

<b>Committee(s)</b>	<b>Dated:</b>
Streets & Walkways Sub Committee – For Decision Policy & Resources Committee – For Decision Culture, Heritage and Libraries – For Information	<b>19 January 2015</b> <b>22 January 2015</b> <b>26 January 2015</b>
<b>Subject:</b> Special Events on the Highway	<b>Public</b>
<b>Report of:</b> Director of the Built Environment	<b>For Decision</b>

### Summary

This report updates Members on the latest developments in the planning of major on-street special events for 2015. In particular, this report focuses on negotiations with Transport for London, the Greater London Authority and Westminster City Council regarding the likely impact of the Cycle Super Highway (CSH) construction works on events this year.

In brief, of the 18 major events that had been expected to take place in the Square Mile in 2015:

- 8 are unaffected by the CSH construction
- 2 will now take place entirely outside the City
- 3 require new routes through the City
- 3 remain to be assessed
- 2 have been cancelled due to matters unrelated to the CSH

In particular, despite the British 10k, BUPA 10k and RideLondon each requiring new routes in different parts of the City, extensive discussion and robust negotiation has led to an anticipated reduction in the impact of each event for this year, either from reducing the extent of the route, or from reorganising the event to narrow its timing. These changes will also result in the City Corporation taking a greater role in planning these events, as they will take place largely on City streets, rather than those of Transport for London.

This report also covers:

- The difficulties with the 2014 Smithfield Nocturne, which have lead Smithfield Market to withdraw their support from hosting the event this year.
- A proposal for a new Go-Kart Grand Prix event, promoted as a private event by the Worshipful Company of Glovers for the City Livery and other City bodies, primarily in support of the Lord Mayor's charity.
- An updated event assessment matrix which illustrates an improved position this year (compared to 2014) in terms of the balance between event benefits and disbenefits.

## **Recommendation(s)**

Members are asked to:

- Agree to support the retention of the British 10k, BUPA 10k and RideLondon events through the City with amended routes.
- Note the likely removal of the Smithfield Nocturne from this year's events calendar.
- Consider supporting the City Go-Kart Grand Prix, subject to the appropriate legal consents being in place, and the agreement of the City's Safety Advisory Group.

## **Main Report**

### **Background**

1. Following last year's report to your Committee regarding procedures for considering applications to hold major special events in the Square Mile, this is the first in a series of update reports covering major new event applications, and the general position regarding special event planning.
2. In particular, this report covers three particular issues:
  - The consequences of the likely construction of the Cycle Super Highway
  - The likely removal of the Smithfield Nocturne from this year's event calendar
  - The possibility of a go karting event, promoted by the Glovers Livery Company, on behalf of the Livery Companies and the Lord Mayor's Charity, around the Guildhall area in July.

### **Cycle Super Highway**

3. In parallel to Transport for London's consultation on its proposals for Cycle Super Highways (CSH), the City's Special Events team have been working with colleagues at TfL and Westminster to understand and mitigate the impact of the CSH's construction on the event calendar. In particular, over half of the events in the Square Mile last year used part of the Victoria Embankment / Upper Thames St / Lower Thames St corridor, which is now expected to form a major part of the East / West CSH.
4. The detailed impact and timing of TfL's CSH construction works are still unknown. However, it is anticipated that events of the scale of RideLondon couldn't use the same streets because it would lead to considerable Health & Safety concerns for participants and spectators, there would be insufficient roadspace to run the event, and there could be reputational and logistical impacts in terms of media coverage, commercial activity and sponsorship.
5. Therefore, in order to provide certainty for event organisers who need to plan well in advance, discussions have been taking place to divide events into one of three categories. They are:

- Those events that are unaffected by the CSH, either because they take place before TfL's anticipated start date in May 2015, or because they are unaffected by the CSH construction (highlighted **green** in the table below).
- Those events where it is proposed to move the route, albeit still going through the City of London (highlighted **amber**).
- Those events which will be diverted away from the City in their entirety (highlighted **red**).

6. In addition to the impact of the CSH, we also expect two planned events to be removed from the 2015 calendar, namely 'Walk a Mile in Her Shoes' and the Smithfield Nocturne (highlighted **grey** below). Overall, this will mean we currently expect there to be one less major special event in 2015 compared to 2014.

7. The following table summarises the way in which 2015's events are currently being assessed and managed. Those in **red text** will be discussed in more detail later in this report.

*Major Special Event Update, inc impact of CSH*

<b>Date</b>	<b>Event</b>	<b>Update for 2015</b>	<b>Detail</b>	<b>Cat.</b>
1 Feb	<b>London Winter Run</b>	Unaffected	Date before CSH construction starts	<b>G</b>
5 Mar (was)	<b>Walk a Mile in Her Shoes</b>	CANCELLED	Primary sponsor has withdrawn	Grey
26 Apr	<b>London Marathon</b>	Unaffected	Date before CSH construction starts	<b>G</b>
25 May	<b>BUPA 10K</b>	New route required	Previous route used Vic Embankment	<b>A</b>
June	<b>Smithfield Nocturne</b>	CANCELLED OR RELOCATED	Scale of event too large (see below)	Grey
14 June	<b>City Run Fast</b>	Unaffected	CSH routes not required	<b>G</b>
June (TBC)	<b>Children's parade</b>	Unaffected	CSH routes not required	<b>G</b>
9 July	<b>SC Great City Race</b>	Unaffected	CSH routes not required	<b>G</b>
July (TBC)	<b>British 10K</b>	New route required	Previous route used Vic Embankment	<b>A</b>
15 July	<b>Cart Marking</b>	Unaffected	CSH routes not required	<b>G</b>
26 July	<b>Go Karting (proposed)</b>	Unaffected	CSH routes not required	<b>G</b>
1 & 2 Aug	<b>RideLondon</b>	Two new routes required (Sat & Sun)	Previous route inc Vic Embank & Thames St	<b>A</b>
9 Aug	<b>Triathlon</b>	Outside the City	Route confined to LB Tower Hamlets	<b>R</b>
Sept (TBC)	<b>Tour of Britain</b>	Outside the City	Route confined to Westminster	<b>R</b>

Sept (TBC)	<b>Bloomberg Square Mile</b>	Unaffected	CSH routes not required	G
Oct (TBC)	<b>Royal Parks' Marathon</b>	New route likely to be required	Previous route used Vic Embankment	TBC
14 Nov	<b>Lord Mayor's Show</b>	Impact uncertain	Dependant on CSH programme	TBC
31 Dec	<b>New Year's Eve</b>	Impact uncertain	Dependant on CSH programme	TBC

8. In the table above, we are unable to assess the likely impact of the CSH on the last three events until TfL have released their detailed construction programme (expected to happen in the next month or so).

9. In addition, it is worth noting that with CSH construction expected to last until Spring 2016, the CSH is likely to have a similar and ongoing effect on the event calendar for next year and beyond, depending on both the construction programme and on whether these transformed streets will be suitable to hold large scale events in the long-term.

