

Minutes of the AGM Meeting of the Council of the ACTC

Sunday 6th September 2015

At The Major's Retreat, Tormarton

Members and Officers Present:

| | | | |
|------------------|------------------------|--------------------|------------------------|
| Giles Greenslade | - Chairman | Keith Sanders | - Torbay MC |
| Simon Woodall | - President & VWOC(GB) | Mal Allen | - Pegasus MC |
| Richard Andrews | - R&DMSC | Brian Andrew | - Holsworthy MC |
| Ian Facey | - Holsworthy MC | Jonathan Toulmin | - MAC |
| Bill Bennett | - MGCC | Barrie Kirton | - MCC |
| Mike Ellis | - Stroud & DMC | Dudley Sterry | - MCC |
| Andrew Brown | - ROW Officer | John Barthram | - North Devon MC |
| Stephen Bailey | - Motorcycle Cord. | Pete Hart | - Bristol MC & Class 7 |
| Barbara Selkirk | - Treasurer/VWOC(GB) | Tris White | - Camel Vale MC |
| Stuart Harrold | - Hon. Sec. | James Shallcross | - Camel Vale MC |
| Pat Toulmin | - Restart Editor | Adrian Tucker-Peak | - MAC |
| John Blakeley | - ACTC Scrutineer | Brian Osborn | - MGCC |
| Robin Moore | - L&NMC | | |

25 persons present, with 13 member clubs represented.

1. Apologies for Absence

| | | | |
|----------------|----------------|-----------------|------------------|
| Myke Pocock | - Fellside MC | Alan Foster | - Vice President |
| Derek Reynolds | - Fell Side AC | Chris Phillips | - Champ. Sec. |
| Barry Clark | - VSCC | Nick Farmer | - Windwhistle MC |
| Mark Tooth | - Bristol MC | Brian Partridge | - Vice Chairman |
| Dave Haizelden | - Torbay MC | Rodney Murch | - N Devon MC |
| Carl Talbot | - Stroud & DMC | Greg Warren | - Torbay MC |

2. Officers

2.1 There were no new officers. Thanks were expressed to Chris Phillips who has given notice of retiring as Championship Secretary. A new Championship Secretary is required. A new Hon. Sec is also required as well as a Championship Monitor and a Marketing Representative. Someone to look after the motorcycle trophies is also sought. Volunteers for any of these positions please contact Giles Greenslade.

2.2 There is no change to the current vice-presidents.

3. Minutes of Previous Meeting on 26th April 2015.

Acceptance proposed by VWOC and seconded by Torbay MC. Passed unanimously.

4. Matters Arising from the April 26th minutes.

4.1 Scrutineering Cards are still not being returned to John Blakeley fully completed. John had no request from Stroud & Dist. MC for scrutineering cards.

Action: All Clubs

4.2 Fire extinguisher mounting guidelines. John Blakeley will talk to James Shallcross and the guidelines can be put up on the ACTC web-site.

Action: John Blakeley & James Shallcross

4.3 & 4.5 ACTC Steering Committee. Giles reported that some progress had been made.

Representatives for all classes have now been identified, The class representatives are:-
Class 1. ? Class 2. ? Class 3.? Class 4.? Class 5. Jonathan Toulmin Class 6.? Class 7.? Class 8. Tris White

4.4 Confusion regarding ACU/AMCA licences has been clarified using the words, "Appropriate Licences".

5. Report & Recommendations from Technical Committee Meeting, 25th July

This discussion was led by Pete Hart.

5.1 J5.1 If the Blue Book says you can do it you cannot do anything else. Stroud & Dist.MC have suggested guidelines on what is and is not acceptable for a production car. It was suggested that in the first instance the new steering committee could comment on the modifications that are believed to be both currently and historically acceptable for each class and report back to the technical committee.

Action: Steering Committee

5.2 The T10.6.1 engine rule. This rule goes back 30 or 40 years. It works for some cars but not others, there are loopholes. Further there is real concern about where the continued allowance of this rule may lead to in the future, particularly with regard to precluding the competitiveness of original cars. The ACTC is looking to amend this rule to only permit "period" engine changes. The engine discussion is ongoing with a decision to be made at the April 2016 ACTC Council Meeting. Further details will be posted on the ACTC website.

5.3 The BTRDA have made changes to their tyre list such that it is very different to the ACTC list. ACTC will continue to use our own list.

5.4 Kumho KL78 tyre (smallest size available is 195x15). Pete Hart stated that he should not have put this tyre on the ACTC list, in retrospect it was a mistake. When you look at the tread of this tyre it is an "All Terrain" tyre and such tyres are against the current ACTC rules. Pete Hart also stated that research had been undertaken to ensure that tyres are available in the same size albeit they are naturally less "grippy". The consideration for the delegates was whether the future of the sport should be grip tyres, as if these tyres remain on the list, then other calls for similar "grip" tyres in other sizes for other cars would need to be accepted. It was recommended that it is removed from the tyre list with effect from January 1st 2018. The Kingpin K4S is available in many sizes and has been on the list for many years. Stocks vary on availability of cases for remoulding. Although this tyre is considered less aggressive than the Kumho it was still felt that it was too close to being classified as a grip tyre and it was recommended that it is removed from the tyre list with effect from January 1st 2018.

That the Kumho KL78 should be removed with effect January 1st 2018.

Proposed by MGCC, Seconded by MCC. The proposal was carried unanimously.

That the Kingpin K4S should be removed from the ACTC Tyre List.

Proposed by VWOC. Seconded by MAC. Votes were: For, 8. Against, 4. Abstention, 1. So the proposal was carried.

The date of removal was effective January 1st 2018

Proposed by MCC. Seconded by MAC. Votes were: For, 10. Against, 1. Abstention, 2. So the proposal was carried.

5.5 Suggested reduction in the maximum cross section tyre size for Class 8 to 165. This had been discussed but it was decided that this would have little effect on the climbing ability of Class 8 cars. The current leading car in the Wheelspin league is a Class 8 car that only runs 165 section tyres.

5.5 Competitors making changes to suspension set up after scrutineering. This is covered by a Blue Book rule that states this is not allowed.

5.6 The definition of ballast is, "weight that does nothing else" and the rule is you cannot move ballast. Tools and spare parts are not ballast but must be "safely stowed" and can be moved but cannot be removed,

5.7 It was agreed that a Ford Type 9 gearbox can be fitted to a Dutton Melos kit car and the specification sheet will be amended.

6. Financial Report

6.1 The Budget for 2016 was presented by Barbara Selkirk.

Proposed by L&NMC. Seconded by Bristol MC. The proposed budget was accepted unanimously.

Budget 2016.

Attachment 1

7. MSA Trials Committee Report

7.1 Simon Woodall presented his report from the latest committee and a copy of a letter the VSCC sent to all entrants in the recent Lakeland Trial.

Attachment 2

7.2 The requirements some landowners, and particularly the Forestry Commission, have for event safety documentation was discussed. Ross & District MSC pointed out that they had been using such documentation for submission to the Forestry Commission for many years. Stephen Bailey offered to develop some standard documentation based on the Ross samples. Stuart Harrold to send Stephen copies of documents.

Action: Stuart Harrold & Stephen Bailey

8. Rights of Way & LARA Report.

8.1 Andrew Browns comprehensive ROW and LARA report was circulated prior to the meeting to all those delegates who are on eMail. A 'hard' copy will be sent out with these minutes to all those delegates who are 'unwired'.

Attachment 3

8.2 The County Road Register. Andrew expects that GLASS and the TRF will do most of the work. Andrew may come back to clubs where trials are affected and GLASS/TRF have not covered the area.

8.3 All the work to classify Bamford Clough as a byway has been done. It looks like an open and shut case and everyone is quietly confident of success.

9. Restart & Web-Site Reports

9.1 Restart. Pat Toulmin made a plea for more photographs to be submitted for use in Restart. There is a lack of advertising in Restart and more advertisers would be welcome. It was agreed that there should be a 2016 ACTC calendar; we broke even on the 2015 calendar so will go for the same quantity of 2016 calendars. Pat has all the past coloured Restarts available in PDF format so will put all those over 2 years old up on the web-site.

