

SOHO CITY RACE

Sunday 11th September 2016

FINAL DETAILS

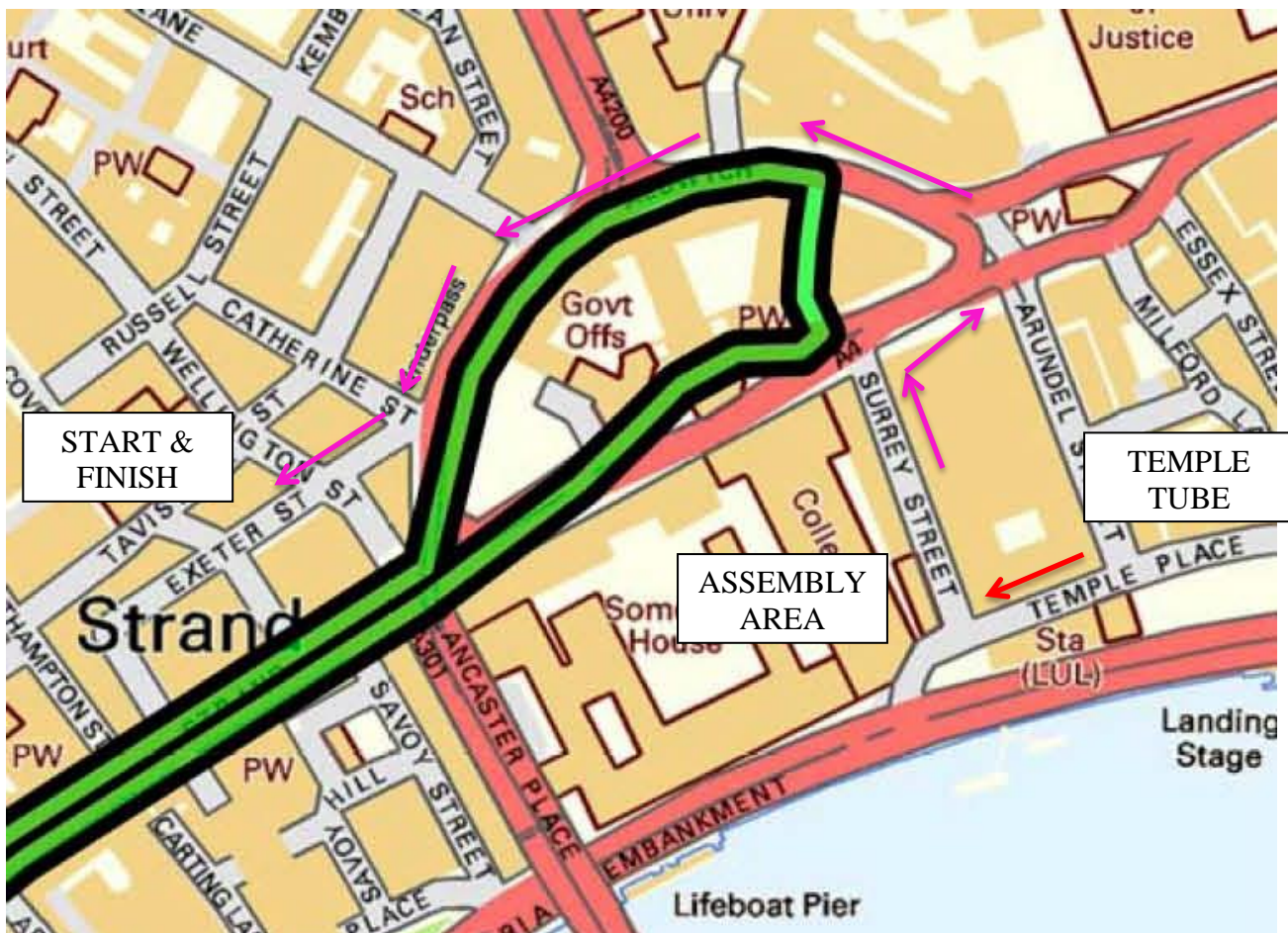
RACE LOCATION AND ACCESS

The Assembly Complex is based at the Waterfront Bar, 2nd floor, Kings College campus, Macadam Building, Surrey Street, London. WC2R 2NS

Note: You will arrive into the building on level -2 – so it is 4 flights of stairs to go up or access via a lift

Please be aware that the Tour of Britain Cycling Stage 8 - London Final is taking place this day and that there will be road closures all around this area.

This cycle route is the green line on the map, the route to the start in the purple arrows



TRAVEL



Rail: The closest underground station is Temple. See the map above for the walking route from this station. It is about a 4min walk from this station



Bicycle: Cycling is one of the best ways to get to the race! Bike stands are available in the Assembly Complex. You can also hire a Santander Cycle Hire bike from any of over 400 docking stations in central London, and cycle it to a docking station near the Assembly Complex. The fee is £2 for 24hrs intermittent use, payment by credit card at the docking station. Journeys over half an hour receive additional charges. The closest docking stations are on the Strand and near Somerset house



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 public car parks are expensive. The Congestion Charge does not apply at weekends.



Bus: There are a number of bus routes serving the City of London. 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

All facilities will be in the assembly area

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 0830 - 1000.

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.

FIRST AID

A dedicated first aid person will be available in the assembly area
The nearest A&E Dept is St Thomas' Hospital, Westminster Bridge Rd, London SE1 7EH



START

The start and finish are close to each other and about a 10 minute walk from the assembly area.

Please approach Exeter Street from the Strand as on the attached map

For those who have raced on the Saturday your race number will be the same one, please ensure you keep hold of this for the Sunday Race

If you have your number and dibber – you do not need to come to the assembly area – you can go straight to the start if you want to.