#### Consequences of CSH on Major Special Events

10. The CSH involves major highway works along the entire length of the respective east / west and north / south corridors. As a reminder, these routes in the City are expected to be:

- East / West CSH: Victoria Embankment, Blackfriars Underpass, Castle Baynard Street, Upper & Lower Thames Street, Byward Street, Tower Hill and Shorter Street.
- North / South CSH: Blackfriars Bridge, New Bridge Street, Ludgate Circus and Farringdon Street

11. Contra-flows, lane closures and side road closures are all anticipated, and assuming the scheme continues to construction, TfL's broad programme suggests that works will last from May 2015 until Spring 2016.

12. In assessing how to manage a major event along streets affected by the CSH construction, four options were considered:

- Still use the CSH streets for events during CSH construction. This would mean little change to the existing road closure 'footprint' for events, and the level of stakeholder impact would be much the same. However, as mentioned earlier, there would be considerable Health & Safety concerns, a lack of sufficient roadspace to hold and watch events, and there would be commercial and logistical impacts. As a result, TfL and Westminster have made it clear that this is not their preferred option.
- Altering routes but keeping events in Central London. This would retain the iconic sites wanted by event organisers, participants and the media, as well as the key transport hubs for logistical purposes, and the experience of Westminster and the City in supporting such events. However, to do this, appropriate and manageable routes must be found, as different parts

of the highway network and different stakeholders will be affected. On balance, this is the preferred option, provided suitable routes can be identified.

- Move events to Outer London. This is not the preferred option of event organisers as it would remove London's iconic locations from events, which in turn would impact TV coverage, marketing, sponsorship and potentially make events less attractive to entrants. It would also impact parts of London that are not used to staging events and affect new communities. Central London's streets and parks are used to holding events (and are often ideally suited to do so), whereas those further out typically are not.
- Cancel the event. This would obviously resolve the problem, but the GLA and TfL have contractual commitments to deliver certain high profile events, and cancelling would have a considerable impact on London's position as an event host City. There would also be secondary economic and visitor attraction implications, both in the short and long term, as event promoters might choose to permanently move away from London. As a result, this option is not preferred by the GLA and TfL.

#### Approach to Identifying New Routes for Events

13. On balance, the second option above has been considered to be the most appropriate to progress, provided suitable alternative routes can be found in Central London. As a result, the City of London's event planning team have sought to agree a joint approach with Westminster City Council, namely:

- Although it is understood that events bring economic, promotional and financial positives to London and the City, the impact that new routes have on the road network, businesses and major residential areas across both authorities must be identified and mitigated.
- In considering new route proposals, land locking areas must be prevented when crossing or access cannot be facilitated on a very regular basis.
- It is not acceptable to propose using certain streets just to establish a particular distance for an event with no thought to the local impact.
- Using new streets for events will require a very high level of public engagement.

14. One of the consequences of this approach is that Westminster and the City (rather than TfL) become the primary approving authority for many such events, as local authority roads will be used more often than the Transport for London Road Network (ie the 'Red Routes'). This increases the importance of the City's role considerably, and in particular, it will mean that the GLA will have to request the use of City Corporation streets for events, rather than just notifying us that events will be taking place on TfL's roads in the Square Mile.

## Discussions So Far

15. City and Westminster officers have already rejected a number of event route proposals that would otherwise have had a disproportionate effect on the City's road network, its residential population (particularly the Barbican) and other stakeholders. At first, it was somewhat surprising to realise how little event organisers, TfL and the GLA understood the practical issues of using particular routes beyond just seeing London as a series of lines on the map linking point A to point B, and the limited appetite of local communities to have repeated road closures imposed on them for little appreciable localised benefit.
16. In some instances, where it has not been possible to resolve some of these practical issues, a more radical alteration of the event route has been required eg the Tour of Britain, where event promoters wanted a route through the City that would have shut most of the Square Mile all day. Officers felt this was a substantial and excessive escalation of the event footprint, and partly as a result, the current event plan now restricts the 2015 Tour to a circuit in the Westminster area.
17. Following several rounds of discussions, particularly in relation to the BUPA 10k, the British 10k and RideLondon, officers now feel the proposals are sufficiently balanced between the needs of the event and the impact on traffic and local stakeholders that they are workable and can be developed in detail. In particular, although different streets will be used, we believe the overall impact of each event will be no worse than before, and in some cases, it may in fact be better.
18. Finally, although the Director of the Built Environment has delegated authority to authorise road closures for special events, officers have indicated to TfL, the GLA and event managers that approval for new event routes will still be subject to officers seeking the views of Members first, followed by agreement from the City's Safety Advisory Group. This includes representation from the Emergency Services, as well as the City's Highways, Cleansing, Environmental Health, Public Relations, Emergency Planning, Health & Safety, Open Spaces and Licencing teams.
19. (Note that in terms of Committee oversight, responsibility for special events is shared. Streets and Walkways Sub Committee has oversight in terms of an event's traffic impact and road closures, Policy and Resources Committee has oversight over whether an event is suitable for the City in general, and Culture, Heritage & Libraries Committee has an interest in terms of visitor development and how an event might meet the City's visitor or cultural strategies. This report deals mainly with sporting events, so in this instance, the report is to Culture, Heritage & Libraries for information rather than for decision.)

## Event Route Corridors Linking the City to Westminster

20. On a final note of detail, it is worth appreciating that there are only three viable routes that a major event can use if it wants to connect the City with Westminster, namely:
  - Victoria Embankment to Upper Thames Street

- The Strand & Fleet Street to Ludgate Hill
- Holborn & Holborn Viaduct to Newgate Street

21. Whereas most special events that link the City with Westminster currently use Victoria Embankment, moving away from this because of the CSH requires the other two corridors to be considered. The respective impacts of using these three routes are as follows.

*City of London / City of Westminster Available Event 'Corridors'*

	<b>Victoria Embankment</b>	<b>Fleet St / Ludgate Hill</b>	<b>Holborn / Holborn Viaduct</b>
<b>Network impact</b>	A 'Red Route', and significant for east / west through traffic, but it can be closed easily. North / south routes can be kept open at Blackfriars & London Bridges.	Part of the Strategic Road Network & a major east / west bus route. Events can close the key Farringdon St north / south corridor if they cross Ludgate Circus.	Part of the Strategic Road Network & a bus route (albeit quieter than Fleet St). Farringdon St north / south corridor unaffected.
<b>Local access impacts</b>	Closures restrict access to Tower of London, Dowgate Fire Station and Cleansing depot. Significant residential impact at High Timber St.	Closures cause significant residential impact south of Ludgate Hill & both sides of Fleet St, plus they restrict access to St Pauls.	Closures cause minimal residential impact. Amended access can be maintained to Barts Hospital and the Smithfield area.
<b>CSH construction impact</b>	Unsuitable to use for events due to significant highway works from May 2015 to Spring 2016	Likely to be unsuitable during CSH construction at Ludgate Circus, plus traffic displaced from Upper Thames St.	No direct impact from CSH, except from the wider impact of displaced traffic from Upper Thames St.