9.2 Web-site. James Shallcross has added an on-line version of the championship monitoring forms. It was agreed that copies of all ACTC meeting minutes should be available on the web-site.

10. Marketing Report

8.1 Nothing to report.

11. & 12.1 & 13 Regional Championship

There seems to be support from some clubs of a Regional Championship, but the methodology for running such a Championship has varied between those clubs. Simon Woodall agreed to get people together to come up with suggestions for a specific championship but 2017 would be the earliest date for such a championship.

Action: Simon Woodall

12.2 Video Cameras on Trials Cars

The requirements and rules covering the fitting of video cameras to competing cars is covered in the Blue Book, J5.20.5 This rule applies to all types of competition including Classic Trials.

It was proposed that fitment/authorisation of video cameras be added to the scrutineering card. Proposed by MAC. Seconded by NDMC. Votes were, For 12, Abstention 1. The proposal was carried. Add video camera to Scrutineering Card.

Action: John Blakely

14. Scrutineering Report

14.1 John Blakeley had nothing to report over and above items already covered in matters arising.

16. ACTC Awards Evening & Trophies

16.1 Giles reported that the Awards Evening had run in 2015 with just under 50 attending which was up on the previous year but less than desired. The evening was a success and the venue was good.

There will be an Awards evening in 2016 at Padbrook Park. **The date is Saturday 18th June 2016**

16.2 ACTC Trophies. A few trophies still missing but some turned up in an officers shed! Giles has now got just about every trophy including the motorcycle ones. A motorcycle person is still needed to collect and look after the motorcycle trophies. It is planned to start refurbishment of some of the trophies. The **Stalwarts Trophy** is still missing.

17. Championship Calendar

17.1 There are no changes to the 2015 calendar.

17.2 The 2016 Calendar Draft 3 is available with these minutes. The change is the Northern Trial has moved from the 13th February to the 20th February. As this change means there will now be two motorcycle events on a single weekend it was suggested that Launceston & NCMC talk to Holsworthy MC about swapping dates to give a motorcycle event on different weekends.

Action; L&NCMC and Holsworthy MC to discuss date swap.

Attachment: 4

18. Championship Reports

18.1 Chris Phillips reported that registrations are up a little this year with 101 cars, 13 motorcycles, 24 navigators registered. Up to date championship scorings are up on the web-site for cars, motorcycles and navigators.

19. Championship Quality Report

Dave Haizelden has resigned as championship monitor. Thanks were expressed to Dave for his hard work over many years. James Shallcross has agreed to do the monitoring based on the information that comes to him for the web-site.

20. Motorcycle Items

20.1 It was reported that it is difficult to obtain tyres for Class C. The big bikes do not like having 'restarts' and could organisers reduce the number. It was recommended that Class A bikes be allowed to use the sidecar route on sections.

21. Any Other Business

21.1 It was commented on that the Technical Committee did not have good representation across all classes and it was suggested that the Steering Committee be invited to the Technical Committee. The answer was No as it would make the Technical Committee unwieldy. The Technical Committee can and will invite Class representatives as and when required.

21.2 The subject of the Stroud & Dist.MC section marking numbers was raised again. It was pointed out that these could not be supplied in a cost effective way, approximately £2 each marker had been quoted.

21.3 It was asked what had happened to the ACTC Team award. It was stated that this had been dropped due to a major shortage of team entries.

21.4 It was asked when the next Technical Committee meeting would take place. At this time there is are no agenda items and thus no date.

21.5 There was some discussion on cars with limited slip differentials (LSD) running in Class 6. It was stated that there was an early BMW Z3 that had no LSD and thus LSD's should not be allowed in Class 6. Stroud & Dist MC need to talk to Alan Weir. This will be an agenda item at the next ACTC meeting.

22. Date of Next Meeting

22.1 Sunday 24th April 2016, 2.00 pm at The Majors Retreat, Tormarton (the usual venue).

All documentation & agenda items for this meeting to be with the secretary by 12th March 2016

Stuart Harrold
Hon. Sec., ACTC
10 Beechwood,
Ross-on-Wye,
Herefordshire,
HR9 7QE

Tel: 01989 763403
eMail: stuartharrold@btinternet.com
If you have eMail, please can I have your eMail address
as eMail reduces both costs and time.

Revision 2 September 10th 2015



2016 - Budget Income & Expenditure ACTC Ltd

Budget

Reserves/Rights of Way Contingency Fund @ 1.1.2016

5,000.00

Bank accounts estimate @ 1.1.2016

5,500.00

Income

| | | |
|--|----------|----------|
| Clubs - 27 @ £40 | 1,080.00 | |
| Motorcycle Championship Clubs 12 @ £15 | 180.00 | |
| Advertising income | 155.00 | |
| Championship contenders - | 2,500.00 | 3,915.00 |

Expenditure

| | | |
|----------------------------------|--------|------|
| Feb Restart | 360.00 | |
| Feb Restart postage | 91.00 | |
| June Restart | 360.00 | |
| June restart postage | 91.00 | |
| General Secretary's expenses | 55.00 | |
| October Restart | 360.00 | |
| October Restart postage | 91.00 | |
| Championship stickers | 65.00 | |
| Postage for Championship Monitor | 0.00 | |
| Trophies engraving | 200.00 | |
| Trophies replicas | 375.00 | |
| Meeting room hire | 125.00 | May |
| Xmas Restart | 375.00 | |
| Xmas Restart postage | 95.00 | |
| Scrutineering Stipend | 200.00 | |
| Championship regs | 25.00 | |
| Web Site Fasthosts | 124.00 | |
| MSA annual Fee | 70.00 | |
| Meeting room hire | 125.00 | Sept |
| Byways & Bridleways | 15.00 | |
| LARA Subscription | 250.00 | |
| LARA Fighting Fund 2015 | 0.00 | |
| Secretary Expenses | 20.00 | |
| Limited company ongoing expenses | 13.00 | |
| PR costs - DVD | 0.00 | |
| Awards Presentation | 500.00 | |

Total Expense

3,985.00

Profit/Loss for year

-70.00

Bank accounts @ 31.12.16.

5,430.00

Reserves/Rights of Way Contingency Fund @ 31.12.16

5,000.00

Retained Earnings for Year 2016

=====
£10,430.00

Notes on the MSA Trials Committee Meeting

1 July 2015

There were two items of interest to this meeting at the last MSA Trials Committee, the first being tyres on what I shall continue to call PCT's, and the second being discussion on some of the aspects of the fallout from the Jim Clark Rally fatalities and the enquiry into Motorsport Safety.

The PCT tyre issue is of interest to us given the furore generated by the suggestion that certain tread patterns are not suitable for Classic Trials. The BTRDA has always been at odds with us on their approach to tyres. Whilst we have a "White List", they continue to say that if it's a plain tyre (to use an old fashioned term) then it's OK. The change in ruling in both camps to identify that it was the tread pattern that made a tyre unsuitable rather than what was on the sidewall has led to further discussion within BTRDA. This combined with a suggestion from competitors that cars in the "ACTC Spec" classes should be allowed to use ACTC spec tyres has inspired them to tighten up their ruling even further. So, out goes any tyre, regardless of its pattern that is labelled 'All Seasons', 'Grip', 'Snow', 'Special Use', 'Town & Country', 'Mud & Snow', 'M+S', 'M.S.', 'M&S' or the Three Peaks Mountain Snowflake symbol. Out goes all those "constructed primarily for off-road use" which means any mention of All Terrain or similar. Out goes any tyre that has been cut or regrooved, and finally out go all remoulds. Quite a serious sweep.

The review of safety on Special Stage Rallies was discussed, and the MSA's Ian Davis emphasised once again, that if the regulation changes are just for those events, but that these regulations could trickle down to us if we did not ensure that the organisation of our own events was carried out to a demonstrably satisfactory standard. One of the criteria already imposed by the review is that all marshals should be registered and trained. Just imagine the effect that might have on our sport.

