may have to wait a long time as some courses are very full. Start times are from 1000 to 1300.

For those collection hired dibbers please pick these up from Download

In order to provide flexibility for those parents that wish to shadow their children, start times have not been allocated for competitors on Courses 11 and 12 – turn up and run. However parents wishing to shadow must have completed their run first if they wish to be competitive on their course. There will also be more flexibility on the start times for Course 13

Late Entries and Entry on the Day

Entries will be taken on the day subject to the availability of maps and start times - places are likely to be very limited on some courses. Competitors will not be given a start time, they might be advised by entries when there are spare slots on the busy courses, but there will be a queueing system for late comers and entries on the day.

Credit cards (signal allowing) or cash will be taken for payment

FIRST AID

A dedicated first aid person will be available in the Sports Hall building.
The nearest A&E Department is St Thomas's, Westminster Bridge Road, London, SE1 7EH



START

The start is accessed through the sports hall – follow signage inside and do not attempt to access the start by walking around the side of the building. There is a small warmup area next to the start – competitors requiring a longer distance should use Timber Pond Road.

You must collect your race number before you leave the Assembly Complex.

You will be called up 4 minutes before your start. Loose control descriptions printed on waterproof paper will be available after call up. It is a punching start. On the start beep you must punch the start control and then pick up a map from the correct map box for your course and go!

If you are late your start time might be given to someone else waiting – if this is the case you will be given the next available spare slot.

Maps for those on course 12 will be available at call up

DURING THE RACE

For each control unit the flag, control number, SI box and backup pin-punch will be secured to an immovable object. If the SI unit at a control does not appear to be working use the backup pin-pinch attached to it to punch your map as proof that you have found it. Controls are secured or supervised, however if a control appears to be missing due to vandalism, you should make very sure you are in the right place and then continue with your race. Please let us know at download if you believe a control is missing. We will be using BS8 SI boxes for all controls so SI v8 and v9 dibbers can be used without problems.

SAFETY

The race area contains many residential cul-de-sacs, which may contain light traffic. An orbital road around the peninsular takes heavier traffic, including busses – there is a 20mph speed limit but it is not enforced. A number of bridges and underpasses might help you but these are not mandatory except for junior courses. It is your responsibility to take care on all roads.

The area has the usual array of steps, fences, walls and other items of which you will need to be careful. This includes some walls with a greater drop on one side than the other as well as a variety of slopes and steps that can be slippery when wet.

There are many cycle routes through the race area, including routes along major footpaths. Be aware especially of cyclists passing from behind when you make a change in direction.

There are some blind bends in the narrow alleyways and some of the tunnels and staircases. It is likely that competitors and, more importantly, the general members of the public could also be in these locations. Therefore take care and adjust your speed as you go around corners to avoid accidents occurring.

It is a privilege to run this type of race in a city like London. **Do not jeopardise future use of the area through reckless or inconsiderate running which causes annoyance or injury to others. ENSURE THAT YOU RUN WITHIN YOUR CAPABILITIES. This is especially important in the housing estates where there are local residents and we do not want to upset any of these.**

Under 16s: It is a requirement of British Orienteering's Insurance Policy that anyone under the age of 16 on the day of the competition may only compete in areas with limited and/or speed limited traffic. With this in mind it is important to note that anyone under the age of 16 may only take part on Course 11 (Juniors) or 12 (Children). If you have entered under 16s on any other class than these please contact the Entries Manager immediately to change to one of these courses.

FINISH

There is one Finish for all courses which is on the West side of Bacons College. Punch at the Finish control to record your finish time and then proceed to Download within the Sports Hall. If you have hired an SI card, please return it here, if running both days please still return as you will be issued with a new SI card on Sunday. There will be a charge of £30 if you lose a hired SI card.

YOU MUST DOWNLOAD BACK AT THE ASSEMBLY COMPLEX, EVEN IF YOU ABANDON YOUR RACE. This is a safety check to ensure that all competitors are back.

COURSES CLOSE AT 1500. If you have not finished by 1500, return to the Assembly Complex and download.

Maps will not be collected – **IN THE SPIRIT OF FAIR COMPETITION PLEASE DO NOT SHOW YOUR MAP TO COMPETITORS THAT HAVE YET TO RUN.**

REFRESHMENTS

Water will be available at Assembly, and **Clif** Bars kindly provided by **Clif** (<http://www.clifbar.co.uk>) will be handed out after you have downloaded.



