

# LONDON CITY RACE

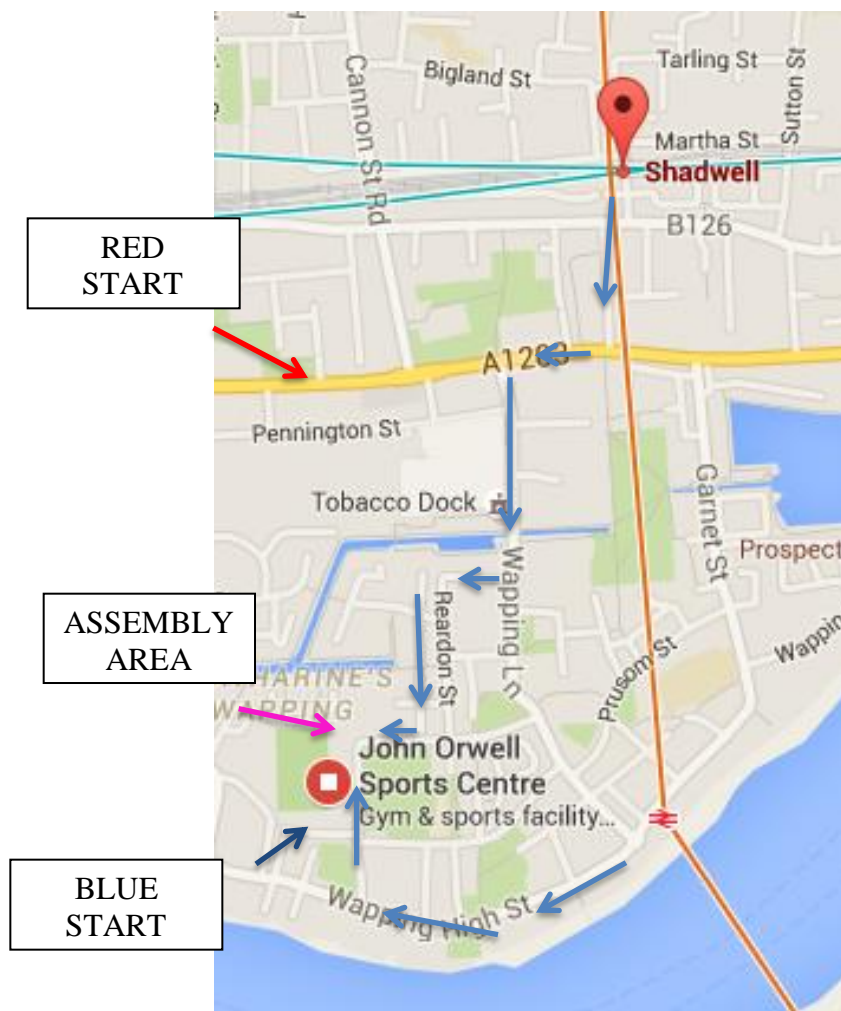
## Saturday 12<sup>th</sup> September 2015

### FINAL DETAILS

*Welcome to the eighth City of London Orienteering Race, organized by South London Orienteers. This year's race arena is based in Wapping*

#### RACE LOCATION AND ACCESS

The Assembly Complex is based at John Orwell Sports Centre, Tench St, Wapping, London E1W 2QD. The entrance to the Assembly Complex is to the North of the centre in the staff carpark. Please do not go into the main entrance of the Sports Centre. This entrance also doubles as the run in for the finish so please be aware of finishing runners



## TRAVEL



**Rail:** The closest overground station is Wapping Train Station. See the map above for the walking route from these stations.

From Wapping Station please walk West along Wapping High Street until you get to Scandrett Street, then walk straight up Scandrett Street to the assembly entrance

If coming from Shadwell Station (on DLR) please walk down to Wapping Lane, then Reardon Street following the tapes to the start in reverse

All other routes will take you into the competition area



**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 Barclays 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 both to the East of the Assembly complex, on Wapping Lane.



**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

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 Race Arena** is in the car park includes the following

- Finish
- Toilets
- Toms Catering
- Ultrasport
- Compass Point

- Changing Rooms – Note these are quite small
- Drinks

### **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)

**IMPORTANT NOTE:** There will be other organisations and regular members using the Sports Centre on the day and also the other half of the sports hall so please be courteous to these users

## **START TIMES AND ENTRIES**

**Start Times:** These are posted at <http://www.fabian4.co.uk/start/list.aspx?EventID=1246> 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, in particular Men's Super Vets, are very full. Start times are from 1000 to 1300.

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 10 and 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, If you are wanting to enter Mens Super Vet (M50+) be prepared for a long wait or a start time after 1300

## **FIRST AID**

A dedicated first aid person will be available in the Sports Hall building. The nearest Minor Injuries Unit (MIU) that will be open is at Guy's Hospital, near to London Bridge station. The nearest A&E Department is The Royal London Hospital, Whitechapel Road, Whitechapel, E1 1BB



## **START**

There are two starts: Red (courses 1-9) and Blue (courses 10-13). The Red start is about 1.2k walk to the North.. The Blue Start is about a 200m walk in the opposite direction to the South of the Sports Centre.