Although not actually raised at the MSA Meeting, I would ask organisers the following to help them with their safety planning:-

- 1) Do you carry of a Risk Assessment for ALL SECTIONS, not just FE ones
- 2) Do you have a safety plan for the event
- 3) Do you have an Incident Report form that is issued to all Section Chiefs for them to detail what occurred whilst it is still fresh
- 4) Do you have an Incident Plan for each section. Does it include:-
 - Location of Nearest A&E
 - Location of the Section in a form that the Emergency Services understand
 - Location of the nearest point where a mobile phone should work
- 5) Do you know which of your marshals has First Aid training

Although not a part of the MSA meeting, I am including in this report a letter from the VSCC to potential entrants of their Lakeland Trial as it reflects many of the items under consideration.

Jess Fack was again in attendance to extol the virtues of "Go Motorsport", and some discussion ensued regarding how to attract people into trialling.



The Vintage Sports-Car Club

The Old Post Office West Street Chipping Norton Oxfordshire OX7 5EL

Tel: 01608 644777 Fax: 01608 644888 E-mail: info@vscc.co.uk

20TH August 2015

UPDATE ON THE LAKELAND TRIAL SATURDAY 7TH NOVEMBER 2015

Dear Competitor,

As a past entrant of the trial we think it is opportune to make you aware of some significant changes that will take place this year affecting the Lakeland Trial.

Many of the changes are to comply with the new regulations relating to motor sport events taking place on Forestry Commission property. This is a direct result of the Scottish Government's recommendations following the tragic spectator deaths on the Jim Clark Rally in 2014 which the MSA has taken on board and require for multi-venue motor sport events like the Lakeland Trial.

All the necessary permits and permissions are now in place. We are listed as one of only three motor sport events that the FC permit in the Lakeland forests which is good news for us.

Harvesting is almost finished in Beck Wythop forest and we will once again be returning there but the hills we intend to use need extensive repair to enable us to use them. To this end the FC is hiring a machine and operator which under the guidance of Alan Dunn Deputy Clerk will carry out repairs to the surface including new drains. This will be a VSCC expense but hopefully will allow us years of use.

We have agreed with the FC there will be no spectators whatsoever in Beck Whythop and Hobcarton forests although we will in Whinlatter forest but in a managed way to comply with the FC's and MSA's requirements.

We need to have full radio coverage for the event controlled from the Wheatsheaf; another cost but an MSA safety requirement.

We will be siting a MSA rescue unit at Drumhouse with a mobile MSA licenced paramedic at Beck Wythop and Winlatter/Hobcarton forests to satisfy the new regulations; another safety cost.

We have agreed with the FC to use the Whinlatter Visitor Centre as a new single scrutineering and start venue in order to demonstrate our commitment to safety and control. Once the event is under way and scrutineering and signing-on completed, the team will return to the Wheatsheaf to complete the event.

The rules will be the same as last year no walking of any hill and all hills to be completed in listed order.

To absorb the extra safety costs the entry fee for event will be £90 which is less than two tickets for a football match or a pop concert and they don't last all day as the trial does.

We believe the event will be improved and much of this is due to excellent relations with Adrian Jones FC Manager and Paul Brown FC Ranger without whose help this event would not run.

We look forward to seeing you there.

Alan Couper & John Gill.
Joint Clerks of the Course.



SECRETARY: D R SALMON • V.A.T. Reg. No. 199 7654 84

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ACTC COUNCIL MEETING - 9th SEPTEMBER 2015

RIGHTS OF WAY REPORT

1 LARA

- 1.1 Since the last ACTC Council Meeting on 26th April 2015, there has been one LARA Steering Committee meeting, on 13th May, which I attended. The next Steering Committee meeting is on 1st October but I am unable to attend (there has been a late date change).
- 1.2 The main topics of discussion at the 13th May meeting were: (a) LARA Finances, which continue to improve, although there is concern that current projected income might not be sufficient if new threats demand significant time/ expenditure in the immediate future, and (b) what LARA and its members need to do to prepare, in advance, for fighting any future threats. The latter led to a special meeting on 11th June, which I attended, specifically to discuss what LARA members need to do "Post Dereg".
- 1.3 The most likely threat to the current status-quo will come from the severe budget cuts now affecting all Local and Highway Authorities. LARA are concerned that Highway Authorities will seek road closures as a cheaper alternative to proper maintenance. This is already evident in some Highway Authority areas.
- 1.4 It would help me to know specific instances where clubs have helped with the maintenance of public highways (which includes Unclassified Roads, BOATs, and Restricted Byways) by the provision of volunteer labour and/or materials and plant. Examples would include cutting-back hedges, removing fallen trees, repairing the surface (either before or after an event). Ideally I need to know (exactly) where and (roughly) when. **Action: All ACTC Member Clubs.**
- 1.5 **LARA County Road Register.** The most significant immediate outcome of the 11th June meeting (see 1.2 above) is that LARA has decided to restart the nationwide survey of ORPAs and BOATs for which pilot studies were carried out in late 2013. I provided information for Gloucestershire and Pete Hart (Bristol MC) provided information for Bath and North East Somerset. It is highly likely that local branches of GLASS and the TRF will provide most of the "surveyors" but any ACTC member clubs who wish to get involved - and this is a VERY worthwhile exercise - should contact LARA directly using the survey@laragb.org email address. **Please see the attached document from LARA. Action: All ACTC Member Clubs.**

2 THE DEREGULATION BILL

- 2.1 There has, since the General Election, been a total silence from DEFRA on the subject of the Motoring Stakeholder Working Group proposed by the previous Coalition Government as a response to those who wished to restrict the use of motorised vehicles in the countryside. LARA believes there is a strong possibility that it will be quietly dropped.
- 2.2 This is not, necessarily, good news for "us" as it will mean that the "antis" may seek bans in other, less-controlled, ways, possibly by significant local support to Highway Authorities that seek road closures on cost grounds (see 1.3 above). We will therefore be faced with fighting a large number of small local battles rather than one large national one.

3 ASSISTANCE TO CLUBS (AND LARA)

- 3.1 Bamford Clough. The TRF Statement of Case (in support of Derbyshire County Council's proposal to confirm Bamford Clough as a BOAT) has now been submitted with considerable input from both the MCC and myself. We now await the Inspector's decision.
- 3.2 LARA County Road Register. I wrote the basic methodology for this survey (see 1.5 above) for LARA.



www.laragb.org
survey@laragb.org

Date: 28 August 2015.
From: John Richardson, Honorary Chairman of LARA.
To: All LARA Member Organisations, for distribution to local access officers.
Priority: Initial information returns by 25 September 2015 please.
Task: The Deregulation Act 2015 and Beyond: Gathering Information for the Motoring Stakeholder Working Group. **The LARA County Road Register.**

Dear Colleague,

As you know, during the passage of the Deregulation Bill 2014 through Parliament, the Countryside Minister promised MPs and Peers that there will be a *Motoring Stakeholder Working Group* to look at all aspects of our use of unsealed public roads. At the time of writing there is no progress coming out of DEFRA as regards starting this MSWG, but we are working on various issues that we believe will face us in the near future. We are now also looking at the probability of a Countryside Bill in Wales inside the next couple of years.

We have no good information on the mileage of byways open to all traffic (BOAT) and unsealed unclassified roads (UUR) in England and Wales. The figures sometimes cited by DEFRA are based on others' guesswork, and some of the mileages listed by highway authorities have little connection to reality. We need – quite urgently – accurate mileage counts carried out locally.

Attached to this letter is the background document for the *LARA County Road Register*, which will in time list not only mileages, but also condition, management measures, voluntary restraints, and other information. To start with we are asking only for a count-up, by highway authority area, of the mileage of usable BOAT and unsealed unclassified road, as set out in the 'worked example' for Gloucestershire at page 2 of the document. If anyone would like to go further and provide additional information for our *Register* then please tell us, but do not hold back on the road mileages in order to do this.

The first task is to identify who is going to do which area. We do not want to end up with multiple returns for one highway authority, and nothing for others. Will people willing to carry out the task for one or more areas please email LARA at the address below? Please ask if there is anything further you need to know.

The information we need on mileages is in addition to the *Local Area Condition Survey* work that some of you put a great deal of effort into back in 2014. That *Condition Survey* information is stored safely ready for use in the MSWG process in due course.

Thank you all for your assistance in this essential task.

LARA COUNTY ROAD REGISTER

Introduction

During the passage of the Deregulation Bill 2014 there was considerable pressure on the Government to prohibit, once and for all, private motor vehicles from unsealed public roads, except for access. LARA and its Member Organisations opposed this strongly, and the (then) Countryside Minister told Parliament that "he was minded to establish a Working Group to consider the use of vehicles on unsurfaced roads". This has not yet been pursued by the (current) Countryside Minister.

