

# AYRSHIRE AND SOUTH LANARKSHIRE TIMBER TRANSPORT GROUP

## TIMBER TRANSPORT STRATEGY



*April 2020*

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# 1 Background

## **Introduction**

Forestry contributes £1 billion per year to the Scottish economy and supports more than 25,000 jobs nationally.

The key economic activities are the production of timber and other wood fibre, and the provision of recreation and tourism assets. Activities such as woodland creation, management, harvesting and timber transport, take place in rural areas (while a significant amount of the processing of wood products, takes place in or around towns in Ayrshire). The forestry sector is therefore particularly important for these communities.

In Ayrshire alone the economic contribution of the forestry industry in 2017 was estimated at £76.6 Million and approximately 2000 jobs (1957 full time equivalents or FTEs).

Over half of this contribution was in the processing industry (£47 million, 1117 FTEs), and while harvesting (£2.25 million, 75 FTEs) and transport (£1.83 million, 45FTEs) seem to make a relatively small economic contribution, they are vital components of the forestry sector.

Timber transport can impact on communities, particularly where the rural road network is not readily able to accommodate it. Effective management of timber transport is therefore central to the development of an economically and environmentally sustainable industry.

The Ayrshire and South Lanarkshire Timber Transport Group has developed this strategy to ensure a consistent and coherent approach to timber transport that: -

- Enhances and supports the local economy.
- Seeks to minimise the impact of timber transport on local communities.
- Increases the contribution of forests and woodlands to the regions and to Scotland's sustainable and inclusive economic growth.

## **Aim**

This document presents a strategic context for timber transport in Ayrshire and South Lanarkshire; it outlines the available resources, the challenges faced and the opportunities arising within the industry in the area.

The document will also provide an action plan to address these challenges and opportunities which can be used to evaluate progress in dealing with them. It complements and supplements existing national, regional and local policy documents and replaces the previous strategy written in 2005.

## **Report Structure**

This report is intended to be used as a reference point in relation to identifying opportunities for investment in improving timber transport infrastructure.

The document uses hyperlinks to existing documents and websites wherever possible.

There are three sections: -

**Key Drivers** – Setting out the national, regional and local policy framework within which this strategy sits.

**Overview of Resources and Management** – Looking at the forestry, processing and transport resources of Ayrshire and South Lanarkshire, and at how timber transport issues are dealt with across these areas.

**The Strategy** – Sets out coherent and clear strategy recommendations.

## **2 Key Drivers**

Different aspects of timber transport are influenced by a range of policy drivers at several levels.

### **National Context**

#### **Scotland's Forestry Strategy**

In January 2019 the Scottish Government published *Scotland's Forestry Strategy 2019-2029*. This sets out a 50 year vision for forestry in Scotland. A *priority action* is “*Improving efficiency and productivity and developing markets*”. It considers the need to support efforts to enable the sustainable transport of timber and to mitigate the risks of potential negative impacts.

The strategy can be found here: [Scotland's Forestry Strategy 2019 - 2029](#)

#### **National Planning Framework**

The national land-use planning policy context is provided in the Scottish Government's [National Planning Framework 3](#) published in 2014. The need to improve transport infrastructure and to develop a robust strategic transport network that provides high quality infrastructure for road, rail, sea and air transport is given a high priority. It acknowledges that improvements to transport infrastructure are required to support economic activity and provide access to essential services in many rural areas.

The framework can be found here: [National Planning Framework 3](#)

## **National Transport Strategy**

The National Transport Strategy (NTS) sets the long-term vision for Scottish transport policies. It was first published in 2006 and a refresh of the NTS was undertaken in 2016. The latest Strategy was published on 5<sup>th</sup> February 2020.

[National Transport Strategy](#)

## **Scotland's Economic Strategy**

Under Scotland's Economic Strategy, the Scottish Government's overall purpose is to increase sustainable economic growth. A safe, efficient, effective and sustainable transport system, for both passengers and freight, remains one of the key enablers of such sustainable economic growth.