22. The Victoria Embankment corridor has typically been used as the primary link for events between Westminster and the City because it is the most direct route to Parliament Square and Trafalgar Square, plus it can easily be closed whilst keeping Blackfriars and London Bridges open. More recently, as the GLA have sought to bring more events into Central London, using the 'Red Route' network has also kept the primary approval authority within the GLA / TfL 'family'.

23. However, repeated use of this corridor has had an undoubted impact on residents in the High Timber Street area and caused complications for key premises along the route. By contrast, there are benefits to using the other corridors, and doing so in 2015 is a worthwhile trial to understand their impact. If used on a limited basis, they may even become preferable to using Victoria Embankment in the long-term.

## Assessment Criteria

24. In the following notes on the BUPA 10k, British 10k and RideLondon, the assessment matrix below is used to establish the relative benefits and disbenefits of each event. This framework was outlined and approved by Members in the 'Review of Guidelines for Special Events' report last year.

25. Usually, this framework is used to illustrate comparisons between different events, but in the context of the CSH construction programme, the following notes use this framework to compare the relative impacts of the same event between the arrangements in 2014 and those proposed for 2015.

### *Assessment Matrix Criteria*

<b>Disbenefit</b>		<b>Benefit</b>	
<b>Disruption &amp; Impact</b>	<b>Past / Likely Complaints</b>	<b>Policy Aims &amp; Objectives</b>	<b>Charitable / Community Support</b>
Daytime major road closures / Major impact (-5)	Serious, numerous & political (-5)	City heritage / cultural 'difference' / Corporate Plan (inc visitor & cultural strategies) (5)	Not for Profit' / Large charitable contribution / Overwhelming stakeholder support (5)
Evening major road closures (-4)	Numerous & political (-4)	London / National / International significance (4)	Charitable contribution (4)
Extensive weekend road closures / Medium impact (-3)	Numerous non-political (-3)	CoL Partner / City stakeholder (3)	Significant City community non-charitable benefit (3)
Limited weekend road closures (-2)	Some political (-2)	CoL Community Strategy (2)	Small charitable contribution (2)
Traffic holds / bubble / minor road closures (-1)	Small number (-1)	Member-only support (1)	Small community benefit (1)
No road closures No impact (0)	None (0)	No policy objective / No Member support (0)	Fully commercial (0)

BUPA 10k (Bank Holiday Monday 25 May)

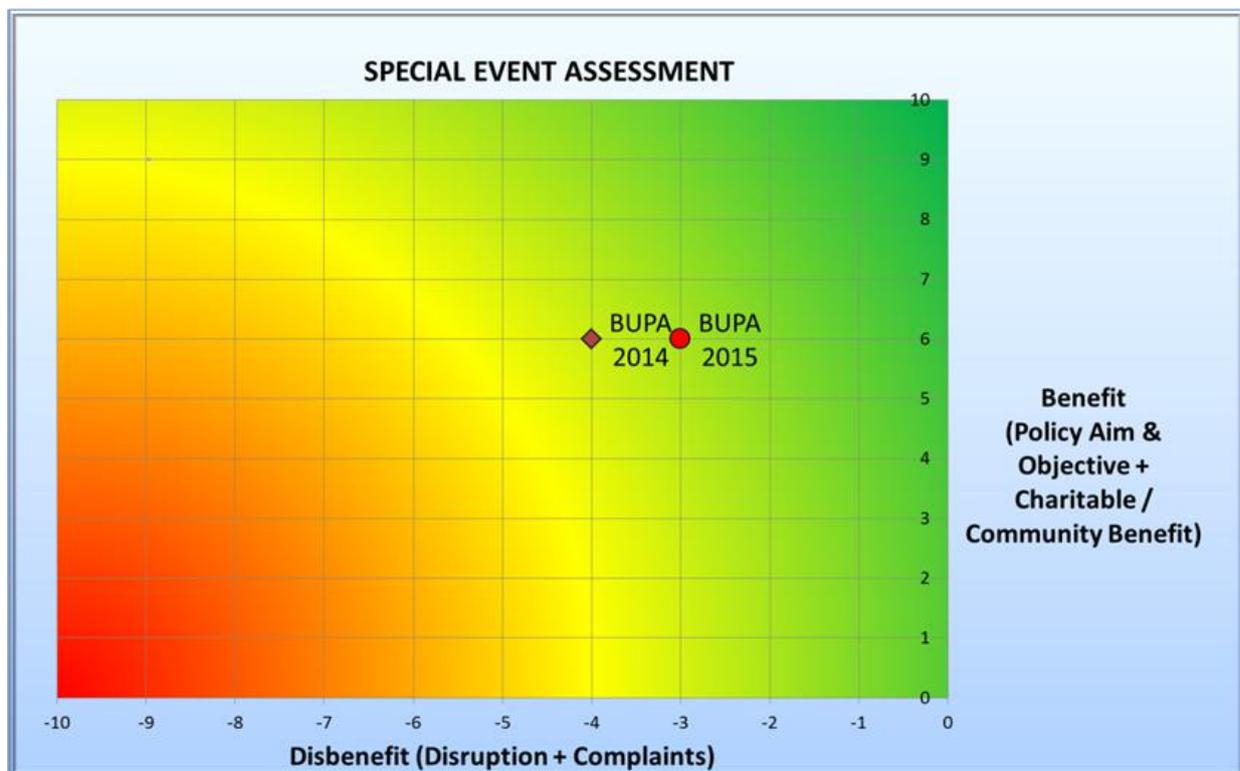
26. The BUPA 10k Road Race, with around 10,000 participants, will be in its 7th year in May this year, and takes place over four hours on the morning of a Sunday (2014) or Bank Holiday Monday (2015).

27. For this event, there will be two key changes between 2014 and 2015:

- The Holborn Viaduct corridor will be used instead of Victoria Embankment
- The 2015 route will only go as far east as Bank, instead of Leadenhall Market

28. This second change will mean Bishopsgate is kept open, which is a major improvement, allowing us to reduce the impact score in the table below.