Unsealed Unclassified Roads (UURs), and Byways Open to All Traffic (BOATs) are two of the primary assets for recreational motoring, and competitive motorsport, in the countryside, but we have almost no definitive data about them. Even the total mileage of each is currently a mixture of guesswork and unverified data.

LARA therefore wishes to create a County Road Register (CRR) to provide improved and verified data for these two classes of highway. We need accurate information for the Motoring Stakeholder Working Group and we need to gather this information, swiftly and accurately, and we need the help of local people to do this.

The key information that LARA wishes to collect and collate is the total mileage of unsealed, non-cul-de-sac, UURs and BOATs for each county.

To make this an authoritative study, and to ensure consistency across the country, LARA wishes everyone to work to the standard methodology set out in this document. LARA acknowledges that those providing the data may wish to collect and collate additional data for their own use at the same time and this is referred to in the Appendices.

All questions about this document should be directed to survey@laragb.org

Terminology

The following terminology is crucial to the understanding of this document. For other terminology see <http://www.laragb.org/pages/glossary.html> or the similar pages on other websites.

BOAT - Byway Open to All Traffic. Recorded on the Definitive Map and Statement and shown (or should be shown) on Ordnance Survey (OS) mapping at 1:50,000 and 1:25,000 scales.

ORPA - Shown on OS mapping at 1:50,000 and 1:25,000 scales. In most cases this records an Unclassified Road (without reference to surface) but not all Unclassified Roads are shown on the OS mapping as ORPAs.

Route - Used in this document to identify, collectively, BOATS, ORPAs, and UURs.

UCR - Unclassified (County) Road. An obsolete term, but recorded here as still widely used. The term UUR is now preferred as a more accurate description of the roads under threat for the last 15+ years.

UUR - Unsealed Unclassified Road. Classified roads are the familiar A and B roads. Unclassified roads are recorded (on the List of Streets) by the Highway Authority as "maintainable at public expense" and normally have vehicular rights. Most roads coloured Yellow in rural areas, and Yellow or White in urban areas, on OS mapping are sealed Unclassified Roads. Unsealed Unclassified Roads should be shown, but in some areas are not, as ORPAs on OS mapping.

LARA
July 2015

Version 1.1 - 25 August 2015. Key Information page added. Methodology Step 5 re-written. Appendix B added. Previous Appendix B incorporated into new Appendix C. Previous Appendix C re-numbered to new Appendix D.

KEY INFORMATION REQUIRED

The key information required is best explained by example from a pilot study carried out for Gloucestershire (see below). The Methodology, which follows, explains the way in which this information should be gathered to ensure consistency across the country.

| | |
|---|---|
| <i>Information required</i> | <i>Example:</i> |
| <i>Local/Highway Authority</i> | Gloucestershire. |
| <i>Basis for LARA mapping including scale and date</i> | Memory Map digital OS 1:50k Great Britain 2013. |
| <i>Measuring method used</i> | Memory Map. A GPX file is available. This identifies each individual route using a simple numeric numbering system. |
| <i>Recording and summation data</i> | An Excel spreadsheet is available. This records the identity number, and the mileage as calculated by the Memory Map software, and other relevant data. Mileage totals against the various categories are calculated within the spreadsheet. |
| <i>Total mileage of all highways shown as ORPA on the Ordnance Survey mapping</i> | 125.7 miles (at 17-Sep-2013). |
| <i>Total mileage of unsealed non-cul-de-sac highways shown as ORPA on the Ordnance Survey mapping</i> | 79.5 miles (at 17-Sep-2013). |
| <i>Total mileage of all "Other UCRS and UURs" with relevant explanations as to why these are not shown as ORPAs on the Ordnance Survey mapping</i> | Not researched at 17-Sep-2013. |
| <i>Total mileage of unsealed non cul-de-sac other UCRs and UURs</i> | Not researched at 17-Sep-2013. |
| <i>Total mileage of all Byways Open to All Traffic (BOATs) shown on the Ordnance Survey mapping</i> | 6.7 miles (at 17-Sep-2013). |
| <i>Total mileage of unsealed non cul-de-sac Byways Open to All Traffic (BOATs) shown on Ordnance Survey mapping</i> | 2.7 miles (at 17-Sep-2013). |
| <i>Adjustments and corrections to the mileage(s) based on information contained in the List of Streets (LOS)</i> | Not researched at 17-Sep-2013. |
| <i>Adjustments and corrections to the mileage(s) based on known Traffic Regulation Orders (TROs) and Temporary Traffic Regulations Orders (TTROs)</i> | Not researched at 17-Sep-2013. |
| <i>Explanatory notes</i> | <p>ORPA mileage. The figure of 79.5 above has been calculated by subtracting 16.6 miles of unsealed cul-de-sac route and 29.6 miles of sealed route (through and cul-de-sac) from the 125.7 miles total.</p> <p>BOAT mileage. The discrepancy of 4.0 miles is attributable to the Fosse Way, which is on the Gloucestershire/ Wiltshire border and we are not yet sure which county takes primary responsibility.</p> |
| <i>Name, Organisation, Address and/or Contact details</i> | <p>Andrew Brown Association of Classic Trials Clubs Email: andrew@andrewkb.net</p> |

METHODOLOGY

This will provide the key information required by LARA. We envisage that the majority of the information can be collected by desk study, with site visits (driving, riding, or walking the route) and visits to the offices of the local Highway Authority only being necessary to verify information which cannot be determined from a desk study of the relevant OS mapping combined with local knowledge.

Remember that you are only reporting total mileages, per county, to LARA. How you arrive at these totals is entirely up to you, But you must keep records which will enable you to justify the totals at any time in the future.

1 IDENTIFY THE ROUTE

Task: Uniquely identify each length of route to be measured.

You will need to decide on a system to uniquely identify each measured length. It may sometimes be necessary to split a route into two or more sections where there is a natural or physical boundary and different sections have different characteristics. An example might be where one “numbered” UUR crosses several “Yellow” roads and each section of the UUR has a different surface or usability code.

There are three obvious options:

- **Use a simple numeric, or alpha-numeric, numbering system.** This is probably the most flexible system, allowing the recording of all tracks without initial reference to other systems. It is easy to add other identifiers to your spreadsheet, at a later date, to allow cross-referencing.
- **Use the Highway Authority/ Local Rights of Way number.** This is fine for BOATs, if the county you are surveying is one which already publishes this information online, but it works less well for UURs/ ORPAs as few counties yet make this information available online.
- **Use the Unique Street Reference Number (USRN)** from the National Street Gazetteer. This is the ideal, for those Highway Authorities which make this information available.
- **Use the TrailWise identifier.** Those responsible for the TrailWise website have developed their own identification system based on the coding for the OS 1km x 1km grid squares. This is fine for tracks which are already recorded on the TrailWise website but has the potential for confusion if individuals create additional records for their own purposes and these are not fed-back to the TrailWise website.

2 IDENTIFY THE STATUS OF THE ROUTE

Task: Categorise each uniquely-identified route with its current status as shown on Ordnance Survey mapping.

Identifying BOATs is straightforward as these should all be identified, using the appropriate symbols, on the relevant OS maps. Identifying UURs is much more difficult and LARA has taken the view, for the purposes of this “Step 1” exercise only, that measuring ORPAs (as identified on the relevant OS maps) is the only consistent criteria available nationwide. LARA accepts that, for some counties, there may be a significant discrepancy between the ORPAs shown on the OS mapping and what is recorded in the List of Streets. This is covered in the categories below.

For LARA purposes, assign one of the following two options:

- **ORPA.**
- **BOAT.**

Those compiling individual County registers, and with the relevant local knowledge, may wish to add other routes, not identified as ORPA or BOAT on the OS mapping, as follows:

- **Other UCR or UUR,** including “white” roads. Routes not shown as ORPA or BOAT on OS mapping, but known to be on the List of Streets.
- **Dual status.** Meaning a route shown on the OS mapping as a Restricted Byway, Bridleway, or Footpath, but known to be on the List of Streets, including dual-status RUPPs “lost” under NERCA.