TRADERS

Compass Point will be in attendance outside with a stock of all your forgotten essentials and other items

Toms Catering Van will also be providing their usual food

MAP AND COURSE INFORMATION

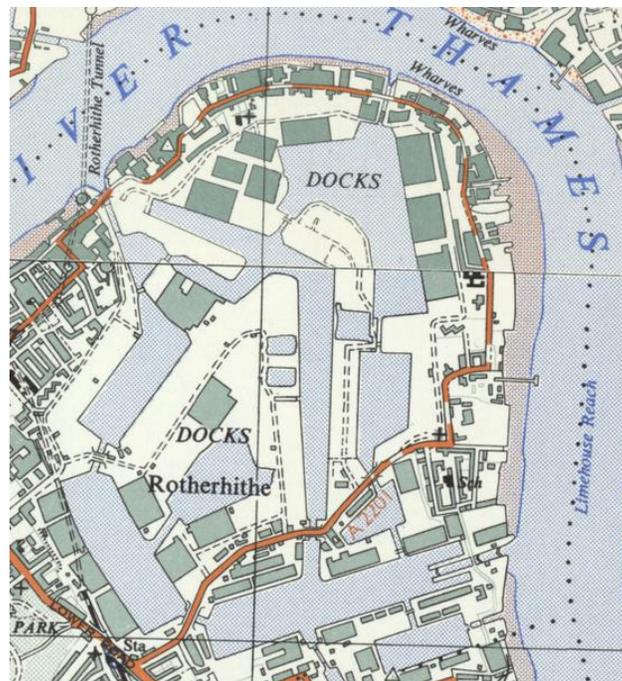
Map	<p>Courses 1-9, 13 - 1:5,000. Size A3. Course 1 will use a double-sided map Course 11-12 - 1:5,000. Size A4.</p> <p>Drawn to ISSOM 2007 (the International Sprint Map standard). Printed on waterproof paper. Map bags will not be used.</p> <p>If you are unfamiliar with urban orienteering maps please read the general information about map symbols at the end of these details. Loose copies of the legend will be available from enquiries – there is no legend on the map, except for special symbols.</p>
Contour Interval	2.5m
Out of Bounds (Standard Rules)	<p>No wall, gate, fence or vegetation mapped as impassable may be crossed. Also, areas mapped by a green/yellow (olive green) “settlement” colour are not to be entered. Such areas might be flower beds, private gardens or private paths. (see Appendix below)</p> <p>A number of areas might have certain edges or parts taped off. Do NOT cross these tapes under any circumstances as this could jeopardise our future use of the area.</p> <p>You may encounter openings (particularly gates) which are not indicated on the map. Do not pass through as they may be shut at other times.</p> <p>Failure to comply with the above will result in disqualification. There will be marshals out around the course at sensitive places and competitors are invited to report rule breaking if they witness it while running.</p>
Map Comments	<p>Pavement edges are only shown for major streets and significant paved areas, where they serve a navigational purpose - for clarity the small pavements on most roads are not shown. For clarity some short Impassable fences have been mapped as Impassable walls (i.e. the double tags have been omitted and only a solid black line used)</p> <p>There is constant building and maintenance work going on within the mapped area. In general, long term building works have been mapped using the solid purple symbol (Do Not Enter), which we have found gives an effective picture of what to expect.</p> <p>Despite the organisers’ best efforts, works and other unannounced activities can block routes that appear passable on the map. If this happens, complete the course to your best efforts and report the problem at download.</p>
Control Descriptions	Printed on the map for all courses. Course 12 (Children) will have English descriptions. All other courses will have IOF description only. Loose control description sheets printed on waterproof paper will be available in the Start lanes for all courses.
Terrain	Hard Surface and gravel 95%, Grass and woodland 5%
Body Cover & Footwear	Full body cover is not required, shorts and singlets may be worn. Studded shoes are inappropriate for this race – wear trainers or similar.

COURSES

Please note your course number to ensure that you pick up the correct map on starting. Due to the complex nature of the competition area, the actual running distance will be significantly greater on all courses, in some cases being over 50% longer than the straight line distance.

Course	Class	Course Length (km)	Climb (m)	Number of Controls	Map Scale
1	Men's Elite	9.1	70	27	1:5000
2	Women's Elite	7.6	50	23	1:5000
3	Men's Open & M18/20	7.0	45	19	1:5000
4	Women's Open & W18/20	6.3	40	18	1:5000
5	Men's Vets (M35+)	7.0	45	21	1:5000
6	Women's Vets (W35+)	5.2	35	20	1:5000
7	Men's Super Vets (M50+)	6.2	35	19	1:5000
8	Women's Super Vets (W50+)	3.9	15	14	1:5000
9	Men's Ultra Vets (M65+)	4.6	15	15	1:5000
10	Women's Ultra Vets (W65+)	3.7	15	16	1:5000
11	Juniors (M/W16-)	3.0	35	17	1:5000
12	Children (M/W12-)	1.4	10	12	1:5000
13	Newcomers	4.0	40	13	1:5000

PLANNER'S NOTES



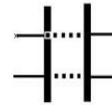
It's another new area for the London City Race this year as we move to the former docklands at Rotherhithe. The historic OS map above shows how extensive the dock system was. It was especially noted for its timber imports, with individual docks being named after the various places in Northern latitudes where their cargo originated. After damage in World War II and decline in the 60s and 70s, large-scale redevelopment began in 1981.

This history makes for a superb urban orienteering area. The docks themselves have been variously retained, reshaped, built over or converted into parkland so expect numerous water features and relic structures to

navigate around. Housing developments span the past 6 decades, which gives us variety and some lengthy and intricate barriers where they follow the earlier dock features and land parcels. Typically for this period of development, we see just the right amount of permeability for challenging orienteering – many of the cul-de-sacs have passable alleys at the end, but many do not.

