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**LONDON MARATHON**  
EVENTS 

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**RIDE LONDON** 

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**46 Mile Event  
Proposal**

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**31<sup>st</sup> July 2016**

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Kevin Nash | V0.1 | 15<sup>th</sup> October 2015

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Ref.	Appendix Title	Version		Author
01	46 Mile Event route map	V1.0	19.10.2015	Kevin Nash
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## Overview

From feedback received from residents, places of worship and businesses within Surrey the County Council have asked that LSCP explore all possible options to minimise the road closure period around the RideLondon event from the learnings identified from the 2015 event.

In 2013, the first year of the event, the roads remained closed between the amateur ride and the professional race, 2014 saw the introduction of a rolling closure for the professional event between Hampton Court Bridge and Abinger Hammer in order to provide greater access.

As the 2014 Traffic Management Plan was deemed more appropriate and successful in terms of road closures and openings this was refined and largely repeated in 2015.

Further potential to make the road reopening more efficient is deemed possible through the refined management of the tail end of the amateur cycle event (RideLondon-Surrey 100).

The use of Short Route 1 (Abinger Hammer) and Short Route 2 (Burford Bridge) in both 2014 and 2015 have proven the value of offering a reduced distance for riders; either as per the event plan (optional then made mandatory) or when contingency circumstances demand such as adverse weather, event incidents etc.

Exploring other options to provide Short Routes has potential to condense the latter stages of the event and facilitate a more expedient road reopening.

## **Road Re-opening**

The road re-openings for the RideLondon-Surrey 100 in both 2014 and 2015 between Hampton Court Bridge and Abinger Hammer were planned and scheduled to follow in close proximity to the last of the mass participation riders based on a minimum average speed of the last wave of riders to depart the start at Queen Elizabeth Olympic Park (QEOP).

The roads are then closed again under a rolling closure by a police escort for the professional race later in the afternoon on this section.

As 2014 event was run on the short contingency route in less than ideal weather conditions, data and feedback is neither useful nor available from the event across the planned 100 mile event route.

A full set of rider data and traffic management data across the entire event footprint was collected in 2015 and has enabled further review of the event delivery plan.

Following on from the request made by SCC, analysis of the 2015 event data and feedback from event staff has been considered and it is taken on board that the tail of end event should be managed more effectively due to the small number of riders involved.

## **2015 Data Review**

From reviewing the 2015 data from it is viewed that the tail-end end of the event has large sections of road closure remaining in situ for very few riders over a considerable period of time (see graphs below). This can be seen as inefficient use of road space and options can be considered to manage the tail end of the event.

Slow rider speeds were predicted to be 13mph as a minimum average but the riders mostly (99.8%) arrived at Hampton Court managing 14mph, practically all riders had arrived by 10:50.

## **Short Routes**

The large distance between Hampton Court (mile 26) and the first Short Route option (mile 52) at Abinger Hammer of 26 miles means that any delayed or slow riders i.e. those arriving later than 10:50 at Hampton Court will have a magnified time delay in their arrival time and be spread across a greater time period at Newlands Corner which is the first large hill and the next key timing data point.

In 2015 using the 14mph average to Hampton Court means that a 20 minute delay to re-opening from Hampton Court equated to a 50 minute delay at Newlands Corner.

Although more riders fall outside the cut-off time at Newlands Corner by providing an earlier Short Route option at Hampton Court Bridge several things can be achieved:

- Providing an earlier optional route to those riders that feel unable to complete the current minimum distance of 86 miles gives a viable and managed option. It can be assumed that the majority of riders experiencing 'fitness' difficulties on the 100 mile ride after 26 miles will take the Short Route option by choice and not feel compelled to 'ride on' regardless.
- Provide an absolute and definitive route for all those slow riders falling outside the cut-off time, i.e. all those passing after 10:50 with a mandatory divert to route back in to London at Scilly Isles.

- Enable better management of those riders riding just ahead of the cut-off time as there will be fewer of them spread across a much shorter and more manageable distance.

Naturally there is a reduction in the rate of riders passing any particular point across the route as the final cohort of riders passes by. Stronger communication to riders prior to the event, on the road, at drink stops and by the sweep team will reduce the number of riders that will fall behind the set cut-off times.

The existing sweep process will manage those participants that fall behind the cut-off time beyond the cut-off at Hampton Court Bridge.