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

The route to both starts from the Assembly Complex will be signed and/or taped. Please cross the roads at the pedestrian crossing at the junction.

There are no toilets at the start. 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.

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

There is little traffic on many of the roads in the competition area on a Sunday. However, no roads are closed for the race and you may therefore meet traffic throughout the course and it is your responsibility to take care. A number of the longer courses may experience some busier roads – take care crossing them.

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.

Check for traffic in both directions before you cross any road. There are also a number of cycle paths and footpaths which allow cyclists to travel in both directions – even though its one way for vehicles

There are some blind bends, narrow alleyways and possibly a low roofed covered walkway. It is likely 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. Be aware of cyclists as well and the many tour groups around the area.

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 Covent Garden Market Area where we have got very special permission to run and we do not want to cause any problems.

Please also do not run across the front of any street entertainers you might come across in Covent Garden Market– they are there to entertain

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 F or G. 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 near the start. Punch at the Finish control to record your finish time and then proceed to Download within the Assembly area. If you have hired an SI card, please return it here. 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 1100. If you have not finished by 1100, 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

Hot & Soft drinks will be available from the bar in the assembly area



MAP AND COURSE INFORMATION

| | |
|---------------------------------------|---|
| Map | Courses A - F- 1:5,000. Size A4. Partial Legend. Drawn to ISSOM 2007 (the International Sprint Map standard). Printed on waterproof paper. Map bags will not be used. If you are unfamiliar with urban orienteering maps please read the general information about map symbols at the end of these details. |
| Contour Interval | There are minimal contours on the map since there are no significant hills in this part of London. |
| Out of Bounds (Standard Rules) | No wall, gate or fence mapped as Impassable may be crossed, The green/black impassable vegetation symbol is not used on the map Also, areas mapped by a green/yellow (olive green) “settlement” colour are also not to be entered. Such areas might be flower beds, private gardens or private paths. 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. There are a number of gates in the area that allow residents access to their properties via key pads, but can be opened from the opposite side without a code – these gates have been marked as closed and uncrossable on the map – it is possible that a resident might leave one open – please do not be tempted to go through them Failure to comply with the above will result in disqualification, if seen. There will be marshals out around the course at some sensitive places. |
| Map Comments | 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 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. All competitors should be aware that minor works in a major city can come and go too swiftly to be mapped. In particular, past experience has shown that roads can be closed in this area to vehicle traffic (but not pedestrians) for a few hours to allow cranes to work unimpeded without details being publicised in advance – be adaptable. |
| Control | Printed on the map for all courses. Junior courses will have English descriptions. All other courses |

| | |
|----------------------------------|--|
| Descriptions | 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 >95%, Grass <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) | Number of Controls | Map Scale |
|--------|--|--------------------|--------------------|-----------|
| A | Men's Elite, Mens Open & Euro Youth Men | 5.2k | 20 | 1:5000 |
| B | Women's Elite & Men's Vets (M35+) | 4.5k | 15 | 1:5000 |
| C | Women's Open, W18/20 & Women's Vets (W35+) | 4.2k | 16 | 1:5000 |
| D | Men's Super Vets (M50+) | 3.0k | 12 | 1:5000 |
| E | Women's Super Vets (W50+), Men's Ultra Vets (M65+) & Women's Ultra Vets (W65+) | 2.9k | 15 | 1:5000 |
| F | Juniors (M/W16-) & Newcomers | 1.6k | 8 | 1:5000 |
| G | Children (M/W12-) | 1.1k | 6 | 1:5000 |

PLANNER'S NOTES

Welcome to the Soho/Covent Garden Race, part of the London City Race weekend, This race is on a completely new map especially for this event and will take you into areas of central London that you might not have explored before .. You will run near some of London's most famous sights, and through the alleys and backstreets of Covent Garden and Soho so do look up from time to time and enjoy the view! As ever, building work in London is extensive and constantly changing. We have worked hard to map all of these changes, but we trust that you will understand if we have missed any last minute out of bounds or roadworks

Courses A - E

These courses cross a number of roads that may feature fast moving traffic, take care at all times. Competitors may also encounter heavy pedestrian traffic in one or two locations on their course - please be considerate and careful.

Course F (Juniors) is mainly on pedestrianized areas and only crosses minor roads with limited traffic. Nonetheless the usual care will be needed when crossing roads. There will be 2 manned road crossings crossed twice – this is a minor road but manned for safety but not timed out

Course G (Children) Takes place around Covent Garden Market and the pedestrianized areas and minor streets around there. There will be running along paths on roads so if you feel your child is not suitable for this please shadow them. There will be 1 manned road crossing, crossed twice – this is a minor road but manned for safety but not timed out

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.

Competitors should be aware of the standard IOF map symbol for an canopy or passage is a light grey symbol. A typical example from the map is shown here, on this map some are very low canopies and some very high up so take care.



POST RACE

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

- The Tour of Britain Cycle race final day will be a criterium loop race around the centre of London starting at 1430
- Covent Garden Market – with a variety of restaurant, shops and market stalls in buildings around the area, as well as street entertainers

ACKNOWLEDGEMENTS

Thanks for access and facilities are due to: Westminster Council, Camden Council, Covent Garden Market (Capco) and KCLSU Corporation

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: | Vince Roper (SLOW) |
| Planner: | John Owens (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

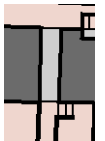
The map is drawn to ISSOM 2007, the International Sprint Map standard, and it uses some symbols with which “forest orienteers” may be unfamiliar. It is of great importance that all competitors are aware of these, especially those which denote “passability”. The most important map symbols used are shown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