The area has a good amount of urban detail – underpasses, staircases etc. – but it is clearly represented on the map and different running levels are easily resolved at a glance. Courses take advantage of the patchwork of developments and lack of direct through routes to allow longer legs that require careful route planning and continuous navigation while running.

Competitors should be aware of the standard IOF map symbol for an underpass. A typical example from the map is shown here, with a street level underpass (east-west) passing below an elevated walkway (north-south). When the elevated walkway is narrow the underpass can be difficult to read on the map so take care.



Course 11 (Juniors) crosses minor residential roads with limited traffic. Nonetheless the usual care will be needed when crossing roads. The course uses two underpasses to pass underneath a busier road. Controls are located on the approach to each underpass and the road above is marked out of bounds. It is not necessary or advantageous to leave the path to cross any water feature, fence or wall even if they are shown as crossable.

Course 12 (Kids) is located entirely within parkland and no motor traffic will be encountered. The course crosses shallow water on stepping stones so participants should be prepared for this potential hazard. You can explore the area in advance here, thanks to Google: <https://goo.gl/maps/611Yd4zt2fp>. Other water features are protected by fences and it is not necessary or advantageous to leave the path to cross any water feature, fence or wall even if they are shown as crossable.

For the Children's course ONLY any mis-punch or missed punch will result in a 10 minute penalty rather than disqualification. Multiple mis-punches or missed punches will result in multiple penalties.

PRIZE-GIVING

There will be prize for the top 3 on each course this will be in the assembly area at approximately 1500. Please stay for the prize-giving to show your support

POST RACE

Food and drink will be available from Toms Catering in the assembly area itself. Sit down eat and watch everyone finish.

Tourist Ideas: There are of course plenty of things to see and experience in London. Of particular interest close to the race there are:

- Stave Hill. You might encounter this on your course but feel free to return after your run to appreciate the view and the interesting relief map on top. Take care of runners still on the course and do not attempt to go through the finish – go onto Timber Pond Road and pass around the south of the college site.
- The Brunel museum. This small museum celebrates the Thames Tunnel, built by Marc and Isambard Kingdom Brunel and the first to be constructed under a navigable river. You can use the tunnel today if you travel north on the London Overground from Canada Water Station.

ACKNOWLEDGEMENTS

Thanks for access and facilities are due to: Bacons College and Southwark Council

Thanks for the loan of SI cards are due to: South East Orienteering Association and Southern Navigators

Thanks to our supporter Clif Bar.

Race Director:	Vince Roper (SLOW)
Controller:	Andy Robinson (SLOW)
Planner:	Ed Stott (SLOW)
Mapper:	Remo Madella (SLOW)
SI Guru:	Gordon Parker (SLOW)
Entries Manager:	Nigel Saker (SLOW)
T-Shirts and Numbers:	Angus Lund (SLOW)
Marshals:	Members of South London Orienteers (SLOW)

We hope you have an enjoyable race.

For any questions concerning entries, email entries [at] cityrace.org and for any other questions email london [at] cityrace.org

Please check the website at <http://cityrace.org/> for any last minute news.

**COMPETITORS TAKE PART AT THEIR OWN RISK
AND ARE RESPONSIBLE FOR THEIR OWN SAFETY**

APPENDIX: URBAN MAPS

GENERAL NOTES FOR THOSE NEW TO THIS TYPE OF RACE

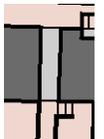
The map is drawn to ISSOM 2007, the International Sprint Map standard, and it uses some symbols with which “forest orienteers” may be unfamiliar. It is of great importance that all competitors are aware of these, especially those which denote “passability”. The most important map symbols used are shown below:

Symbol	Meaning	CONTROL FEATURES	DESCRIPTIONS:	URBAN
	Passable fence		Building	
	Impassable fence		Stairway	
	Passable wall		Monument	
	Impassable wall		Covered way	
	Building – not to be entered		Thicket	
	Canopy – may be passed under		Hedge or linear thicket	
	Steps of a stairway		Stone wall	
	Underpass or tunnel		Fence	
	Forbidden access (as for “forest maps”)		Distinctive tree	
	Large tree		Track or path	
	Small tree		Road	
	Monument or statue			
	Out of Bounds			

In general, a thick black line represents a feature which is **impassable**, i.e. **must not** be crossed, whether or not it looks crossable.

Steps: Flights of steps are only indicative of the stairway, which may be more complicated than shown (e.g. turning in on itself).

Passageways: In some places passage through a building is possible via an open passageway. The map section here shows an example of such a passageway running north-south through a building.



Pavement edges are only shown for major streets and significant paved areas, where they serve a navigational purpose - for clarity the small pavements on most roads are not shown.

Out of Bounds

No impassable wall or fence may be crossed. Areas mapped by a green/yellow (olive green) “settlement” colour are not to be entered. Such areas might be flower beds, railway areas or private property.