Benefit / Disbenefit	Criteria	2014 Event		Revised 2015 Proposal	
		Rating	Score	Rating	Score
Benefit	Policy Aims & Objectives	Community strategy	+2	Community strategy	+2
	Charity / Community	Charitable contribution	+4	Charitable contribution	+4
<b>Total Benefit</b>			<b>+6</b>		<b>+6</b>
Disbenefit	Disruption & Impact	Extensive w/end road closures	-3	Limited w/end road closures	-2
	Likely Complaints	Small number	-1	Small number	-1
<b>Tot. Disbenefit</b>			<b>-4</b>		<b>-3</b>

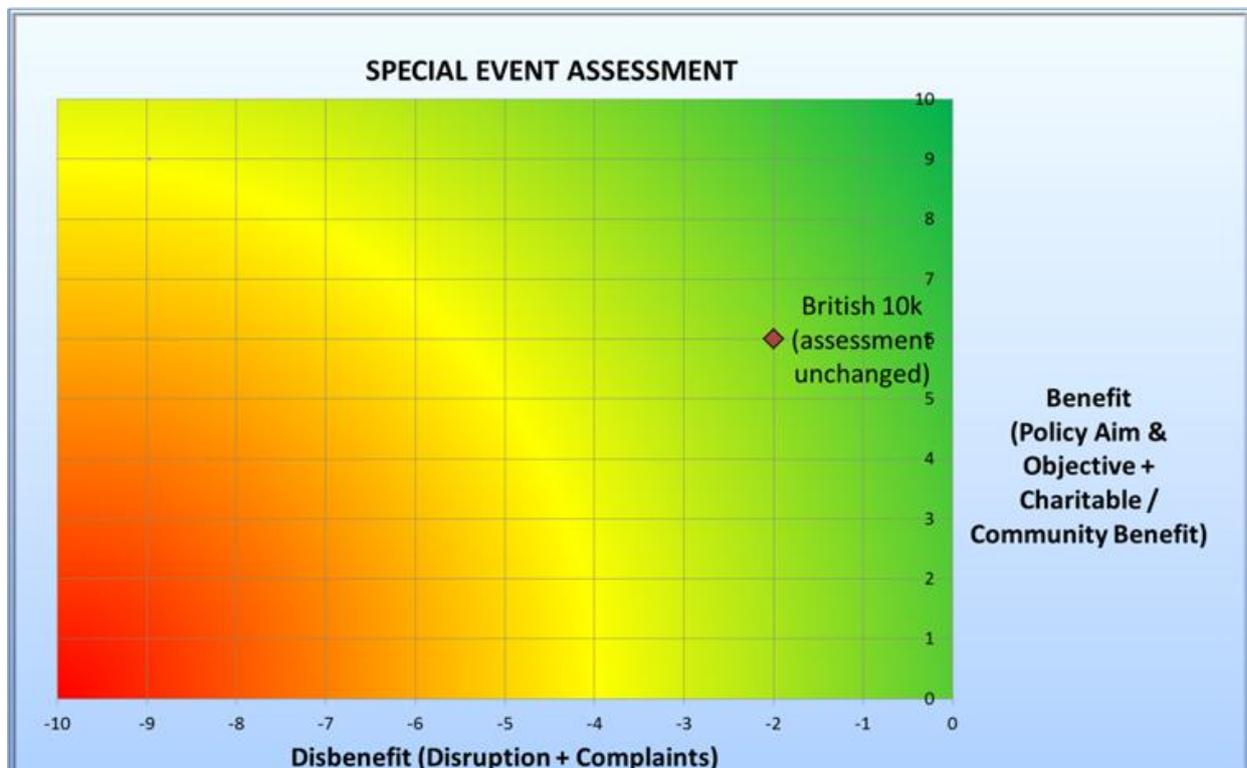


British 10k (July – Date TBC)

29. With a simple reorientation of the route, July’s British 10k event is expected to have a minimal impact on the City in 2015. This community fun run will be in its 7th year in 2015, and takes place on a Sunday morning.

30. The route in 2014 entered the City via Victoria Embankment and turned around at Puddle Dock, before returning to Westminster. For 2015, it will enter the City from the Strand into Fleet Street, turn prior to Ludgate Circus, and then return the same way. If anything, the impact may be slightly less than the previous route which closed Victoria Embankment, but for now our assessment remains unchanged.

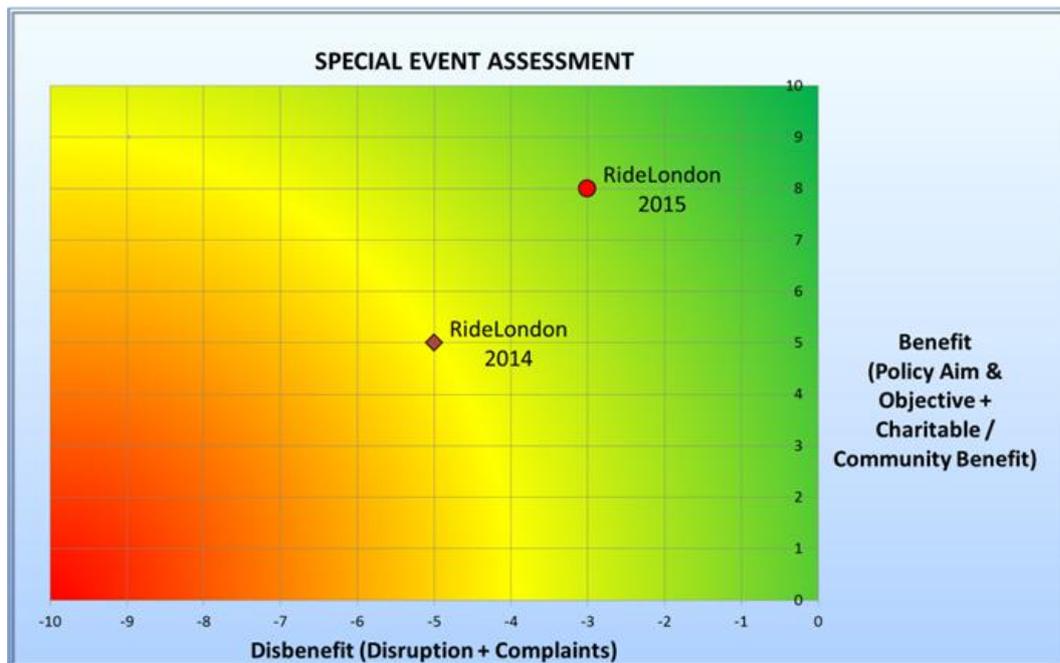
Benefit / Disbenefit	Criteria	2014 Event		Revised 2015 Proposal	
		Rating	Score	Rating	Score
Benefit	Policy Aims & Objectives	Community strategy	+2	Community strategy	+2
	Charity / Community	Charitable contribution	+4	Charitable contribution	+4
<b>Total Benefit</b>			<b>+6</b>		<b>+6</b>
Disbenefit	Disruption & Impact	Limited w/end road closures	-2	Limited w/end road closures	-2
	Likely Complaints	None	0	None	0
<b>Tot. Disbenefit</b>			<b>-2</b>		<b>-2</b>



## RideLondon Two Day Cycling Event (1 & 2 Aug)

31. Saturday's 'free cycle' all day public participation event closes streets in the centre of the City around Guildhall and Bank, as well as a large number of streets across Central London, connecting London's iconic locations and buildings.
32. Instead of using Victoria Embankment again, this year's event will also use the Holborn Viaduct corridor to reach the City, before closing much the same area around Guildhall and Bank. Given this event is promoted across London as a cycle-friendly event, and through traffic is discouraged from entering Central London completely, Saturday's event will have much the same impact as in previous years.
33. In terms of Sunday's semi-professional and club rider race, it is proposed that the route from Stratford to Surrey will also move away from the Embankment, and instead use a brand new route through the City, namely Tower Hill, Eastcheap, Cannon Street, New Change, Holborn Viaduct, Fetter Lane and Fleet St to Westminster. However, there is another key change this year in that the professional riders will now start in Westminster rather than Stratford. This will mean the City's streets will reopen much earlier than before ie by 10am instead of 3pm, well before traffic starts to build, and leading to significantly less impact.
34. This, together with a lack of complaints, better managed access arrangements, a greater volume of charitable donations from individual sponsorship, a robust communications plan in place and greater public buy-in to the event, means the 2015 assessment is much improved, both in terms of benefit and disbenefit.