## **Other relevant national priorities**

### **Housebuilding**

The Scottish Government is working to increase the number of homes across Scotland so that everyone has a good quality home that they can afford and that meets their needs.

They aim to deliver 50,000 affordable homes, of which 35,000 will be for social rent, by March 2021.

Timber-frame construction accounts for around 75% of all new homes in Scotland. It costs around 5% less to build a timber-frame house than a masonry construction, and they can be built 30% quicker. Much of the timber grown in Ayrshire & South Lanarkshire will become construction material, therefore, timber transport contributes to the housebuilding aspirations of the Scottish Government.

### **Sustainability**

Opportunities exist for the forest industries in Scotland to increase and add value to their markets for timber in construction, with the added bonus of helping to meet the government targets for reduction of CO<sub>2</sub> emissions from buildings. A typical timber framed house saves 4 tonnes of CO<sub>2</sub> compared with an equivalent masonry house. Timber creates less waste in its production than either brick, plastic, concrete or steel.

Government targets for carbon capture include targets for new woodland creation. Ensuring access for harvesting these forests in the future is an important consideration in their creation.

### **Renewables.**

The growth in renewables, especially windfarms in the rural environment provides opportunities for local shared haul roads to avoid minor public roads.

## Climate Change

Forestry in general is seen as a positive influence in the climate change debate, through carbon capture (mentioned above), the cooling effect of trees through transpiration, and flooding control through evapotranspiration from tree canopies, delayed release of rainfall and reduction of surface runoff through percolation effects enhanced by tree root systems.

## Regional Context

### Transport Strategy

The regional transport context is provided by the Strathclyde Partnership for Transport (SPT) document *A Catalyst for Change. The Regional Transport Strategy for the West of Scotland 2008-2021* approved in June 2008.

It has three shared goals;

**Develop the economy:** through improving connectivity for businesses and freight, making transport more effective and efficient and providing access to employment, education, shopping and leisure by improving transport integration.

**Promote social inclusion and equality:** by providing a transport system that is safe, accessible and affordable to all sections of the community.

**Improve health and protect the environment:** by minimising emissions and consumption of resources and energy, by promoting active travel, quality public transport and modal shift.

### The (Draft) Clyde Regional Maritime Plan

The plan acknowledges the presence and benefits of the TimberLINK shipping service bringing timber from Argyll to Ayrshire as a bulk cargo, supporting rural and primary industries. More information available [Here](#).

### Woodland Strategies

Forestry is playing an increasingly key role in both the rural economy and the overall economy of Ayrshire and South Lanarkshire. The economic benefits of forestry are illustrated in the *Ayrshire and Arran Woodland Strategy* published in 2014 by Landuse Consultants and the *Glasgow and Clyde Valley Forestry and Woodland Framework* published in 2005 as part of the statutory requirements of the Structure Plan process.

The Ayrshire and Arran Woodland Strategy has a full section devoted to transport issues with several directly related priorities. These are;

ED4 - [Support the work of the Ayrshire Timber Transport Liaison Group \(now known as the Ayrshire & South Lanarkshire Timber Transport Group\) to enable the sustainable extraction and transportation of timber and promote efficiency.](#)

ED5 - [Continue collaborative working between the timber transport industry and public authorities to maintain and implement the Agreed Routes Map.](#)

ED 6 - Develop local solutions based on the use of forest haul roads to avoid sensitive locations.

ED7 - Continue to explore the potential for alternative transport of timber by rail and water.

ED9 - Ensure that proposals for new softwood forests reflect the capacity of the local road network.

The Glasgow and Clyde Valley Forestry and Woodland Framework is a slightly older document and is currently being updated, however it does contain several themes and strategic priorities relevant to timber transport.

### **Local Context**

#### **Council Plans, Strategies and Actions**

*Council Plans, Local Development Plans and Local Transport Strategies* are prepared by each of the Ayrshire and South Lanarkshire local authorities.

The Councils Plans set out each Councils ambitions, vision and missions for each local authority area.