The proposal is to have 3 Short Route options:

- Short Route 1 = Hampton Court Bridge to Scilly Isles (46miles)
- Short Route 2 = Abinger Hammer to Wotton (92 miles)
- Short Route 3 = Burford Bridge to Givons Grove (94 miles)
- Short Routes 2 + 3 (86 miles)

### **Rider Management**

Unlike running events riders cannot be asked to move to the pavement to ride as this is illegal. There is also a commitment from all stakeholders that this should be a traffic free environment for event participants and options to re-open the roads around the final riders are not available. It would also carry inherent safety risks as the message to both participant and vehicle driver is confused.

Although a management plan and sweep process is enforced on the day at the tail end of the event this is implemented with a varying degree of success as the tail is spread over a large area and may involve several hundred riders.

There is also a dynamic element to the event flow as was seen in 2014 when severe flooding in Kingston delayed large numbers of participants arriving in Surrey. The use of Short Routes as the contingency routes enabled the event period and road closure period to remain the same but participants were only permitted to use an 86 mile route.

In 2015 the final riders in the event were still spread out across a significant time period (see charts below).

### **Rider Speeds**

Riders departing the Queen Elizabeth Olympic Park (QEOP) in the 100 mile event in 2014 and 2015 were required to average a minimum speed to Ripley and then 10mph to Newlands Corner, both in Surrey.

Seeding the participants allows riders with a faster predicted time to leave the start first followed by progressively slower riders. This enables the event to spread safely across the event footprint with a density appropriate for the route, especially once the smaller roads are experienced.

Due to the variable ability of the later riders leaving QEOP, after 26 miles many riders were already observed to start to fall behind the required schedule. This delay is then amplified as fatigue increases and speed reduces due to both distance and time cycled increase then again is exaggerated by the appearance of the hills of Surrey.

From Ripley the roads have a gentle incline prior to the steeper climbs in the Surrey Hills. By the time riders are at Newlands Corner many riders (96 in 2015) are behind the required schedule, subsequently it took 48 minutes for last 96 riders to pass Newlands Corner all beyond the cut-off time.

The first Short Route option is at Abinger Hammer, beyond Newlands Corner, where riders are then diverted so that they effectively miss Leith Hill and are integrated back in to the predicted event timings. This is then repeated at Burford Bridge. Once riders are beyond this point there are no further short route options available in the last 25 miles back to The Mall.

After 3 years of experience and data from the riders it is apparent that riders failing to make Hampton Court by the desired time do not catch up and are lagging behind the predicted / required time schedule. Many of these riders will need to use Short Route 1 or Short Route 2 and quite possibly both in order to complete the event.