<b>Benefit / Disbenefit</b>	<b>Criteria</b>	<b>2014 Event</b>		<b>Revised 2015 Proposal</b>	
		<b>Rating</b>	<b>Score</b>	<b>Rating</b>	<b>Score</b>
Benefit	Policy Aims & Objectives	London significance	+4	London significance	+4
	Charity / Community	Small community benefit	+1	Charitable contribution	+4
<b>Total Benefit</b>			<b>+5</b>		<b>+8</b>
Disbenefit	Disruption & Impact	Extensive w/end road closures	-3	Extensive w/end road closures	-3
	Likely Complaints	Some political	-2	None	0
<b>Tot. Disbenefit</b>			<b>-5</b>		<b>-3</b>



### Summary

35. In summary, it is thought that the proposals for each of these events are sufficiently balanced that they should be supported. Each has a record of being well attended, well managed, and of helping to support charitable fund raising, with RideLondon in particular having a significant London-wide profile.
36. Each event will require significant further discussions to finalise matters of access to premises, noise control and public communications, but as noted earlier, it is thought that the overall impact of each event will be no worse than before, and in some cases, it may in fact be better.
37. It is therefore recommended that Members agree to support the retention of the British 10k, BUPA 10k and RideLondon events through the City with these amended routes.

### **Smithfield Nocturne**

38. In terms of the Smithfield Nocturne, this annual cycling event took place for the seventh time in 2014, and as in previous years, it proved to be well supported and popular, attracting significant numbers of participants, spectators and (for the first time in 2014) licenced street trading.
39. However, the scale of the event had grown considerably in recent years, leading to some disquiet from Smithfield Market and the Traders' Association about the Smithfield area's continued agreement to host the event. In turn, this year's event attracted criticism from a number of other City sources, including:
- Noise complaints from as far away as the Barbican
  - Inadequate medical support
  - Crowds and participants too large in number for the space available
  - Anti-social behaviour

- Illegal (as opposed to licenced) street trading
- Problems of maintaining access

40. These problems were raised with the organisers (Face Partnership) to address, but the Smithfield Market Traders' Association and the Markets Department have since confirmed they do not want the event taking place at the Market. Without their support, the event becomes unsustainable at Smithfield, and a new location would have to be identified.

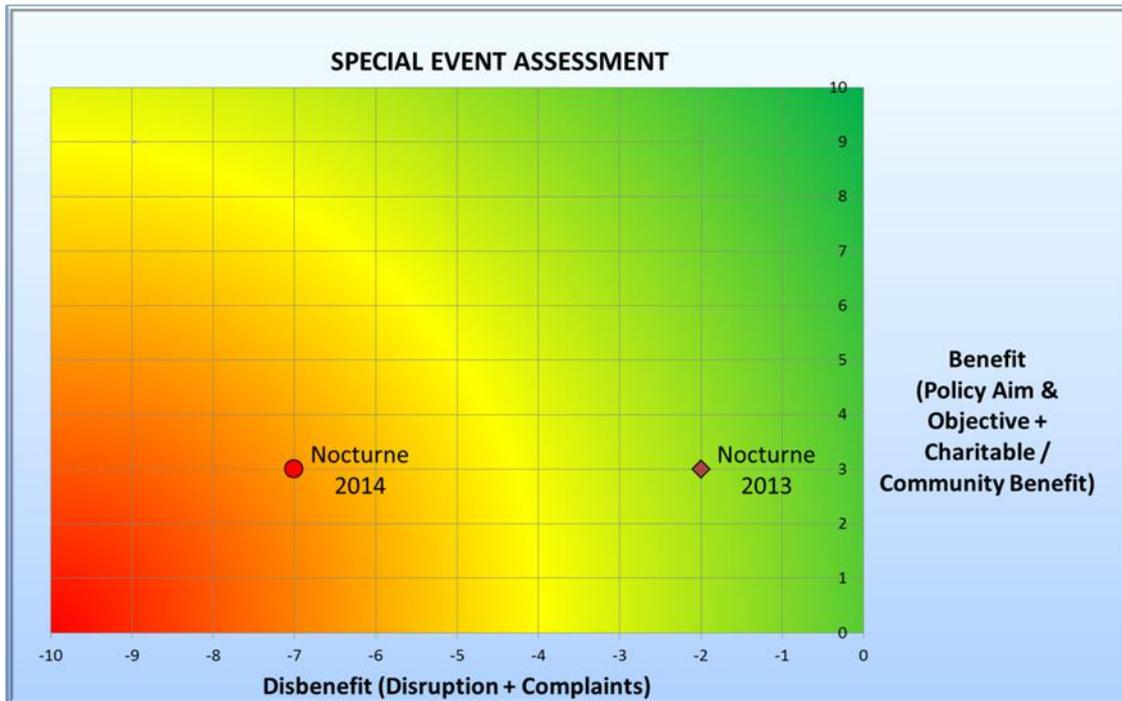
41. Face Partnership have made some suggestions to City officers, but so far they typically require making use of a much larger road closure 'footprint' to account for the large numbers who have previously attended. Not only would such a 'footprint' significantly increase the disruptive impact on traffic, but it would also overlap with other streets used regularly for other events. One of the positive aspects of the Nocturne taking place at Smithfield had been that it was relatively self-contained, and impacted an area not otherwise affected by special events (except the Lord Mayor's Show).

42. As a result, these outline proposals have not sufficiently satisfied our 'test of reasonableness' in order for officers to propose them to Members, particularly given the wider impact that CSH will have in 2015. Therefore, there is every expectation that the event will not take place in the Smithfield area (or the City) this year, and in fact may have to be cancelled.

43. It is appreciated that the Nocturne was seen to contribute to the City's visitor offer, and its cancellation or relocation outside the Square Mile would have a significant and negative impact, contrary to the priorities and aims of the visitor strategy. However, with the Market now unwilling to host the Nocturne, and without a viable alternative circuit, it is unlikely to happen this year. There remains a short window for the organisers to propose a workable plan, but time is extremely limited. If this position changes, a further report or briefing note will be brought to Members.

44. In the case of the Smithfield Nocturne, the event assessment framework below shows the event's assessment for previous years, and how this changed to the point where Smithfield Market has since withdrawn its support for the event.