These *Local Development Plans* advocate modal shift from road freight to rail and sea wherever practical but acknowledge that the role of road haulage in supporting economic activity is of fundamental importance. These plans seek to reduce the impact of road freight traffic in social and environmental terms whilst highlighting the need for accessibility to foster economic development.

## **3 Overview of Resources and Management**

### **The Region**

Ayrshire, the isle of Arran and South Lanarkshire are in the south of Scotland, bounded by the Galloway hills in the south, the firth of Clyde on the west, the fringes of Glasgow to the north and the Upper Tweeddale hills to the east. The population is around 683,000, living in towns primarily to the north (Hamilton, East Kilbride and Kilmarnock), and along the coast (Largs, Ardrossan, Saltcoats, Irvine, Ayr and Girvan).

The area has a considerable extent of commercial woodland brought about by the planting of conifer forests for timber towards the end of the 20<sup>th</sup> century. This timber is now being harvested and the forests replanted to sustain the forestry resource. Approximately 23% of the land area of Ayrshire and Arran, and approximately 15% of the land area of South Lanarkshire, is covered by woodland.

The extent of the woodland resource can be seen on Figure 1, with the larger contiguous blocks of forestry being identified as priority areas where the focus of the group will be looking for projects to improve timber transport to maximise public benefit. Ayrshire's forestry resource is predominantly located in the southern part of East and particularly South Ayrshire, with more sporadic coverage in the more urbanised north of Ayrshire. Whitelee Forest to the northeast of Kilmarnock is the only other concentration of woodland on mainland Ayrshire with the balance of forestry to be found on the island of Arran.

The forestry areas in South Lanarkshire are a little more scattered with larger forest areas found in the north west to the south of East Kilbride and in the west and south along the A74 corridor.

*Table 1: Forest Cover*

| <b>Area</b>               | <b>Stocked Area: from 2012 National Forest Inventory (,000 ha)</b> | <b>Total Land area (,000 ha)</b> | <b>Forest cover as % of total land area</b>         |
|---------------------------|--------------------------------------------------------------------|----------------------------------|-----------------------------------------------------|
| <b>Ayrshire and Arran</b> | All conifers = 50.2<br>All species = 66.1                          | 292.4                            | All conifers = 17.2%<br>All species = 22.6%         |
| <b>South Lanarkshire</b>  | All conifers = 21.6<br>All species = 27.2                          | 177.2                            | All conifers = 12.2%<br>All species = 15.4%         |
| <b>Totals</b>             | <b>All conifers = 71.8<br/>All species = 93.3</b>                  | <b>469.6</b>                     | <b>All conifers = 15.3%<br/>All species = 19.9%</b> |