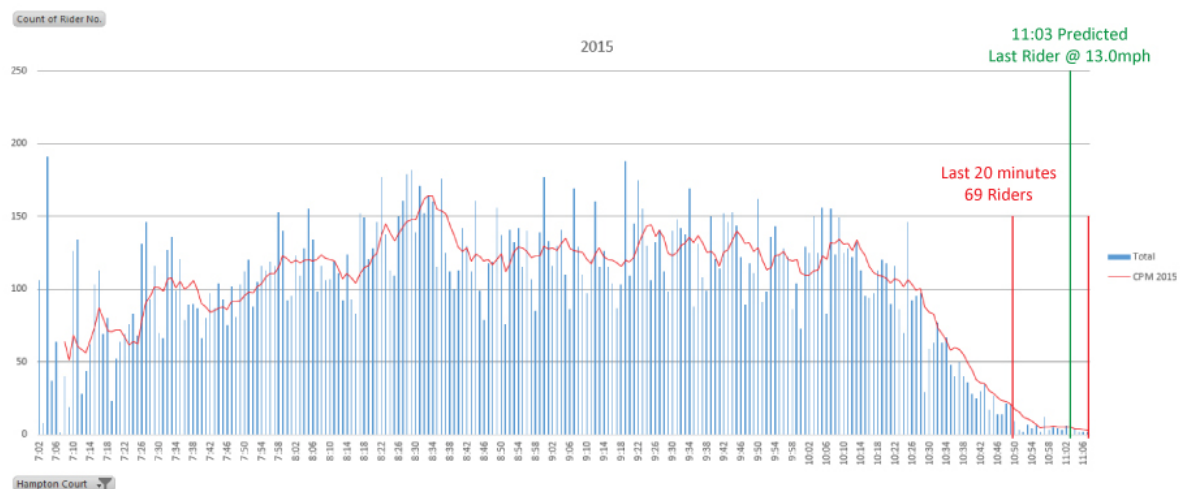
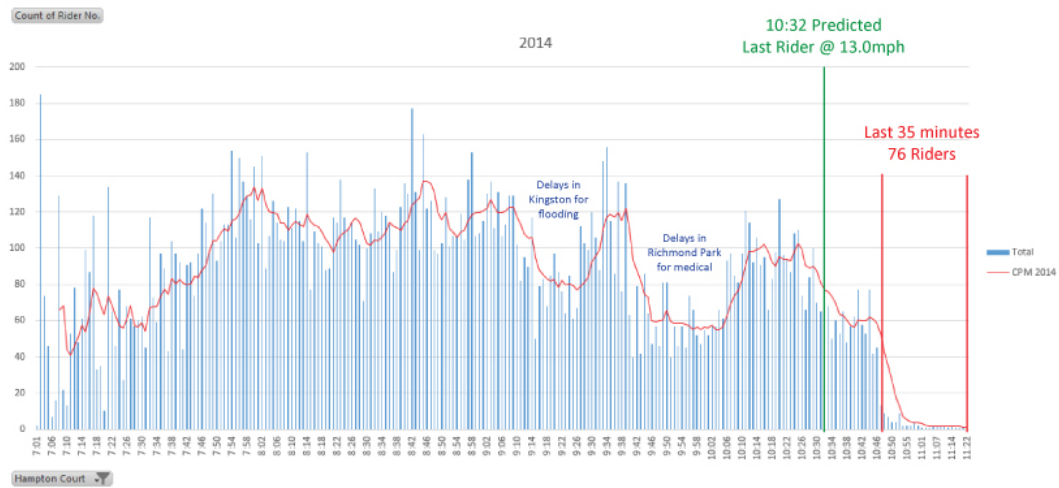
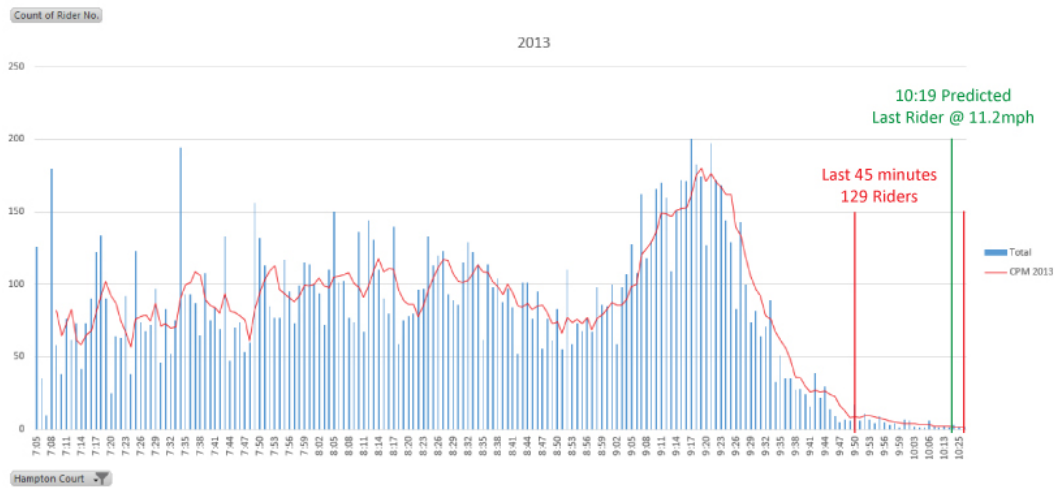
It is recognised that in order to maintain the planned event timings and make provision for earlier road reopening between Hampton Court Bridge and Abinger Hammer an early Short Route option is required.

This will address some of the concerns of SCC regarding the re-opening of the roads between these locations, as these roads form the primary options for vehicular movements away from the more permanent closures installed for the eastern side of the event route within Surrey.

The least disruptive opportunity for a Short Route in terms of road network and the least impact on communities is to divert these riders at Hampton Court Bridge and send them on to the Scilly Isles along Hampton Court Way to rejoin the event, this in effect creates a 46 mile route for these participants.