Benefit / Disbenefit	Criteria	2013's Event		2014's Event	
		Rating	Score	Rating	Score
Benefit	Policy Aims & Objectives	CoL Partner	+3	CoL Partner	+3
	Charity / Community	Fully Commercial	0	Fully Commercial	0
<b>Total Benefit</b>			<b>+3</b>		<b>+3</b>
Disbenefit	Disruption & Impact	Limited w/end road closures	-2	Limited w/end road closures	-2
	Likely Complaints	None	0	Serious, numerous & political	-5
<b>Tot. Disbenefit</b>			<b>-2</b>		<b>-7</b>



## Go Kart Event – 26 July 2015

### Background

45. The City Go-Kart Grand Prix is proposed as a private event on the public highway, involving a day of parades and go-kart races, aimed particularly at the Livery Companies and City businesses.

46. The event's aims are:-

- To raise funds for the Lord Mayor's Appeal;
- To raise funds for the participating Livery Companies and other entrants;
- To raise funds for the Glovers' Company (including cost recovery as the lead promoters of the event);
- To create a successful annual outdoor event at which participating City organisations and their Members can meet and enjoy 'good fellowship'.

47. The circuit would surround the Guildhall (Gresham St, Aldermanbury, Basinghall Ave and Basinghall St), with Aldermanbury Square being used as a pit area. In addition, access to Guildhall for hospitality purposes has been proposed. The event organisers have employed accredited experts from the National Karting Association and the Motorsports Association, and they have suggested the event is technically feasible and can be run in a safe manner.

48. The organisers are hoping to attract around 7,000 ticketed spectators, and nearly 100 go kart entries, with multiple drivers per entry. They have already approached the Lord Mayor (who would act as Grand Marshall for the event) and a number of Aldermen, receiving their 'in principle' support. The Lord Mayor's diary has also been considered when selecting the proposed date.

## Legal Consent

49. In terms of assessing this event, the key consideration has been the legal basis on which such an event can be held on the public highway. The law prohibits motor races or trials of speed for motor vehicles on the public highway under the Road Traffic Act 1988, which includes offences based around dangerous and careless driving that would otherwise interfere with legitimate sporting events. The Road Traffic Regulation Act 1984 also states that road closure traffic orders cannot be used for races that fall under the Road Traffic Act 1988 definition. (By contrast, off-road events are outside the scope of these powers, resulting in motor sport events and races always being held off the public highway.)
50. Clarification is still being sought as to whether the law applies to go-karts in the same way as it would 'normal' road worthy motor vehicles, but as it stands, it would appear that permission to hold the proposed event would depend on the City Police and City Corporation's ability or willingness to suspend the Road Traffic Act.
51. To help us understand whether or how this might be possible, the Go-Kart organisers have cited examples of similar events held elsewhere. However, on further investigation, these have either been found to have taken place on private land, or were processions rather than races, or even been authorised by specific Private Members Bill through Act of Parliament.
52. As a result of persistent lobbying by the motor sports industry to amend these restrictions, the Government is coincidentally expected to introduce new legislation later this year that will allow motor racing events to take place on the highway, subject to the support of their sport's governing body. These powers are proposed under the Deregulation Bill which is currently in the Committee stage in the House of Lords, but there is no indication yet as to when this will come into force. As a result, it is not expected to be available in relation to this event, although it could legitimise future event applications.
53. Clearly, if the City is unable to legally allow such an event to take place on the highway, the consent will be withheld. Notwithstanding this, an early view is sought from Members regarding the appropriateness of holding such an event in the City, as even if the consent is withheld for the moment, this event may be proposed again once the new legislative powers come into force. In addition, once one event is authorised, it may be seen to set a precedent for other similar events in future.

## Benefits: Policy Aims & Objectives

54. The event organisers have sounded out a number of Livery Companies and have suggested the event would attract significant interest and support. As a result, they believe the event could be run effectively and safely, while raising a considerable amount for the Lord Mayor's Appeal and the Livery movement. **Therefore, this is assessed as +3 out of 5 (ie CoL Partner / Stakeholder) for Policy Aims & Objectives on the Event Assessment Matrix due to its proposed linkage to these key City stakeholders.**

### Benefits: Charity / Community Benefit

55. It is not intended to publicise the race as a public event, but organisers are confident they can sell sufficient tickets and driver places to ensure the event is commercially viable. Their target is to aim for 30% of turnover to be allocated to the Lord Mayor's appeal, various livery 'good causes' and other charitable contributions. **Therefore, this is assessed as +4 (ie Charitable contribution) for Charitable Benefit on the Event Assessment Matrix.**

**Therefore, the Total Benefit assessment is +7 (out of 10).**

### Disbenefits: Disruption & Impact

56. The event will require the streets around Guildhall to be closed for the duration of Sunday, with parking suspended from the day before. This will cause disruption, but it is likely to be localised to this immediate area. No strategic roads or bus routes will be affected, and currently there are no other major activities or works planned for that day. However, appropriate pedestrian access to premises on or around the route must be maintained. **Therefore, this is assessed as -2 (ie Limited weekend road closures) for Disruption & Impact on the Event Assessment Matrix.**

### Disbenefits: Likely Complaints

57. The event organisers have proposed that the race set up begins as early as 5am, with practice sessions from 7am, and full competitive racing between 10.15am and 5pm. As the proposed date is a Sunday, there are significant concerns regarding the level of noise and the start time, but the organisers have said they are open to looking at changing this timing. **Therefore, this is currently assessed as -3 (ie numerous non-political) for Likely Complaints. There is scope for this to be reduced if the organisers modify their start time or satisfy officers on the noise of the karts themselves, or equally for this to increase if Members felt it would lead to significant problems that could not be resolved.**

**Therefore, the Total Disbenefit assessment is -5 (out of -10).**

### 2015 Event Calendar

58. The choice of July is understandable given the likely weather, but this is the weekend prior to TfL's established RideLondon cycle event that will affect much of the City for both Saturday and Sunday.

### Risks & Issues

59. Briefly, other issues that will need further consideration include:

- Insurance and indemnities
- Event management, stewarding, security and spectator control
- Cleansing, including litter and the potential for diesel spills

- Road surface and damage
- Emergency services' roles & responsibilities
- Licensing & catering
- Grandstands

#### Summary: Current Event Status

60. The event organisers have presented a well-balanced, in depth and coherent proposal, but approval for an event this year is now dependent on the City's legal ability to authorise it. Notwithstanding this, the above assessment is still relevant, and is summarised in the table below.

<b>Benefit / Disbenefit</b>	<b>Criteria</b>	<b>Rating</b>	<b>Score</b>
Benefit	Policy Aims & Objectives	CoL Partner / Stakeholder	3
Benefit	Charity / Community Benefit	Charitable contribution	4
Disbenefit	Disruption & Impact	Limited weekend road closures	-2
Disbenefit	Likely Complaints	Numerous non-political	-3

61. Using the Event Assessment Matrix, this places the event clearly in the **Amber** category (see paragraph 63 below), where the combination of benefits and disbenefits place it on a par with the Great City Race.