3 MEASURE THE LENGTH OF THE ROUTE

Task: Measure the length of each uniquely-identified route.

LARA does not mind which of the following methods are used, but you must keep a record of the method used, and the date/version of the underlying mapping data.

- **Digital mapping software** (such as Memory Map or Anquet) using either 1:50,000 (Landranger) or 1:25,000 (Pathfinder) mapping.
- **Online mapping services** (such as OS Maps Online - <https://www.ordnancesurvey.co.uk/> or Where's the path <http://www.wheresthepath.org.uk/>).
- **Wheeled distance-measuring devices used with paper maps**, either 1:50,000 (Landranger) or 1:25,000 (Pathfinder).

At this stage it is essential that you **measure only and exactly what is recorded on the mapping system used**. Do not modify the measurement based on any other criteria, such as local knowledge. This is particularly important for ORPA (shown as magenta (1:50,000) or green (1:25,000) dots on the OS maps).

Note: In principle, all roads shown on the List of Streets should be shown on the OS maps as ORPA unless they are also on the Definitive Map (and the OS maps) as BOATs, Restricted Byways, Bridleways, or Footpaths. LARA is aware that, in some areas, a significant proportion of the roads on the List of Streets are not shown as ORPA on the OS maps. Corrections of this type are recorded under the "Other UCR or UUR" status above.

Please **measure distances in miles** not kilometres (or feet or metres). Some online mapping services only measure in kilometres. You may prefer to record individual route distances in kilometres on your spreadsheet but, if so, please convert the totals to miles before submitting the data to LARA.

Digital mapping software will measure to three decimal places. It is probably best to record the exact mileage (to three decimal places) and round up/down the totals only. Distances given in feet must be converted to miles (5280 feet = 1 mile) before recording.

4 CATEGORISE THE TYPE OF ROUTE

Task: Categorise each uniquely-identified route as Sealed or Unsealed and Through Route or Cul-de-sac.

This is important. LARA is aware that the publicly-available information on the number (and total mileage) of unsealed public roads (both UURs and BOATs) is at best highly suspect and at worst wildly inaccurate and, more particularly, the published mileages exaggerate (sometimes significantly) the actual mileages that motorised users would consider "usable" for recreational use or motorsport. The two main reasons for this distortion are that the route is sealed, or that it is a cul-de-sac.

When making these assessments, please work to the following criteria:

- **Sealed.** A constructed surface of tarmac, concrete, flags, or cobbles.
- **Unsealed.** Rock, made-up or loose stone, scree, hoggins, gravel, soil, grass, or sand.

and:

- **Through-route.** Include through-routes which cross the county boundary with continuing MPV status (ORPA, BOAT, etc.) into the other county, but only measure the length within "your" county.

Note 1: Any ORPA which joins two or more "coloured" roads on the OS maps should be classed as a (legal) through-route at this stage even if the actual surface means that the route is physically impassable. Conversely, a physically passable ORPA which relies on permissive, or legally questionable, access at one or both ends should be classed as a cul-de-sac.

Note 2: Include, as unsealed, the full length of routes which are substantially unsealed even if a small part of the route is sealed. Make your own judgement as to whether a change of surface justifies separately identifying different sections of what is otherwise a continuous route.

For example: Splitting one “numbered” UUR into separately identified sections might be justified if the UUR crosses several “Yellow” roads and each section of the UUR has a significantly different surface.

For example: Where a route passes through a farm, is sealed for the short distance from the access road to the farm but is unsealed for the considerably longer distance beyond, this probably does not justify separate identification and you can categorise the total length as unsealed.

- **Cul-de-sac.** Some surveyors find it useful to split this category into two, but this is not essential, nor relevant to LARA at this stage.

A. Cul-de-sacs which continue in a manner which implies a historic through-route. Examples include: ORPAs which continue as RBs; ORPAs which continue across the county boundary as a lower status route.

B. True cul-de-sacs. Examples include: cul-de-sacs which end at a physical obstacle such as a river; cul-de-sacs which continue as a Bridleway or Footpath.

5 REPORT TO LARA

Task: Report the mileages to LARA in a standard format.

Please use the categories shown in the example on Page 2/11.

Please make every effort to eliminate “double-counting” - where one route, or part of a route, is shown with a different status on different source documents. **Remember that you are measuring what is shown on the OS mapping**, even if you believe this to be incorrect. The example report format on Page 2/10 shows how you may record adjustments and corrections.

Please work to the following hierarchy:

- If shown on the OS as a BOAT, record as a BOAT, even if also shown on the List of Streets.
- If shown on the OS as an ORPA, record as an ORPA.
- If shown on the List of Streets, but not shown on the OS as either a BOAT or an ORPA, record as “Other UCRS and UURs”.

APPENDICES

LARA is aware that some surveying organisations wish to collect information additional to that required by LARA, and to collect this information at the same time as the LARA information, i.e. “one pass” to collect all the relevant data. To facilitate national co-ordination of this additional data, we will include the relevant criteria here, as it becomes available. Surveyors collecting data for the (core) LARA mileage exercise may choose to collect this additional information at their discretion.

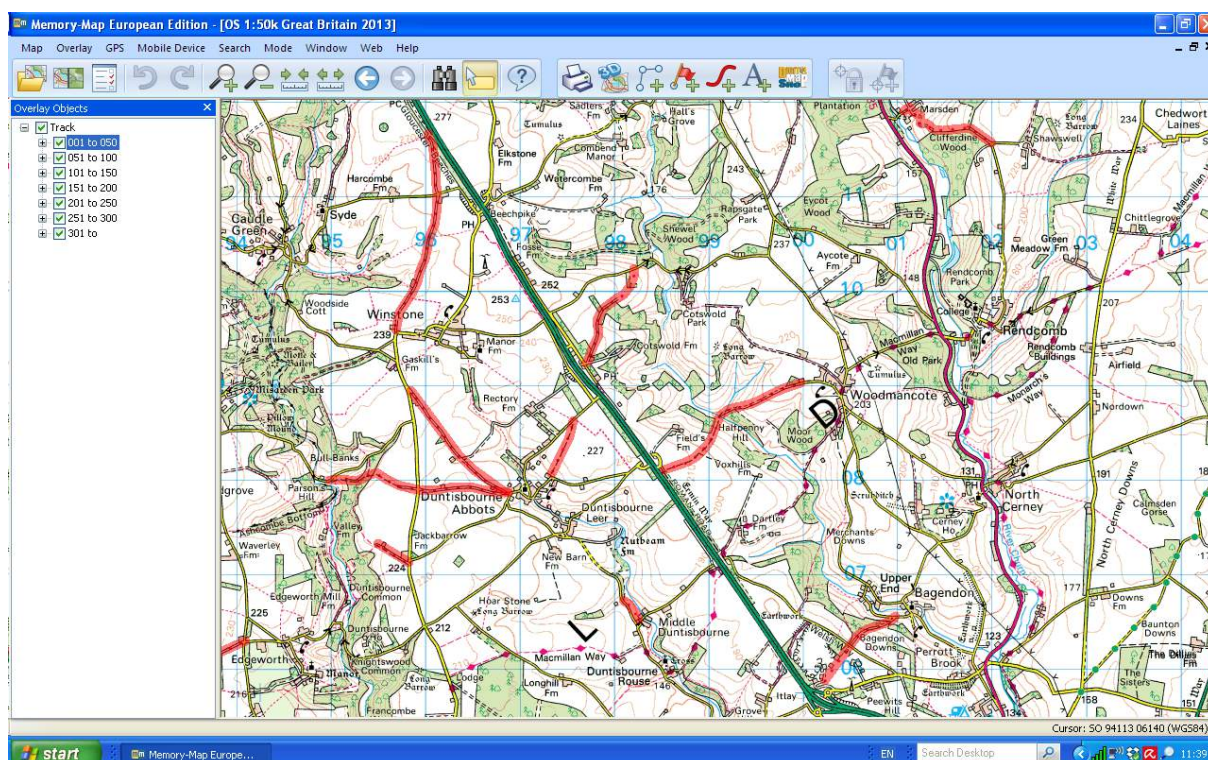
Appendix A - Examples from Gloucestershire Pilot Study (2013).