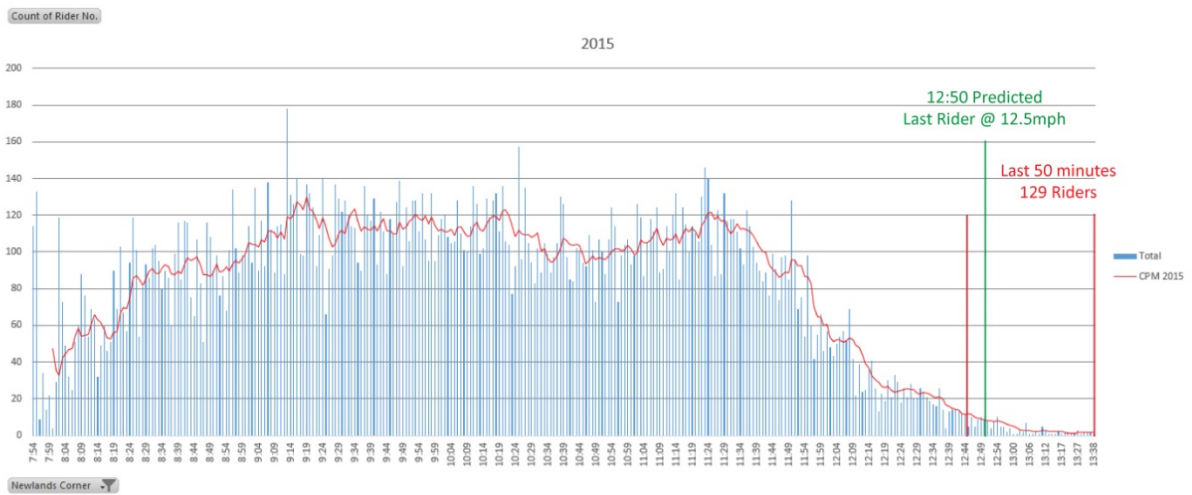
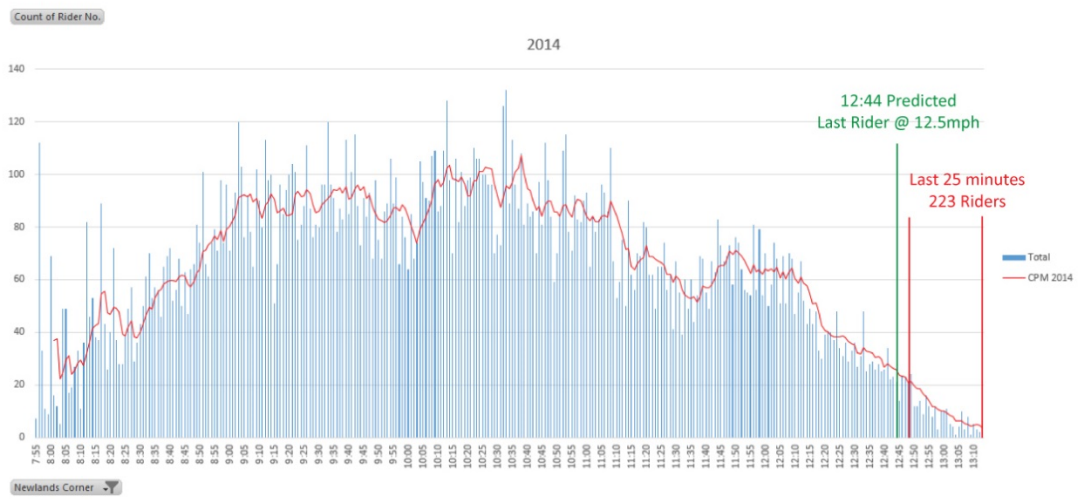
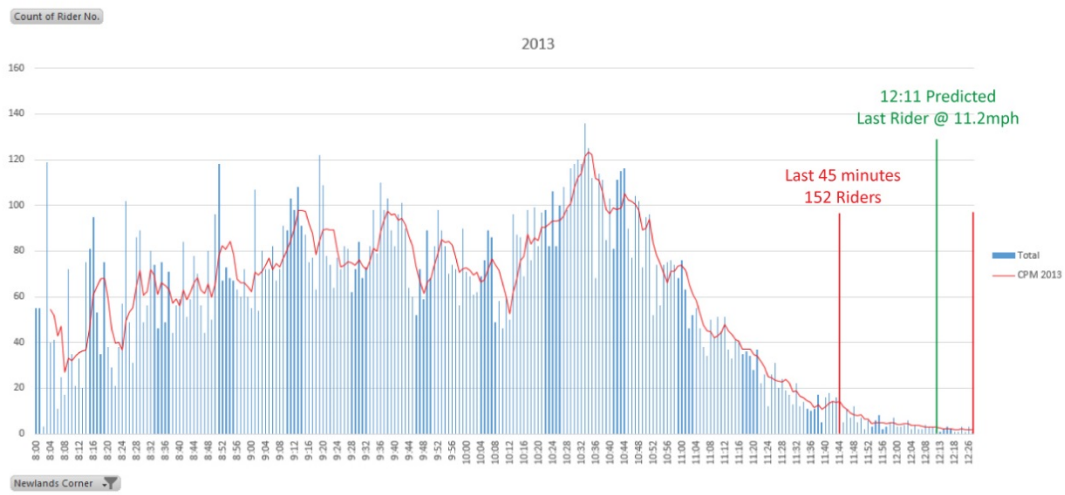
Hampton Court Way has been a contingency route for the event since 2013 although never used as such, the traffic management plan caters for a closure and has been included in the legal orders for all three editions of the event.