62. At this point in the event assessment process, it is now appropriate to ask Members whether they would consider supporting the Go-Kart Grand Prix. As with all events, support by Members would not preclude the need for the event to satisfy the City's Safety Advisory Group on matters of noise control, access to premises and Health & Safety. In this instance, any support or agreement by officers, the police or Members must also be subject to the organisers satisfying the legal requirements regarding the power to allow such events to take place on the public highway.

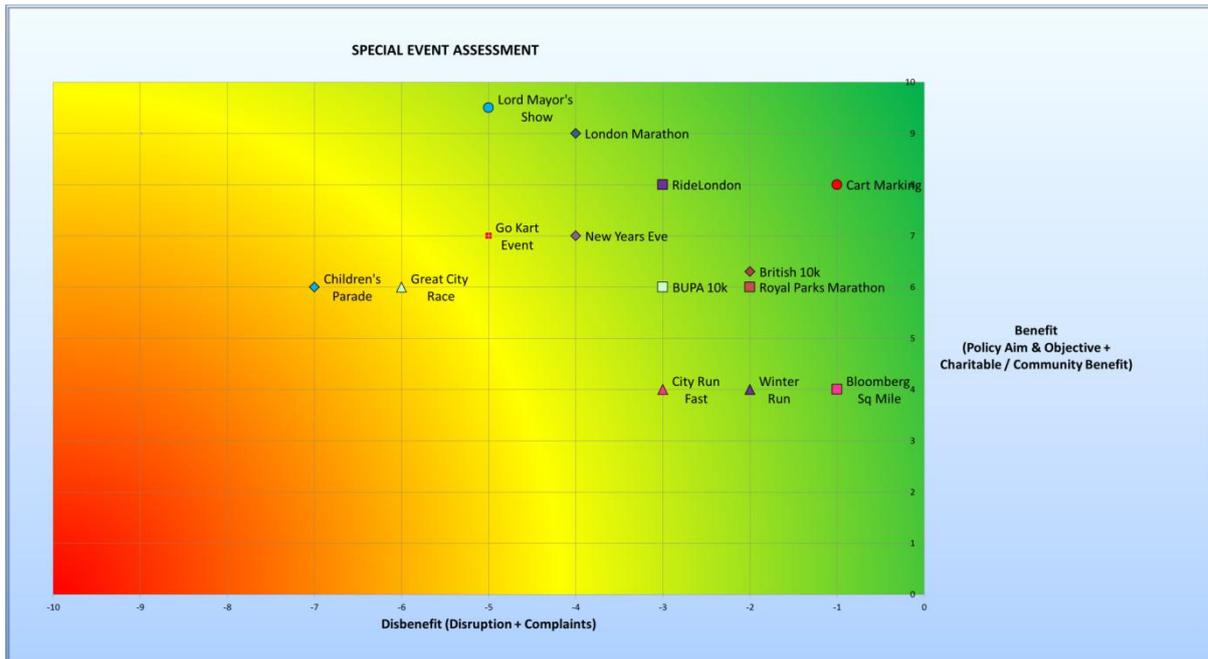
#### **Overall Event Programme for 2015**

63. Using the Event Assessment Matrix to reflect on events planned for this year compared to 2014, the vast majority are now clearly in the **'green'** zone. Events such as RideLondon and the Great City Race having taken significant steps towards improving the benefits they offer, and / or address the problems they create, and the inaugural Run Fast event last year was sufficiently well organised for officers to positively reassess it for this year.

64. In addition, some events that were located in the **'red'** or **'amber'** zones last year have either been cancelled, diverted out of the City or were one-off events for 2014 only. Nevertheless, this improved overall position reflects the positive steps taken by officers and event organisers to demonstrate better 'value' to the

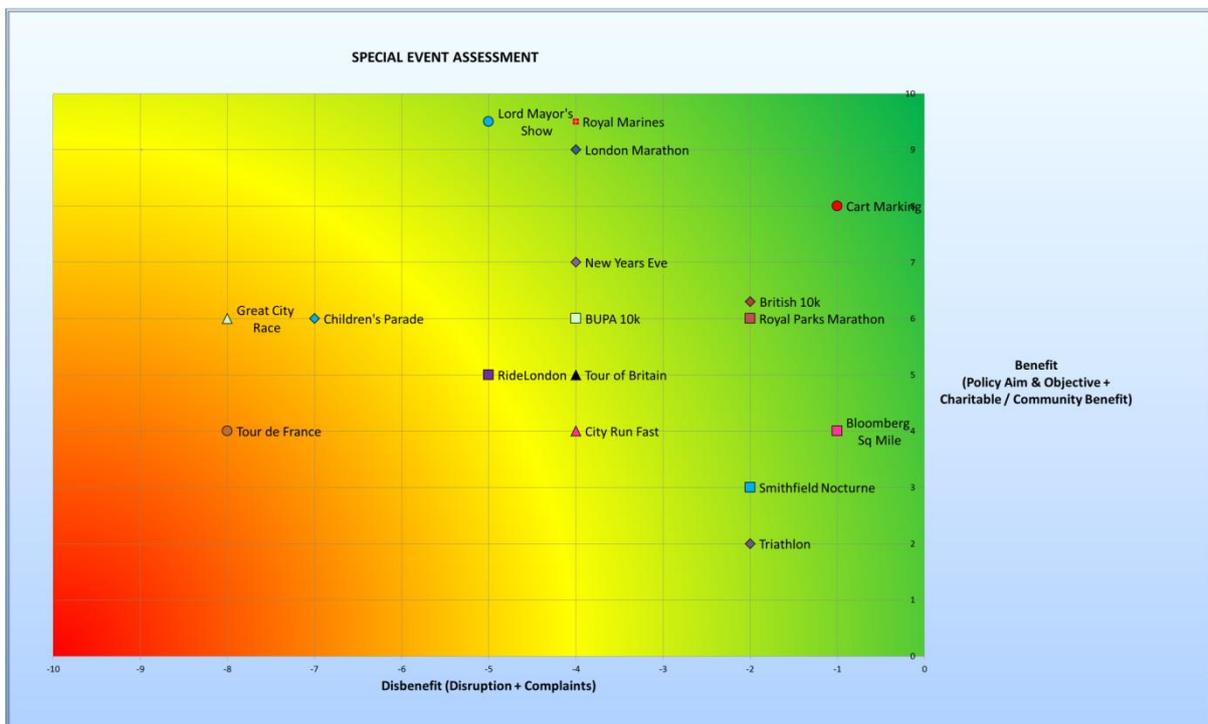
community of these events, and a willingness to take action in order to address past problems.