Appendix B - UUR and BOAT Survey Form.

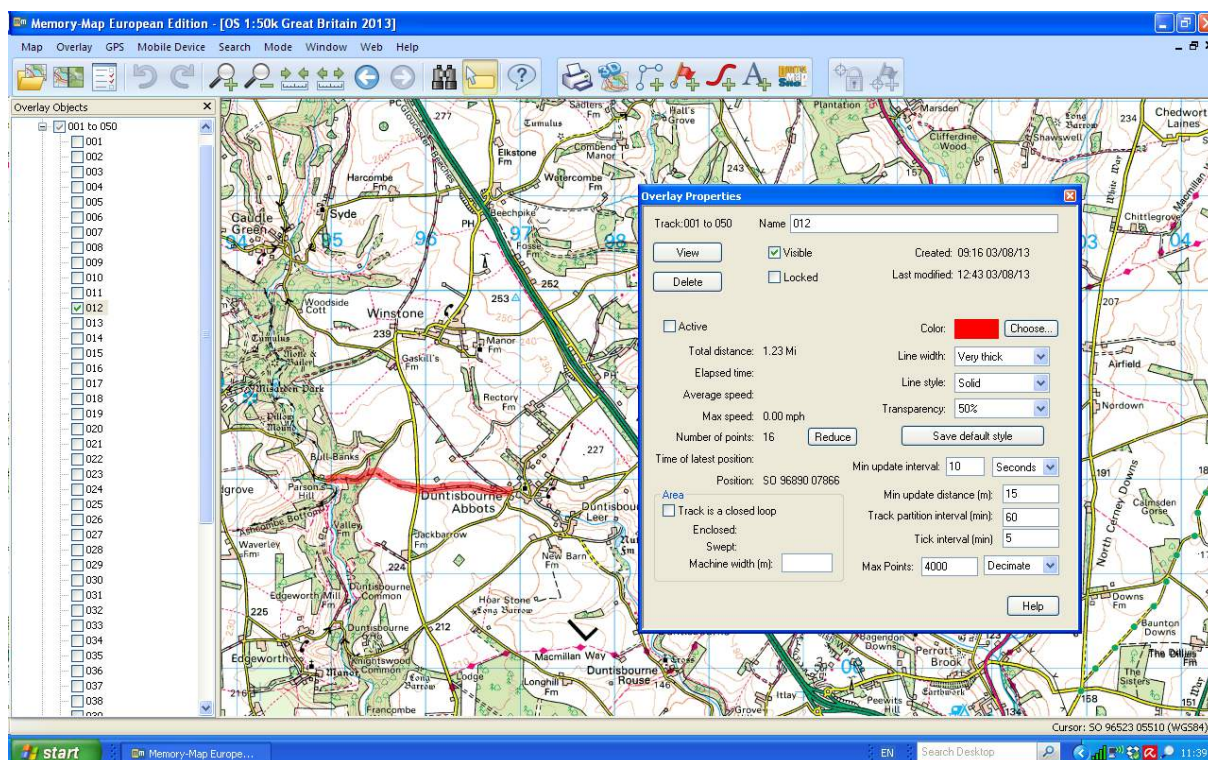
Appendix C - Guidance on completing the Survey Form.

Appendix D - Classifying the importance of the route.

APPENDIX A - EXAMPLES FROM GLOUCESTERSHIRE PILOT STUDY (2013)



Screenshot 1 - A network of ORPAs identified on a Memory Map MMO file. The surveyor has elected to use a simple numeric system (see Step 1.1 above) to identify each route. (Those using Memory Map software should note that the surveyor has chosen to use the “Tracks” notation rather than the “Routes” notation.)



Screenshot 2 - One ORPA from this network identified by its numeric code (012).

| Microsoft Excel - Gloucestershire_MPVRoutes.xls | | | | | | | | | | | | | | | | | |
|---|--------|----------|------------|------------------------|---------------------|-------|-------|--------|--------|-------|--------|--------|--------------|---------|-----------|------------|-------------------------|
| File Edit View Insert Format Tools Data Window Help Acrobat | | | | | | | | | | | | | | | | | |
| 100% Arial 10 B I U | | | | | | | | | | | | | | | | | |
| A13 = 12 | | | | | | | | | | | | | | | | | |
| | A | B | C | D | E | F | G | H | I | J | K | L | U | V | W | X | |
| | AKB ID | HA ID | ROW ID | TrailW UID | Approx location | OPRA | US/TR | US/CSA | US/CSB | SL/TR | SL/CSA | SL/CSB | Surface | Checked | Date | Importance | Notes |
| 2 | 1 | CR 50569 | | SP1025-01 | Kineton | 1.120 | 1.120 | | | | | | Medium | Desk | 7-Aug-13 | High | Surface is good B at |
| 3 | 2 | | | SP1124-01 | Naunton | 0.744 | 0.744 | | | | | | Medium | Visit | 26-Sep-13 | | Only visited both "enc |
| 4 | 3 | CR 50548 | | SP1123-01 ? | Naunton | 0.173 | 0.173 | | | | | | Lowest | Visit | 23-Sep-13 | | Only visited both ends |
| 5 | 4 | | | SP0719-01 | Salperton | 1.100 | | | | | | | 1.100 | High? | Desk | 18-Aug-13 | Continues E as BR to |
| 6 | 5 | | | SP1019-01 | Notgrove | 0.296 | | | | | | | 0.296 | High? | Desk | 18-Aug-13 | Continues W as BR to |
| 7 | 6 | | | | Barnsley | 0.398 | | | | 0.398 | | | | | | | |
| 8 | 7 | | | | Siddington | 0.264 | | | | | | | 0.264 | High? | Desk | 18-Aug-13 | |
| 9 | 8 | | | | Siddington | 0.473 | | | | 0.473 | | | | | | | |
| 10 | 9 | | | | Ewen | 0.281 | | | | 0.281 | | | | | | | Continues N as RB. |
| 11 | 10 | | | Not shown | Duntisbourne Abbots | 0.237 | | | | | | | 0.237 | High? | Desk | 18-Aug-13 | |
| 12 | 11 | | | SO9508-02 | Duntisbourne Abbots | 0.927 | 0.927 | | | | | | Medium | Visit | 18-Aug-13 | | NW end is too narrow |
| 13 | 12 | CR 50936 | | SO9407-01/SO9507-01 | Duntisbourne Abbots | 1.230 | 1.230 | | | | | | Medium | Visit | 18-Aug-13 | High | Eastern half is all "B" |
| 14 | 13 | CR 40884 | | SO9611-01/SO9509-01 | Winstone | 1.360 | 1.360 | | | | | | Medium | Visit | 18-Aug-13 | High | |
| 15 | 14 | | | Not shown | Elkstone | 0.138 | | | | | | | 0.138 | High | Visit | 18-Aug-13 | |
| 16 | 15 | | | SO9612-01/SO9712-01 | Elkstone | 0.576 | 0.576 | | | | | | Medium | Visit | 18-Aug-13 | | |
| 17 | 16 | | | SO9812-01/SO9813-03 | Colesbourne | 0.514 | 0.514 | | | | | | Lowest | Visit | 18-Aug-13 | | Only "visited" both en |
| 18 | 17 | | | SO9713-04 | Colesbourne | 0.490 | 0.490 | | | | | | Lowest | Visit | 18-Aug-13 | | Only "visited" both en |
| 19 | 18 | | | SO9713-02 | Colesbourne | 0.594 | 0.594 | | | | | | Lowest | Visit | 18-Aug-13 | | Too narrow for cars fo |
| 20 | 19 | CR 50565 | | SO9726-02/SO9726-01/S | Cleeve Hill | 0.608 | 0.608 | | | | | | | | | | SITE CHECK REQUIRED |
| 21 | 20 | | | | Southam | 0.146 | | | | | | | 0.146 | High? | Desk | 18-Aug-13 | |
| 22 | 21 | | CNN61/4 | (Not yet checked) | North Nibley | | | | | | | | | | | | Checked with GlosRC |
| 23 | 22 | | Wiltshire? | (Not yet checked) | Fosse Way | | | | | | | | | | | | Checked with GlosRC |
| 24 | 23 | | | | Charfield | 0.383 | | | | 0.383 | | | | | | | Continues across Co |
| 25 | 24 | | | | Poulton | 0.701 | 0.701 | | | | | | | | | | |
| 26 | 25 | | | | Marsden | 0.718 | 0.718 | | | | | | | | | | |
| 27 | 26 | | | | Hornsleasow | 0.162 | 0.162 | | | | | | | | | | |
| 28 | 27 | | | | Hornsleasow | 0.337 | 0.337 | | | | | | | | | | |
| 29 | 28 | | | | Cutsdean | 0.115 | | | | 0.115 | | | | | | | |
| 30 | 29 | | | | Taddington | 1.130 | 1.130 | | | | | | | | | | |
| 31 | 30 | | | | Minsterworth | 0.144 | 0.144 | | | | | | | | | | |
| 32 | 31 | | | | Littledean | 0.310 | | | | | | | 0.310 | High? | Desk | 18-Aug-13 | |
| 33 | 32 | | | | Littledean | 0.117 | | | | 0.117 | | | | | | | |
| 34 | 33 | | | | Ruspidge | 0.472 | 0.472 | | | | | | | | | | |
| 35 | 34 | ? | | SO6512-02/03/04/05, SO | Ruspidge | 0.845 | 0.845 | | | | | | | | | | |
| 36 | 35 | | | SO6511-02 | Ruspidge | 0.354 | | | | 0.354 | | | | | | | |
| Sheet1 / Sheet2 / Sheet3 / | | | | | | | | | | | | | | | | | |
| Ready | | | | | | | | | | | | | Sum=41518.46 | | | | |
| start Microsoft Excel - Glo... EN Search Desktop 11:37 | | | | | | | | | | | | | | | | | |