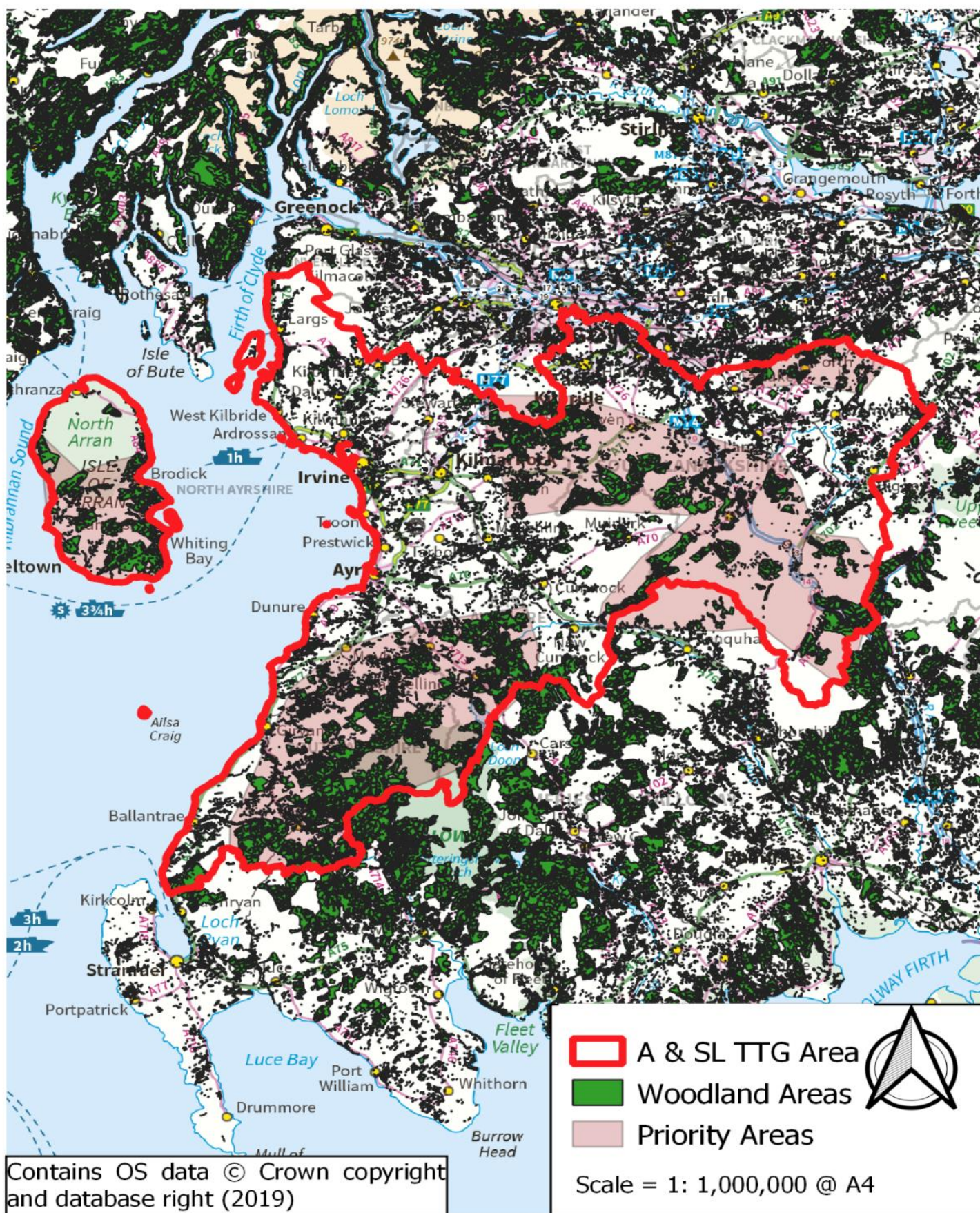


Figure 1: Forest Areas Within Ayrshire and South Lanarkshire

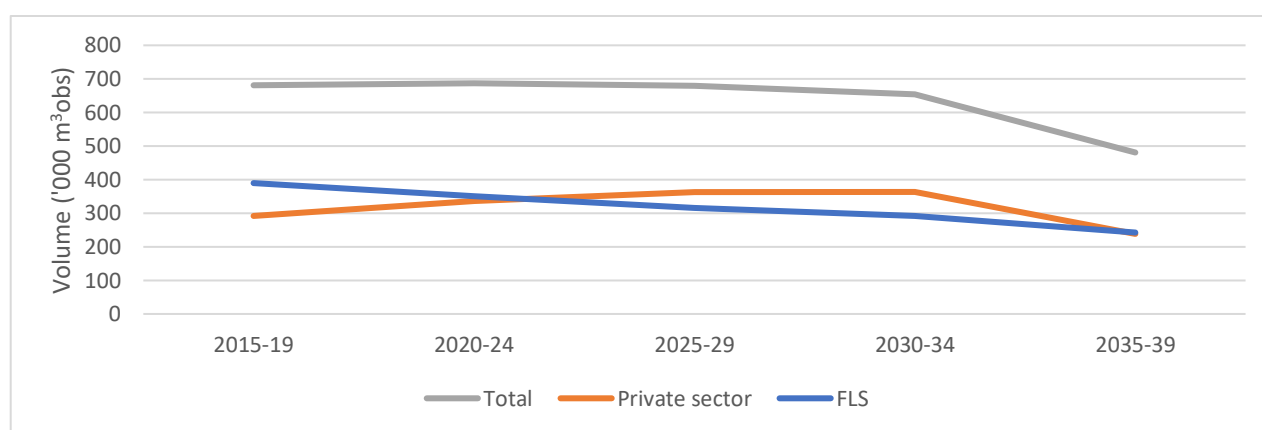
## **Timber Forecasts**

Overall, Ayrshire and South Lanarkshire's forests are forecast to provide more than 1 million tonnes of timber a year between 2025 and 2039, see Figures 2 & 3. The volume of timber will continue to rise over the coming decade (from approx. 0.8 million tonnes), partly as a result of forests maturing in South Lanarkshire.

In addition, Ayrshire mills bring in timber from Central Scotland, Dumfries & Galloway and from Argyll (partly by sea).

### **Ayrshire and Arran**

The overall timber availability figures for Ayrshire and Arran remain static at about 680,000 tonnes for each of the first three of the five-year forecast periods, with a 30% drop in the final five-year forecast period.

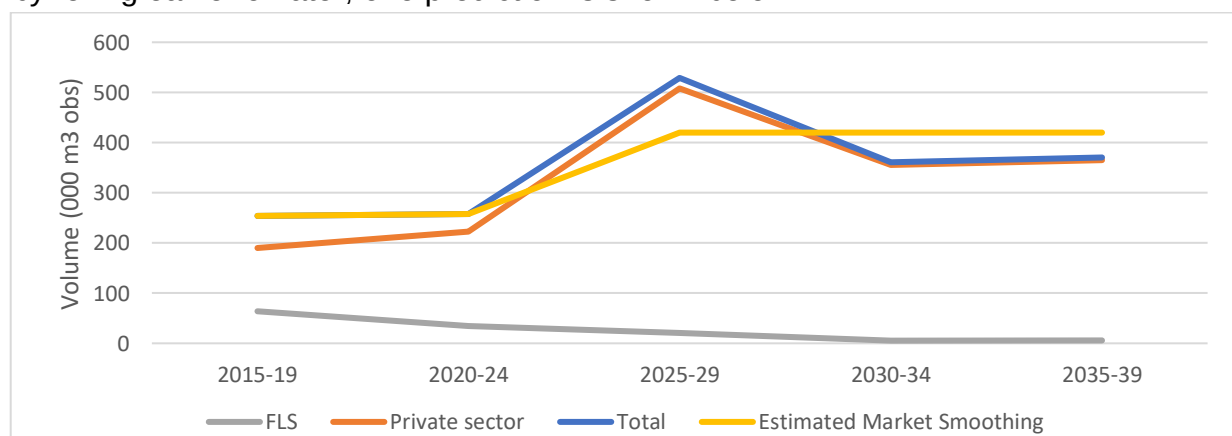


*Figure 2: 25-year forecast of annual timber availability - Ayrshire and Arran*

### **South Lanarkshire**

The overall timber availability figures for South Lanarkshire show a sharp 100% increase in the second five-year period, dropping down to a 50% increase (relative to the starting figures) in the final two five-year periods.

It is expected that market forces will smooth out the sharp increase in timber availability by felling earlier or later, one prediction is shown below.



*Figure 3: 25-year forecast of annual timber availability - South Lanarkshire*

## **Timber Processors**

The timber processing industry in Scotland has grown and developed to create a modern, hi-tech, rural manufacturing industry that is reducing its carbon footprint significantly by generating its own energy and heat. There are several timber processors especially within Ayrshire. Table 2 outlines location, products and timber requirements.