### Rider flow data: Hampton Court 2013-15





### Rider flow data: Newlands Corner 2013-15



## **46 Mile Event**

The inclusion of an early Short Route at Hampton Court Bridge creates a 46 mile route which would be available for a defined period of time and could be utilised to offer a more accessible and inclusive event option to participants, thus increasing participation without extending the closure periods from Hampton Court Bridge onwards or overloading the route in the smaller hilly lanes in the Surrey Hills.

To absorb the tail end of the event would require a c.1 hour closure of Hampton Court Way at a minimum, by extending this to 2 hours a further cohort of riders can be given the opportunity to participate in the event over a shorter distance.

The use of a route from Hampton Court Bridge to Scilly Isles (1.7 miles) using Hampton Court Way has some further impact on the community of Thames Ditton in Elmbridge. It is fortunate that Hampton Court Way lends itself to a manageable short term closure with access options for the majority of residents within an affected area.

LSCP believes that a balance between a short closure period and guaranteed vehicle access across the event will alleviate the impact for the vast majority of residents.

### **Key Times**

LSCP would seek to close the length of Hampton Court Way to all traffic between 10:00 and 12:00.

- **Hampton Court Way closes to traffic from 10:00**
  - 10:20 - First riders on 46 Mile route at Hampton Court
  - 10:50 - 46 Mile route mandatory for all participants
  - 11:35 - Last riders at the Scilly Isles
- **Hampton Court Way re-opens to traffic by 12:00**

Maintaining access across Hampton Court Way at all times at Embercourt Road allows the resident access to and from the vast majority of Thames Ditton by vehicle, special arrangements will need to be made for those areas that are temporarily landlocked for c. 2hrs.

Due to the volume and predicted speed of the cyclists using the route the vehicle crossing at Embercourt Road can flow under CSAS stewarding throughout the period. The riders can be slowed and stopped as necessary.

## **Community Engagement**

The Borough needs to be informed of the proposal and permission sought from the local Highway Authority. A briefing of the local councillors would also be necessary to make sure that access issues are addressed.

A full and bespoke communications package for Thames Ditton residents would need to inform residents and businesses about the event and closures on the day.

The current event EqIA will be reviewed to make sure no further groups are adversely affected.

## **Access**

Local access to some key locations such as the train stations (Hampton Court and Thames Ditton), places of worship, sports grounds and healthcare facilities needs to be considered. Engagement with community groups, resident groups and local councillors will provide LSCP with the necessary information to help people plan in advance of the day.

A bespoke Community Access Plan would be created similar to those already in existence for those communities that require more detailed local information about how to navigate the road closures.

With the potential for up to 4000 riders passing by there is an opportunity for a community fundraising drinks stop in the area around Weston Green.