Screenshot 3 - Extract from an Excel spreadsheet showing Track 012 with mileage, data, and assessments added. This shows, from left to right, the HA County Road number, the TrailWise ID, the approximate location, the mileage (see the Overlay Properties window in Screenshot 2), identifies this mileage as an unsealed through route (US/TR), the surface carrying capacity as (mainly in this case) Medium (Yellow), noting that the data was collected by a site visit on 18th August 2013, and assessing the importance as High.

APPENDIX B - UUR AND BOAT SURVEY FORM

Read in conjunction with the Guidance in Appendix C.

| USRN | HA UCR No. | PROW BOAT No. | Other ID No. |
|---------------|-----------------|---------------|--------------|
| | | | |
| OS Landranger | OS 100km Square | OS GR Start | OS GR End |
| | | | |
| Surveyor | Organisation | Date surveyed | Total length |
| | | | |

| SURFACE TYPE | | | |
|------------------|-------------------------|-----------------------|-------------------------|
| Sealed | <i>Enter percentage</i> | Unsealed | <i>Enter percentage</i> |
| Tarmac | | Firm stone or gravel | |
| Concrete | | Loose stone or gravel | |
| Flags | | Scree | |
| Cobbles | | Grass | |
| | | Soil | |
| | | Sand | |
| Other (describe) | | | |

| SURFACE CONDITION | | | |
|--------------------|----------|-------------------|----------|
| Rutted? | YES / NO | Washed-out? | YES / NO |
| Drainage problems? | YES / NO | Agricultural use? | YES / NO |

| SURFACE CLASSIFICATION | | | <i>Circle one only</i> |
|---|-------------------------------------|--|--|
| A route with sealed, or firm unsealed, surfaces (as defined above) with no, or insignificant, rutting or drainage problems. A "Green Route" should be easily passable by an unmodified modern car driven with care. | | | Green |
| A route that has ongoing, or occasional, traffic management issues. An Amber route may contain short sections of "Red" in a route that is otherwise Green or Amber. For further passability classification, see below. | | | Amber |
| A route that is genuinely so sensitive, either permanently or for a period, that all non-access motorised traffic should be prohibited. A "Red" classification must be fairly and objectively arrived at and should not be a preferred or default option. | | | Red |
| PASSABILITY ASSESSMENT (for Amber Category only) | | | |
| Classic motorcycle on road tyres | Series 1/2 Land Rover on road tyres | 4x4 / Trail bike / etc. on "all terrain" tyres | 4x4 / Trail bike / etc. on "mud terrain" tyres |
| YES / NO | YES / NO | YES / NO | YES / NO |

| OTHER ISSUES | | | |
|---|----------|--|--|
| Over-growth? | YES / NO | | |
| Issues affecting non-motorised users (describe) | | | |

APPENDIX C - GUIDANCE ON COMPLETING THE SURVEY FORM

Introduction

The UUR and BOAT Survey Form, in Appendix B, is intended only for those who wish to combine the LARA mileage-measuring exercise with a more comprehensive survey of the routes in their designated survey area. It is envisaged that surveyors will print-off a number of these forms and record their observations on these hard-copies whilst carrying-out on-site surveys.

Background

There have been a number of similar exercises over the fifteen years since the Countryside and Rights of Way Act 2000, often local, and with an evolving set of criteria. We believe that the criteria on the Survey Form represent a “best practice guide” at mid-summer 2015.

The key historic exercises/ projects/ documents include:

- The Hierarchy of Trails Routes (HOTR) approach pioneered by LARA in conjunction with the Lake District National Park Authority in 2002.
- The Sustainability Assessment Process for Trail Management published by LARA in September 2005.
- Making the best of byways published by DEFRA in December 2005. Now nearly ten years old, but still the definitive national government document on the issue.
- Cambrian Mountains Recreation Vehicle Pilot Project (CMPP), undertaken by the Counties of Ceredigion, Carmarthenshire, and Powys, together with the Countryside Council for Wales. Report published in August 2008.
- Traffic Management Hierarchy. A two-part report published by LARA in March 2013 and updated in April 2014.

Guidance

- **Identification number.** Include as many as known, but at least one. The “Other ID” category is intended for those who have used a simple numeric, or alpha-numeric, numbering system in Step 1 of the Methodology.
- **Surface condition.** If the four YES/NO items need clarification, include under Other Issues or on the reverse of the hard-copy survey form.
- **Surface classification.** A “Traffic Light” system of this type has been in existence for nearly 15 years but the criteria and descriptions have changed subtly over time. The three classifications shown reflect those in the most recent document, the LARA Traffic Management Hierarchy report of April 2014. Please note that they do not include the amount of use (as HOTR), nor the potential for improvement (as CMPP).
- **Passability assessment.** This is an attempt at a subjective grading system within the Amber category. It should take into account both the Surface Condition and other criteria, such as width, adverse camber, and similar constraints. Further information can be hand-written on the reverse of the hard-copy survey form.
- **Other issues.** Please use the “Issues affecting non-motorised users” box to record anything that you think may be relevant, but which requires detailed investigation by a relevant, and expert, user. Examples might include: Over-growth at a height which doesn’t affect motorised users but which might affect horse riders; fords with no footbridge alongside (this might affect walkers and cyclists but not some horse riders).

APPENDIX D - CLASSIFYING THE IMPORTANCE OF THE ROUTE

This is a new (Summer 2015) initiative, which has not yet been subject to any consultation within LARA and its Member Organisations, but is included here so that surveyors may, if they wish, consider these classification criteria alongside the others described previously. LARA welcomes all feedback on this aspect of the survey.

This classification will, it is hoped, provide a framework for the various motorised user groups to discuss and agree the allocation of the increasingly limited resources (both financial and volunteer labour) available to maintain unsealed public roads.

The four categories offered as possibilities (with possible examples from the Gloucestershire pilot study) are:

- **Important individual through route.** Example: The combined BOAT/ORPA running north from ST 932975 to SO 947026.
- **Important as part of a “cluster” of routes.** Example: The ORPAs around Guiting Power (SP 095247) and Kineton.
- **Desirable.** Example: The lane which starts north of Taddington at SP087315. It’s jolly nice, but hardly “important” and not part of a cluster. Others may disagree and consider this particular one “Important”. That’s where we’ll need some local discussion to arrive at a consensus.
- **Unimportant.** Ones which, if resources really are stretched, we wouldn’t mind losing for “use” although it’s important that they keep their current legal status. Example: There are many cul-de-sacs, and very short through routes, which might fit this category.