*Table 2: Timber Processors*

| Company                               | Location   | Product                      | Indicative Current Timber Utilisation (m <sup>3</sup> /annum) |
|---------------------------------------|------------|------------------------------|---------------------------------------------------------------|
| Glennon Brothers                      | Troon      | Sawn Timber Products         | 300,000 roundwood                                             |
| UPM Caledonian Paper                  | Irvine     | Coated magazine papers (LWC) | 245,000 roundwood                                             |
| Egger Barony                          | Auchinleck | Particleboard                | 480,000 Woodfibre (of which 150,000 roundwood)                |
| Land Energy                           | Girvan     | Woodchip Pellets             | 240,000 Woodfibre (of which 180,000 roundwood)                |
| UPM Targe, Biomass plant.             | Irvine     | Chip and wood fuel           | 275,000. Woodfibre (of which 80-90,000 roundwood)             |
| Small Processors (Ayrshire and Arran) | Various    | Various                      | Approx. 50,000? roundwood                                     |
| Small Processors (South Lanarkshire)  | Various    | Various                      | Approx. 30,000? roundwood                                     |

As more wood is used in Ayrshire than is produced here the balance needs to be transported in. Some comes from South Lanarkshire, another 80-100,000m<sup>3</sup>/annum comes over from Argyll by the TimberLINK coastal shipping service and a timber carrying landing craft, and roundwood comes in by road from Dumfries and Galloway, Central Scotland and from as far afield as the north of England.

Recycled wood fibre is also used as a resource in some of the plants.

The locations of processors can be seen in Figure 4.

## **Transport**

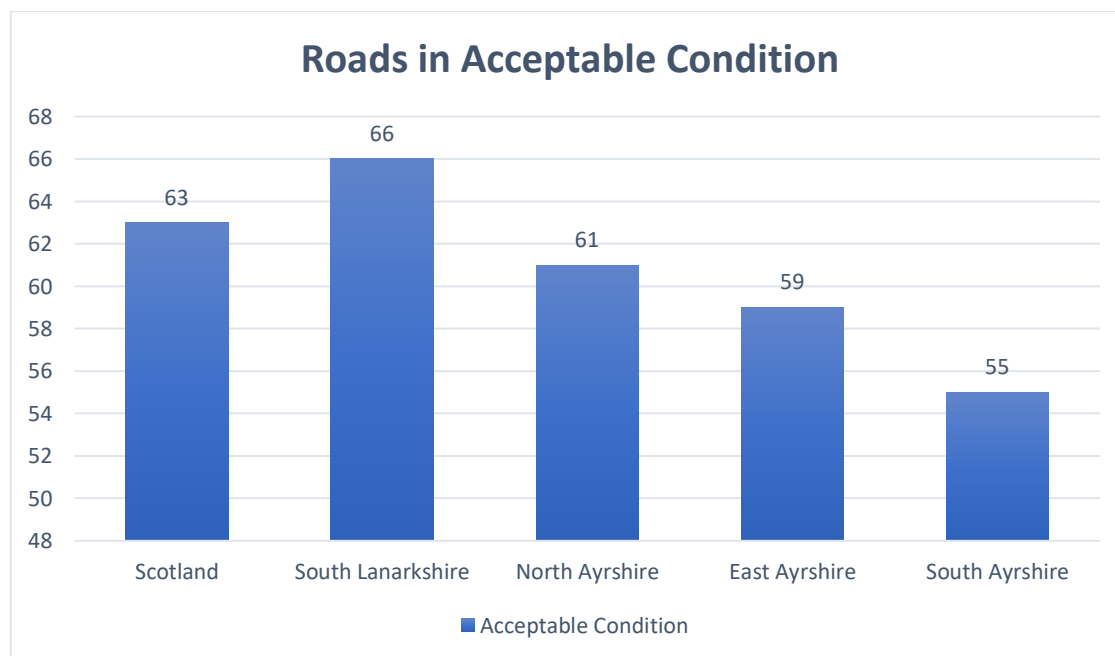
### **Roads**

The economy of Ayrshire and South Lanarkshire is heavily dependent upon the movement of goods.