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 Highway 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 Saturday. 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. **A lot of the roads around the Wapping areas are old cobbles/sets and these are very smooth and will get very slippery if it rains so beware of the road surfaces .**

Please note that roadworks mean traffic direction has been changed on a number of roads in the City and is now travelling on the incorrect side of the road for the UK. Check for traffic in both directions before you cross any road. There are also a number of cycle paths which allow cyclists to travel in both directions – even though its one way for vehicles

There are some blind bends in the narrow alleyways and some of the tunnels and covered walkways. 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 housing estate areas of Wapping 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. 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. 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 and Ultrasport will both 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

<b>Map</b>	<p>Courses 1-9 - 1:5,000. Size A3+. Partial Legend. Course 10-13 - 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. Loose copies of the legend will be available from enquiries</p>
<b>Contour Interval</b>	<p>There are minimal contours on the map since there are no significant hills in the City.</p>
<b>Out of Bounds (Standard Rules)</b>	<p>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.</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>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</p> <p>Failure to comply with the above will result in disqualification, if seen. There will be marshals out around the course at some sensitive places.</p>
<b>Map Comments</b>	<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 <b>solid purple</b> symbol (Do Not Enter), which we have found gives an effective picture of what to expect.</p> <p>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.</p>
<b>Control Descriptions</b>	<p>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.</p>
<b>Terrain</b>	<p>Hard Surface &gt;95%, Grass &lt;5%</p>
<b>Body Cover &amp; Footwear</b>	<p>Full body cover is not required, shorts and singlets may be worn. Studded shoes are inappropriate for this race – wear trainers or similar.</p>

## 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	Start
1	Men's Elite	9.3k	28	1:5000	Red
2	Women's Elite	7.7k	25	1:5000	Red
3	Men's Open & M18/20	7.0k	25	1:5000	Red
4	Women's Open & W18/20	6.2k	24	1:5000	Red
5	Men's Vets (M35+)	7.2k	27	1:5000	Red
6	Women's Vets (W35+)	5.3k	17	1:5000	Red
7	Men's Super Vets (M50+)	5.9k	20	1:5000	Red
8	Women's Super Vets (W50+)	4.2k	20	1:5000	Red
9	Men's Ultra Vets (M65+)	4.5k	19	1:5000	Red
10	Women's Ultra Vets (W65+)	3.3k	16	1:5000	Blue
11	Juniors (M/W16-)	3.0k	22	1:5000	Blue
12	Children (M/W12-)	1.3k	13	1:5000	Blue
13	Newcomers	3.5k	19	1:5000	Blue

## PLANNER'S NOTES

Welcome to the 8th City of London Race, which this year is mainly taking part in the newly mapped area of Wapping although the longer courses will venture into the Eastern Part of the city. In planning the courses I've tried to set some thoughtful orienteering challenges, and to take most courses to the more complex parts of the map. You will run near some of London's most famous sights, so do look up from time to time and enjoy the view! As ever, building work in the City of 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 1 - 10, & 13

These courses cross a number of roads that may feature fast moving traffic, take care at all times. We have made the more dangerous roads Out of Bounds - these may only be crossed at the underpasses that are marked on the map and are all around the Tower Of London Area ! Competitors may also encounter heavy pedestrian traffic in one or two locations on their course especially around the Tower of London and Tower Hill tube station entrance - please be considerate and careful.

To make these underpasses clearer we have broken the Out of Bounds area above the underpasses - this does NOT mean you can cross the road at this point, see example below - the road is OOB but there are 2 useable underpasses shown



**Course 11 (Juniors)** only crosses minor roads with limited traffic. Nonetheless the usual care will be needed when crossing roads. This course also uses underpasses to cross a couple of roads - to ensure these underpasses are used 2 controls will need to be visited twice - please ensure you punch at both visits

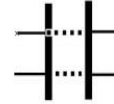
**Course 12 (Children)** takes place around the canals which is mainly pedestrianized and some path running around parking areas in quiet housing estates.

Both Junior and Children's courses make extensive use around the canals and docks, these waterways are protected with a chained fence around them, except in a few places where there are steps leading down to the

water, please ensure that anyone competing on these courses is aware of the dangers of the water and to keep away from the edges; parents should make sure that their charges know the map and control descriptions for urban features, as shown in the last section of these details. In particular they should be made aware of the symbols for covered walkway, bridge, underpass and stairs. Spare legends will be available at Enquiries. **CHILDREN SHOULD ALSO BE INSTRUCTED THAT THEY SHOULD NOT ATTEMPT TO CLIMB ON OR CROSS ANY WALLS.**

**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 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.



## PRIZE-GIVING

There will be prizes 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. If the event of bad weather the prize-giving will be moved into the sports hall.

## 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 (and free) there are:

- The Museum of London – this is highlighted on the map at the top of the Final Details.
- Guildhall Art Gallery and Roman London's Amphitheatre
- Postman's Park which includes The Memorial to Heroic Self Sacrifice
- London Wall
- London open House weekend

## ACKNOWLEDGEMENTS

Thanks for access and facilities are due to: John Orwell Sports Centre, Tower Hamlets and City of London 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:	Mike Elliot (MVOV)
Assistant Controller:	TimPridel (?)
Planner:	Vince Roper (SLOW)
Mapper:	Remo Madella
Original Map & website:	Oliver O'Brien (SLOW)
Map Updates:	Don McKerrow (SLOW)
Organising Team:	Andy Robinson, Todd Fallesen (SLOW)

Entries Manager:	Nigel Saker (SLOW)
SI Guru:	Gordon Parker (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
	Passable fence
	Impassable fence
	Passable wall
	Impassable wall
	Building – not to be entered
	Canopy – may be passed under
	Steps of a stairway
	Underpass or tunnel
	Forbidden access (as for “forest maps”)
	Large tree
	Small tree
	Monument or statue
	Out of Bounds

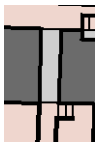
#### CONTROL DESCRIPTIONS: URBAN FEATURES

	Building
	Stairway
	Monument
	Covered way
	Thicket
	Hedge or linear thicket
	Stone wall
	Fence
	Distinctive tree
	Track or path
	Road

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.