ACTC 2016 Schedule

Draft 3

24-Apr-15

| 2016 Week No | 2016 Draft Dates | Event | | ACTC Cars Champ 2016 | ACTC Invite | Car and M/C Mail List | E-Regs? | Car/Bike Class 0? | Pouncy League 2016 | Red Rose 2016 |
|--|--|-------------------------------|-----------------------|----------------------|-------------|-----------------------|---------|-------------------|--------------------|---------------|
| 52 | Sun 3 Jan | | | | | | | | | |
| 1 | Fri 8 Jan | Exeter | | Round 1 | No | No | N/A | Yes-Both | Round 1 | Round 1 |
| | Sat 9 Jan | Exeter | MCC | Round 1 | No | No | N/A | Yes-Both | Round 1 | Round 1 |
| | Sun 10 Jan | | | | | | | | | |
| 2 | Sun 17 Jan | | | | | | | | | |
| 3 | Sun 24 Jan | Clee | MAC | | Yes | Yes | Yes | Yes-Cars | | |
| 4 | Sun 31 Jan | Exmoor | North Devon MC | Round 2 | Yes | Yes | Yes | | Round 2 | Round 2 |
| 5 | Sun 7 Feb | Cotswold Clouds | Stroud MC | Round 3 | Yes | Yes | Yes | | | |
| | | North Coast | Camel Vale | | No | No | N/A | | | |
| 6 | Sat 13 Feb | Exmoor Fringe Trial | VSCC | | | | | | | |
| | Sun 14 Feb | Launceston | L&NCCMC | | No | No | N/A | | | |
| 7 | Sat 20 Feb | Northern | Fellside | Round 4 | Yes | Yes | Yes | Yes-Both | Round 3 | Round 3 |
| | Sun 21 Feb | Chairmans | Holworthy | | Yes | Yes | Yes | | Round 4 | Round 4 |
| 8 | Sat 27 Feb | Derbyshire | VSCC | | | | | | | |
| | Sun 28 Feb | March Hare | Falcon MC | | Yes | Yes | Yes | Yes-Cars | | |
| | | Camel Heights | Camel Vale | | | | | | | |
| 9 | Sat 5 March | Ebworth | Stroud MC | | Yes | Yes | | | | |
| | Sun 6 March | Mothering Sunday | | | | | | | | |
| 10 | Sat 12 Mar | Herefordshire Trial | VSCC | | | | | | | |
| | Sun 13 Mar | Herefordshire Trial | VSCC | | | | | | | |
| | Sun 20 Mar | Torbay | Torbay MC | Round 5 | Yes | Yes | Yes | | Round 5 | Round 5 |
| Items for inclusion in the Agenda and reports for the ACTC Council Meeting (24th April) must arrive with the Hon. Sec. before the end of Week 10 | | | | | | | | | | |
| 11 | | | | | | | | | | |
| 12 | Agenda and attachments for the ACTC Council Meeting (24th April) to be despatched by the Hon Sec to interested parties by end of Week 12 | | | | | | | | | |
| 12 | Fri 25 March | Land's End | MCC | Round 6 | No | No | N/A | Yes-Both | Round 6 | Round 6 |
| | Sat 26 March | Land's End | MCC | | | | | | | |
| | Sun 27 March | | | | | | | | | |
| 13 | Mon 28 March | Presidents | Camel Vale | | | | | | | |
| | Sun 3 Apr | | | | | | | | | |
| 14 | Sat 9 Apr | Scottish Trial | VSCC | | | | | | | |
| | Sun 10 Apr | | | | | | | | | |
| 15 | Sat 16 Apr | | | | | | | | | |
| | Sun 17 Apr | Bovey Down | Windwhistle | | | | | | | |
| 16 | Sun 24 April | ACTC Council Meeting | | | Yes | Yes | Yes | | | |
| 17 | Sun 1 May | | | | | | | | | |
| 18 | Sun 8 May | Yorkshire Dales Classic Trial | Airdale & Pennine MCC | Round 7 | Yes | Yes | Yes | Yes-Both | Round 7 | Round 7 |
| 19 | Sun 15 May | | | | | | | | | |
| 20 | Sun 22 May | Durham Dales | Durham AC | | Yes | Yes | Yes | Yes-Both | | |
| 21 | Sun 29 May | | | | | | | | | |
| 22 | Sun 5 Jun | | | | | | | | | |
| 23 | Sat 18 June | ACTC Dinner & Awards Eve | | | | | | | | |
| | Sun 12 Jun | | | | | | | | | |
| 24 | Sun 19 Jun | | | | | | | | | |
| 25 | Sun 26 Jun | | | | | | | | | |
| 26 | Sun 3 Jul | Testing Trial (TBC) | MCC | | | | | | | |
| 27 | Sun 10 Jul | | | | | | | | | |
| 28 | Sun 17 Jul | | | | | | | | | |
| 29 | Items for inclusion in the Agenda and reports for the ACTC AGM (4th Sept) must arrive with the Hon. Sec. before the end of Week 29 | | | | | | | | | |
| | Sun 24 Jul | | | | | | | | | |
| 30 | Sun 31 Jul | | | | | | | | | |
| 31 | Agenda and attachments for the ACTC AGM (4th Sept) to be despatched by th Hon Sec to interested parties by end of Week 31 | | | | | | | | | |
| | Sun 7 Aug | | | | | | | | | |
| 32 | Sun 14 Aug | | | | | | | | | |
| 33 | Sun 21 Aug | | | | | | | | | |
| 34 | Sun 28 Aug | | | | | | | | | |
| 35 | Sun 4 Sep | ACTC AGM | | | | | | | | |
| 36 | Sat 10 Sept | Yorkshire Trial | VSCC | | | | | | | |
| | Sun 11 Sep | | | | | | | | | |
| 37 | Sun 18 Sept | Taw & Torridge | Holworthy | Round 8 | Yes | Yes | Yes | | Round 8 | Round 8 |
| 38 | Sun 25 Sept | Tarka | North Devon MC | | Yes | Yes | Yes | | Round 9 | Round 9 |
| 39 | Sat 1 Oct | Edinburgh | MCC | Round 9 | No | No | N/A | Yes-Both | Round 10 | Round 10 |
| | Sun 2 Oct | | | | | | | | | |
| 40 | Sat 8 Oct | Welsh Trial | VSCC | | | | | | | |
| | Sun 9 Oct | Welsh Trial | VSCC | | | | | | | |
| | Sun 9 Oct | Exmoor Clouds | Minehead | Round 10 | Yes | Yes | Yes | | Round 11 | Round 11 |
| 41 | Sun 16 Oct | Mechanics | Stroud MC | | Yes | Yes | Yes | | | |
| 42 | Sun 23 Oct | Tamar | L&NCCMC | Round 11 | Yes | Yes | Yes | | Round 12 | Round 12 |
| 43 | Sun 30 Oct | Bodmin | Camel Vale | | Yes | Yes | Yes | | | |
| 44 | Sat 5 Nov | Lakeland Trial | VSCC | | | | | | | |
| | Sun 6 Nov | Kyrle | Ross & District | Round 12 | Yes | Yes | Yes | No | | |
| 45 | Sun 13 Nov | Hardy | Woolbridge | Round 13 | Yes | Yes | Yes | Yes-Both | Round 13 | Round 13 |
| 46 | Sat 19 Nov | Cotswold Trial | VSCC | | | | | | | |
| | Sun 20 Nov | | | | | | | | | |
| 47 | Sun 27 Nov | Allen | BMC&LCC | Round 14 | Yes | Yes | Yes | No | | |
| | | Neil Westcott | Exmoor MC | | | | | | Round 14 | Round 14 |
| 48 | Sun 4 Dec | Camel Classic | Camel Vale | Round 15 | Yes | Yes | Yes | | | |
| 49 | Sun 11 Dec | | | | | | | | | |
| 50 | Sun 18 Dec | | | | | | | | | |
| 51 | Sun 25 Dec | | | | | | | | | |

Changes Draft 1 to Draft 2:

Torbay Trial moves to 13th March from 20th March.

Kyrle Trial moves to 6th November from 10th April to avoid the Goshawk nesting season

Change Draft 2 to Draft 3

Northern Trial moves from 13th Feb to 20th Feb
ACTC Dinner and Awards evening Sat. 18th June