

SURREY COUNTY COUNCIL

CABINET

DATE:

**REPORT OF: MRS DENISE TURNER-STEWART, CABINET MEMBER FOR
COMMUNITY SERVICES**

**LEAD OFFICERS: JASON RUSSELL, DEPUTY DIRECTOR FOR ENVIRONMENT
AND INFRASTRUCTURE**

SUBJECT: PRUDENTIAL RIDELONDON-SURREY 100 & CLASSIC



SUMMARY OF ISSUE:

As part of the legacy of the 2012 Olympic Games, the Cabinet approved support for a cycling event, originally the 'Marathon on Wheels', based on the route for the Olympic Road Race events.

The event, the Prudential RideLondon-Surrey Classic and 100 (PRLS) has now taken place annually since the 4 August 2013. Since the start of the event £2.5m has been given to Surrey Sporting and recreational Charities through the London Marathon Trust. A detailed breakdown of beneficiaries is provided in Appendix 1.

Surrey County Council has shown commitment to supporting cycling as an affordable means of transport and as a healthy leisure activity and has published the Surrey Cycle Strategy. The Prudential RideLondon-Surrey 100 and Classic events are established as the Olympic legacy cycling event for the County and are seen as supporting this wider strategic direction.

RECOMMENDATIONS:

It is recommended that Cabinet:

1. Agree to host the PRLS event in 2020 using a route similar to the previous years to be delivered by the current delivery company, the London-Surrey Cycle Partnership (LSCP) under a one year extension to the current contract.
2. Agrees in principle to continue to collaborate with the Greater London Authority, Transport for London and their delivery partners, to allow planning for events up to 2026. Approval on hosting events from 2021 to 2026 will be sought from Cabinet, following consultation.

REASONS FOR RECOMMENDATIONS:

There is a need for both Surrey and London, as the hosting areas, to agree or not to the hosting of the event to be delivered by the LSCP for 2020. This is to allow LSCP to approach the professional cycle teams to open discussions for the London-Surrey Classic. There is a pressing need for this decision because the contract with LSCP expires in 2019 and there is a need to allow them to represent the event in discussions. In addition the Summer of 2020 is a busy period in the sporting calendar due to the

2020 Olympics and Tour de France, and as such there is a need to secure the professional teams for the event.

There is a need for in principle agreement to host the event until 2026 to allow officers to undertake early discussions about possible events beyond 2020 subject to hosting being agreed.

The delegation of the hosting decision from 2021 to 2026 will, if agreed, allow for the subsequent detailed planning of the event with the event organiser.

<u>DETAILS:</u>

1. The continuation of the Prudential London-Surrey 100 and Classic will maintain Surrey's position as a centre for cycling while allowing residents with the opportunity to take part in a world class event and to view professional cycling teams racing in the county. The event has delivered a number of financial benefits to our communities and promotes a health and activity lifestyle. The event promotes cycling as a means of transport with the aim of reducing pollution and car journeys.
2. The event is organised by the London Surrey Cycle partnership (a partnership between the London Marathon Company and Sweetspot Group) on behalf of Surrey County Council and the Mayor of London, with Transport for London holding and managing the contract for the event. The event largely follows the Olympic cycling road race route and is a key part of the UK Olympic legacy. The event comprises a mass participation event, the Prudential RideLondon-Surrey 100 and the Prudential RideLondon Classic elite race of 150 professional riders.
3. The event is delivered on a not for profit basis with a charitable trust overseeing the allocation of grants to sporting and recreational charities in Surrey and London. The event is structured to ensure that all event costs are borne by the event organiser. Surrey County Council and other Surrey Partners are not required to provide financial support to the event with input limited to officer time in reviewing event arrangements to ensure that the meet regulatory and safety requirements.
4. Surrey County Council has adopted an Events Policy that requires liaison with Local Members before permissions for associated road closures will be granted. The Policy only allows a given section of road to be closed on one occasion per year for an event.
5. Divisional Councillors have been contacted to gain their view for the continuation of the event. Nine councillors replied with six supporting the continuation of the event, two councillors against and one councillor was neither for nor against.
6. During the period of consultation with County Council Members around 417 resident contacts were made to the Surrey County Council Events email account. The collated responses are attached with the report. The response showed the following:
 - 417 responses
 - 125 (30%) for the event continuing
 - 187 (45%) against it continuing
 - 125 (22%) change route
 - 14 (3%) either complaining about cycling in general or not consulting

7. Of those against or seeking to change the route it is not possible to distinguish between those who object to the road closure and those that object to the associated increase in cyclists and cycling as many site both in their responses. There are broadly 4 issues that have been raised in objection:

- 1 – No consultation with residents
- 2 – Unhappy with road closures
- 3 – Unhappy with the increase in cyclists
- 4 – Saw no benefit to businesses or residents

8. Those in support cited:

- 1 - Closed roads being peaceful / no traffic for a day
- 2 - Enjoy watching the event
- 3 – Community feel / events taking place
- 4 – Raising money for charity
- 5 – Promoting the area
- 6 – Promoting cycling / healthy lifestyle.