*Event Assessment Matrix, 2015*



65. For comparison purposes, the same matrix is repeated below for events in 2014.

*Event Assessment Matrix, 2014*



## **Conclusion**

66. Events in the City continue to be generally well run, with professional event organisers co-operating with City officers to deliver successful events, and finding ways to minimise the disruption they cause. Effective communications to Members, businesses and residents remains essential to every proposed event, from direct letter drops and using the City's Twitter feed (@squarehighways), to Committee reports such as this one.
67. The Event Assessment Matrix demonstrates that further progress has been made in developing the event plan for 2015, and that although TfL's Cycle Super Highway construction will present new challenges, a robust defence of the needs of City stakeholders has led to a number of positive outcomes.
68. In the meantime, the City remains an attractive location for event promoters, despite the increasing demand for the City's roadspace in terms of utility works, street scene enhancements and major transportation projects such as Crossrail. Further Committee reports will look to inform Members of the range of network management issues being addressed, where special events overlap with these other aspects of activity on the streets of the City.

## **Appendices**

- Appendix 1 – Special Event Timeline (2015)
- Appendix 2 – Summary of Events for 2015

## **Background Papers**

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## Appendix 1: Special Event Timeline (2015)

Special Event Timeline: 2015			Cumulative Disruption									
Date	Event	Disruption	Month	Week	1	2	3	4	5	6	7	8
01/02/2015	London Winter Run	-2	Jan	1								
26/04/2015	London Marathon	-4	Jan	2								
25/05/2015	BUPA 10k	-3	Jan	3								
14/06/2015	City Run Fast	-3	Jan	4								
June (TBC)	Children's Parade	-7	Feb	5	Winter Run							
09/07/2015	SC Great City Race	-5	Feb	6								
July (TBC)	British 10k	-2	Feb	7								
15/07/2015	Cart Marking	-1	Feb	8								
26/07/2015	Go Kart Event	-5	Mar	9								
1&2/08/2015	RideLondon	-3	Mar	10								
Sept (TBC)	Bloomberg Sq Mile	-1	Mar	11								
Oct (TBC)	Royal Parks Marathon	-2	Mar	12								
14/11/2014	Lord Mayor's Show	-5	Mar / Apr	13								
31/12/2014	New Years Eve	-4	Apr	14								
			Apr	15								
			Apr / May	16	London Marathon							
			May	17								
			May	18								
			May	19								
			May	20								
			May	21	BUPA 10k							
			June	22								
			June	23								
			June	24								
			June	25	Run Fast							
			June / July	26	Children's Parade							
			July	27								
			July	28	Great City Race							
			July	29	Cart Marking							
			July	30	Go Kart							
			Aug	31	RideLondon							
			Aug	32								
			Aug	33								
			Aug	34								
			Aug / Sept	35								
			Sept	36								
			Sept	37								
			Sept	38	Sq Mile							
			Sept / Oct	39								
			Oct	40	Royal Parks							
			Oct	41								
			Oct	42								
			Oct	43								
			Nov	44								
			Nov	45	Lord Mayor's Show							
			Nov	46								
			Nov	47								
			Nov / Dec	48								
			Dec	49								
			Dec	50								
			Dec	51								
			Dec / Jan	52	New Year's Eve							

	Embankment / Thames St only (w/e)
	Embankment / Thames St (Mon daytime)
	City (w/e)
	City (Mon-Fri, evening)
	City (Mon-Fri, daytime)

## APPENDIX 2 - SUMMARY OF EVENTS FOR 2015

EVENT	DAY & DATE	TIMES	ORGANISER	APPROVAL AUTHORITY	BENEFIT OF EVENT	NO.	EVENT HISTORY	CITY OF LONDON ROUTE
London Winter Run	1 February Sunday	7am-2pm	Human Race Ltd	TfL / City of London	Charity fund raising plus local sporting initiatives	15,000	1 <sup>st</sup> Year (agreed previously)	Embankment, Upper Thames St, Queen Vic St to St Pauls
London Marathon	26 April Sunday	7am-6pm	London Marathon Limited	Transport for London	Significant charity fund raising, plus surplus used to support specific sporting projects.	35,000	Established event of more than 22 years	Embankment & Upper / Lower Thames St
BUPA 10K Road Race	25 May Bank Holiday Monday	10am-12.30pm	London Marathon	Westminster / City of London	Funds from this race promote sporting initiatives to the City's resident and workforce population	10,000	7th year	Holborn, Holborn Viaduct, Cheapside to Bank area
City of London Mile – Run Fast	14 June Sunday	8am-midday	Run Fast Ltd	City of London	Raising money for local and national charities.	2,000	2nd year	St Paul's, Cannon Street, Queen Victoria Street, Bank, Cheapside

Children's Parade	June (TBC) Weekday lunchtime	1 hour (lunch time)	City of London Festival	City of London	Carnival Procession for local schools.	1,000	5th year	Gresham St, Bank/Cheapside to St Pauls
Standard Chartered Great City Race	9 July Thursday evening	7pm-8.30pm	London Marathon Ltd	City of London	Highly popular with City institutions & sponsored by a City company.	6,000	9th year	City Road, London Wall, Bank area & Cheapside.
British 10K Road Race	July (TBC) Sunday	7am-2am	BUPA	Westminster / City of London	Raising funds for charitable organisations.	5,000	7th year	Fleet St
Cart Marking	15 July Wednesday	7am-2am	Worshipful Company of Carmen	City of London	Historical City event to mark trade vehicles	1,000	Annual event	London Wall, Gresham St, Guildhall area
Go Kart Grand Prix (proposed)	26 July Sunday	All day with 5am start	Worshipful Company of Glovers	City of London	Raising funds for the Lord Mayor's charity	7,000	Proposed new event	Gresham St, Guildhall area
RideLondon	1/2 August Saturday /Sunday	7am-6pm	GLA/TfL	Transport for London, City of London & other highway authorities	Mass participation event to promote cycling, inc Mayoral initiatives.	75,000	3rd year	Central CoL & Holborn, Holborn Viaduct
Bloomberg Square Mile Run	September (TBC) Thursday	5pm-8.30pm	London Marathon Ltd	City of London	Participants drawn from City institutions raising money for	5,000	More than 6 years	Gresham St only (rest of route on f/w)

	evening				charity.			
Royal Parks Half Marathon	October (TBC) Sunday	9am-midday	Royal Parks	Royal Parks and Transport for London	Charitable event for Royal Parks Foundation.	5,000	7 <sup>th</sup> year	Victoria Embankment west of Blackfriars.
Lord Mayor's Show	14 Nov Saturday	7am-4pm	City of London	City of London / Westminster and Transport for London	Procession to facilitate the Lord Mayor's obligations to the Sovereign.	6,000	Historical event.	City area west of Bishopsgate.
Lord Mayor's Show Fireworks	14 Nov Saturday	5pm-6pm	City of London	Transport for London, Westminster & City of London	Fireworks to support the Lord Mayor's Show event	2,500	3rd Year (in new format)	Blackfriars, Victoria Embankment & Waterloo Bridge
New Year's Eve Fireworks	31 Dec Thursday	From b/w 2-10pm until after midnight	GLA	Transport for London, Westminster & City of London	Focus of the UK's End of Year celebrations	10,000	Annual Event	Blackfriars area