

The Deregulation Bill & After: BOATs & Unsealed Roads.

An Action Plan for LARA: a Site Survey Methodology.

1. This is an extract from the original paper of 2 December 2013, and sets out only the criteria to be employed in any area survey.
2. A plank of the draft Action Plan is that we (our local people) go out and carry out a 'site survey' of all UURs and BOATs within a specified map rectangle. This cannot be random selection of places, because BOATs and UURs tend to be clustered and not evenly spread. We had first thought of trying for a standard 10-, or maybe 20-kilometre square, but this does not work. The rectangle chosen has to be made to enclose a given 'cluster'. In limited cases it may be that a survey for an 'area' contains more than one local 'cluster'. That works as long as the 'area' is an identifiable unit; if we go beyond that, then we might as well survey by county, and that is much too big a job.
3. **Survey and Report Criteria.**
 - 3.1. We depend upon our local people to carry out this survey and report.
 - 3.2. It is important that we do not waste anyone's time by duplication of effort. It has to be first-come, first gets as regards areas, and please check directly with LARA at admin@laragb.org
 - 3.3. It has to be accurate and defensible, so it must tell the truth, the whole truth, and nothing but the truth, or the whole thing could be brought into disrepute.
 - 3.4. The purpose of the survey and report is to get a 'snapshot' of what it is really like, now, 'out there on the lanes', warts and all.
 - 3.5. The size of any area rectangle depends on the size of the 'cluster' of lanes to be surveyed, but the reporters must draw their own rectangle on a map, and must survey every route within that rectangle. Gaps in the survey within a rectangle diminish the effect.
 - 3.6. For each road, or for each part of a road between 'nodes' (e.g. road junctions) we need to know:
 - 3.7. The name / number / status of the road, and if it is a BOAT, whether it is also on the list of streets (i.e. it is also an unclassified road). This is important.
 - 3.8. Its start-finish 6-figure grid references, starting with the southerly/westerly end.

- 3.9. The principal character of the road: sealed parts, well-stoned parts, rough stoned parts, 'dirt' parts, grass parts.
- 3.10. Is the road rutted? If yes, are the ruts agricultural in size, and/or are light vehicles tracks visible?
- 3.11. Are there any patches which are significantly out of repair? If yes, please give location and a description.
- 3.12. Apply the 'classic and pedal test': Could you drive along this road, reasonably easily and safely, with a 'classic motorcycle' or a Series I or II Land Rover on original-type tyres? Could a normal person (not Chris Froome) pedal along on a bicycle, except in any localised bad parts?
- 3.13. The view of 'vintagers' as regards just some of the routes in an area is welcomed. Similarly, a report on routes used in, e.g. a particular classic trial or run would be valuable. Same criteria as for reporting on an area.
- 3.14. Is the road now significantly affected by under- or over-growth (refer to local knowledge of the summer months, but specify that this is so).
- 3.15. Are there any traffic regulation orders, or voluntary restraints of use, in force? If yes please specify locations and photograph and locate the signs and notices.
- 3.16. Take photographs, but please NOT more than 2 or 3 per road, unless there is a real need. Please set cameras, or resize on computer, for a file size (JPGs, please) of 2-3mb maximum, and no smaller than 500kb. Please name all photo files for the location (e.g. Nidderdale #4) to your own system, but unless these can be readily identified and located they have little value. If the job yields hard-to-understand results then it will overwhelm LARA HQ.
4. Please hold all photos and, if you can, burn them on to a CDR and hold that. Please liaise with LARA regarding submission.
5. Timescale: as soon as reasonably possible please, but try for a bright day or the photographs will be 'muddy'.