9. It is estimated that around 2500 Surrey residents take part in the event each year. The event does receive complaints from local residents and the following shows the complaints and compliments that have been received for the event.

10. Since the first event the following complaints have been received:

	Complaints	Comments	Compliments
2013	41*	0	0
2014	16	0	0
2015	15	0	0
2016	15	1	0
2017	27**	13	4

*Data collated by County Complaints- 8 of these 41 complaints appear to refer to cycling events in general, without specific mention of RideLondon-Surrey noted.

** 2017 saw an increase in complaints due to a delay in the road reopening at Hampton Court Bridge.

11. The record of complaints does not included those sent directly to local members that were not forward to Surrey County Council.

RISK MANAGEMENT AND IMPLICATIONS:

12. The event organiser will oversee the operational and strategic risks relating to the event.

Financial and Value for Money Implications

13. The Prudential RideLondon-Surrey has been established as Surrey’s Olympic legacy event. The County Council and partners will support event planning with officer time to review plans and arrangements put in place by the event

organiser. All costs with the exception of officer time are borne by the event organiser.

14. The event is designed as a 'not for profit' enterprise with the aim of offering the opportunity to generate income for charities. Since the start of the event £2.5m has been given to Surrey Sporting and recreational Charities through the London Marathon Trust.
15. In 2014 Surrey was given an additional £242K through the Queen Elizabeth II Fields Challenge which was used to protect 49 Fields. The Fund was successful in facilitating the protection of Queen Elizabeth II Fields and enabling improvements to the facilities.
16. A detailed study was undertaken in the first two years of the event (2013-2014) which showed spending by the spectators and participants in Surrey to be £7,347,030 (2013) and £10,414,024 (2014). The study was undertaken using standard measures used for events of this type and followed the same methodology used for the London sections of the route.

Section 151 Officer Commentary

17. The event organisers will pay for all costs in relation to the event, for example road closures and diversions, with the exception of officer time.

Legal Implications – Monitoring Officer

18. The general power of competence contained in Section 1 of the Localism Act 2011 enables the Council to do anything which an individual may do. Such power would include the ability to promote and support sporting events in the county and across its borders and to devote officers' time to act accordingly. Cabinet will need to satisfy itself that it is reasonable to do so from public funds, taking into account the financial implications and any anticipated benefits such as economic development and public health.
19. The Council has the power to make "Special Events Orders" under sections 16A and 16B of the Road Traffic Regulation Act 1984. A Special Events Order restricts or prohibits traffic on the public highway for the purposes of facilitating a relevant event. They can only be made if it is not reasonably practicable for the relevant event to be held otherwise than on a road. The Prudential RideLondon-Surrey is a relevant event. It should be noted that Section 16B(6) stipulates that where a Special Events Order under Section 16A has been made, no further order under such section may be made relating to the same length of road in the same calendar year, unless it is made with the consent of the Secretary of State. Additional traffic regulation orders may need to be made to other roads to facilitate the safety of the public during the events.
20. The public sector equality duty contained in Section 149 of the Equality Act 2010 applies to the decision to be made by Cabinet. There is a requirement when deciding upon the recommendations to have due regard to the need to advance equality of opportunity for people with protected characteristics, foster good relations between such groups and eliminate any unlawful discrimination. These matters are dealt with in the equalities and diversity paragraph of the report and the accompanying Equalities Impact Assessment.

21. Legal Services will be instructed to agree the various contractual arrangements which need to be put in place to implement the event (including those with other local authorities and third party sponsors) and any measures needed to ensure the health and safety of residents arising as a consequence.

Equalities and Diversity

22. An Equalities Impact Assessment (EQiA) has been carried out as part of the development of the Surrey Cycling Strategy. The EQiA includes consideration of the impact of major events on equalities groups.
23. The Event organiser will undertake an EQiA of the event as part of their commitment to the event delivery.

Safeguarding responsibilities for vulnerable children and adults implications

24. Road closures could have access implications for vulnerable groups and their carers. The event organisers are reviewing reported access issues and putting in place emergency and critical service access arrangements. There will also be extensive engagement and communication with local residents about the road closures and access arrangements.

Public Health implications

25. The Surrey Health and Wellbeing Strategy identifies physical activity as an important element of tackling and preventing ill-health.

WHAT HAPPENS NEXT:

On agreement with Cabinet the following actions will be taken forward,

- Detailed planning for the delivery of the 2020 will be included alongside the work for the 2018 and 2019 events
- Work will commence to provide the reports required for the decision making of the Executive Director Highways, Transport and Environment in consultation with the Cabinet Members for Communities, Highways, and Environment and Transport concerning hosting the event from 2021 to 2026

Contact Officer: Ian Good, Head of Emergency Management Tel: 020 8541 9168

Consulted:

Surrey County Council members & officers
Borough and District Council members & officers

Annexes:

Annex 1 - LMCT funded projects in Surrey

Sources/background papers:

Framework for co-ordinating and approving events on Surrey's Highway
(https://www.surreycc.gov.uk/_data/assets/pdf_file/0018/32760/Framework-for-coordination-of-events-on-the-highway-v1.4.pdf)

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