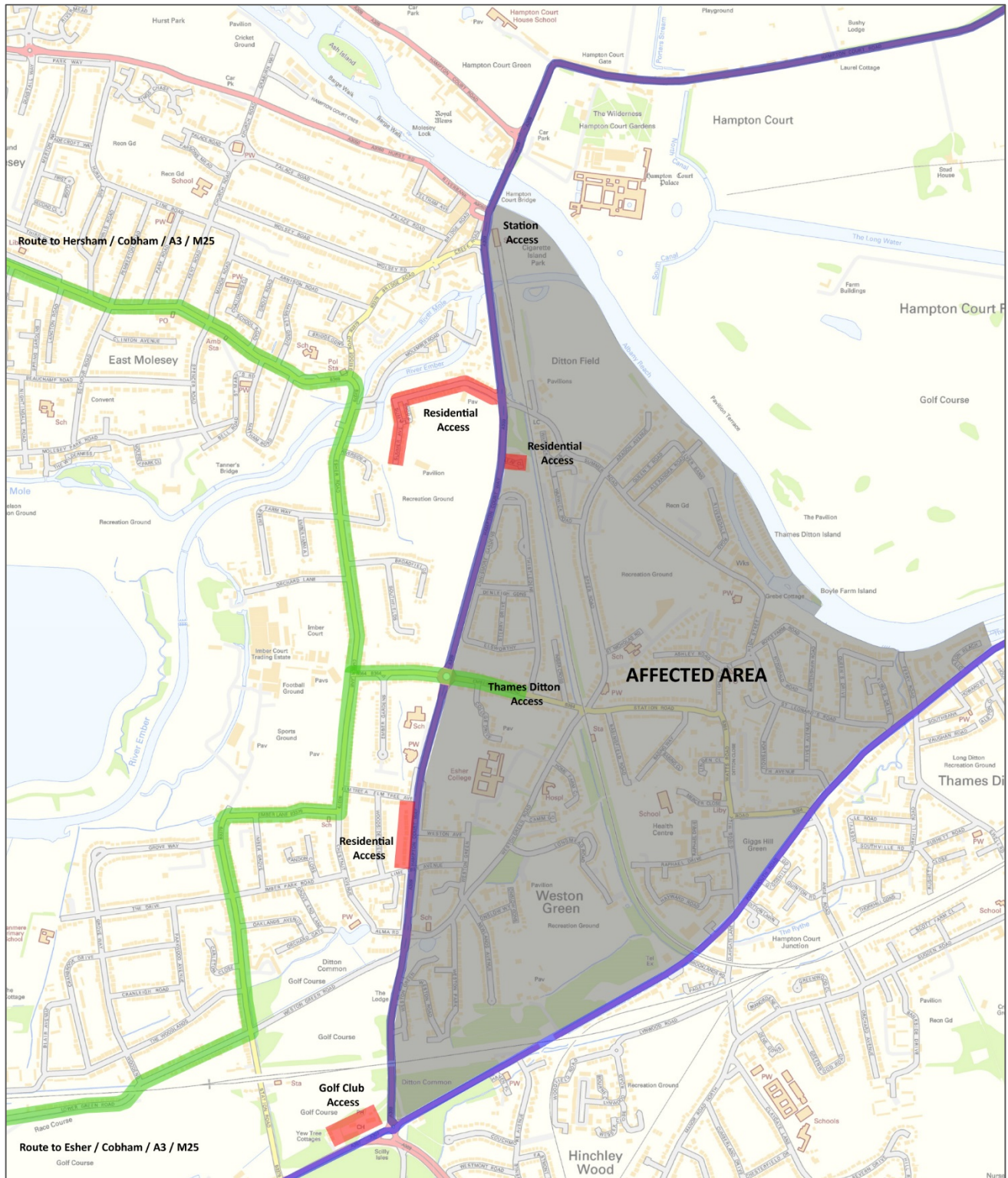
Station access at Thames Ditton and Hampton Court needs to be considered for the trains that run between 10:00 and 12:00. Southwest Trains are already a key stakeholder and will be advised of the proposals at the earliest opportunity.

The current work done with health care providers will be extended to ensure information is readily available.

## **Notes**

The Hampton Court Station area is scheduled for re-development in the coming year.

Thames Ditton Access



- Green – Key access routes
- Purple – Event route
- Red – Landlocked areas
- Grey – Affected area for targeted communications

## Summary

- The Surrey Hills section of the route from Abinger Hammer to Box Hill has a finite capacity of 27,500 riders when released from the start over a 3hr period. The time the riders are on the 100 mile route cannot be increased due to the Classic race timings.
- The required average speed from QEOP to Hampton Court should be increased from 13mph to 14mph.
- Last actual rider departure on the 100 in 2015 is at 08:55 on chip time, this should be maintained
- 46 Mile Event riders depart QEOP between 09:00 to 09:30
- The full diversion on to the 46 mile route is implemented at 10:50
- The first 46 Mile Event riders are predicted to reach Hampton Court Bridge by 10:20
- Removal of event infrastructure and road reopening processes can commence at 10:50 from Hampton Court Bridge along Hurst Road, which is far sooner than previously managed and absolute in timing.
- Sweep and final vehicles proceed to Abinger Hammer with “Lanterne Rouge” team to encourage riders and manage a smaller set of slower / slowing riders thus allowing roads to Abinger Hammer to re-open on schedule.
- To provide for a more inclusive event the opportunity presented by the new short route should be used positively and productively to encourage up to 4000 new participants of all abilities in the event.
- LSCP will formally request a road closure for a 2hr period from the local highway authority in consultation with the local borough.

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