Road haulage accounts for 95% of tonnage conveyed in Scotland. Timber transport vehicles make use of at least 500km of the minor local road network in Ayrshire and South Lanarkshire, as well as the A-road network and motorways. The minor roads are often single tracked roads with passing places or narrow two-lane roads and have limited capacity for timber vehicles. Managing the impacts of timber transport in Ayrshire and South Lanarkshire on local communities and the transport infrastructure is seen as an essential element of the Ayrshire and South Lanarkshire Timber Transport Strategy.

At least a third of local roads in the region are not in acceptable condition (Table 3) and a substantial budget would be required simply to return the local public road network to the position where the carriageway is in a good state of repair. The funding available currently will not be enough to improve overall road condition. However, the target is to minimise deterioration by optimising available investment in order to maintain current condition.

*Table 3: Data on condition of roads from the Audit Scotland report 2016*



A list of Key Routes within the timber transport network can be found in Appendix B.

Figure 4 - Processing and Transport Facilities Within Ayrshire and South Lanarkshire



Figure 4: Processing and Transport Facilities within Ayrshire and South Lanarkshire

## **Sea**

Sea transport is important to Ayrshire, with 80-100,000 m<sup>3</sup> per annum coming from ports in Argyll to mills in Ayrshire via Troon using the TimberLINK service. In addition, the timber carrying landing craft also brings small roundwood and logs in from inaccessible west coast forests with potentially another 100,000 m<sup>3</sup> per annum coming off Arran, into the harbours of Troon, Ayr, Girvan and Ardrossan.

Timber transport from Arran is currently limited by the number of loading points for ships or landing craft.

Current port and landing slip locations can be seen on Figure 4.

## **TimberLINK**

The TimberLINK shipping service is unique to Ayrshire, shipping round timber from the Argyll ports of Ardrishaig, Campbeltown and Sandbank to wood processing plants in Ayrshire such as Egger (Auchinleck), Land Energy (Girvan), Caledonian Paper and Mairs Sawmill (both in Irvine) and Glennon's Sawmill (Troon), largely through the harbours at Troon and Ayr. The service removes around 8,000 lorry journeys – or nearly one million lorry miles – a year from roads between Argyll and Ayrshire, including the busy tourist routes on the Argyll peninsula and the A82 through Loch Lomond and the Trossachs National Park. The service draws down public funding to deliver these benefits whilst ensuring road equivalent haulage costs are charged.

## **Rail**

No roundwood timber is moving by rail from forests or to processors in the region. The journey lengths tend to be relatively short and only one of the Ayrshire processors is linked to active rail tracks. There are additional costs associated with getting timber to and from railheads. Unless you are moving a large, constant, supply of wood some distance then using rail can be prohibitively expensive, compared to road haulage.

## **Partnership Working**

The Ayrshire & South Lanarkshire Timber Transport Group started as the Ayrshire Timber Transport Liaison Group in 1998 covering East Ayrshire, North Ayrshire and South Ayrshire Council. It later expanded in 2009 to include the South Lanarkshire Council area.

The group seeks to minimise the impact of timber transport on the public road network, on local communities and on the environment. The group meets at least every six months. Membership is comprised of representatives from all the local authorities, major timber processors, forestry management organisations active in the area and Scottish Forestry. (See Appendix A for membership)

The objectives of the Group are to;

- discuss local timber transport issues;
- maintain under review the routes used within Ayrshire for the transport of timber;
- review the infrastructure implications of future timber supply;
- secure, through collaboration, best management practice for timber haulage operations.

The group contributes to the UK-wide Timber Transport Forum which works to support the many benefits of forestry by ensuring that the timber industries can access and market the UK timber resource in a sustainable way.

There are several guidance documents produced by the Timber Transport Forum to support local groups. These include:

[Road Haulage of Round Timber - Code of Practice.](#)

[Transporting Timber on Public Roads - Consultation and Engagement Guidance \(Scotland\) 2019.](#)

[Loading Timber from Roadside Forests - Good Practice 2016.](#)

[Tread Softly - Lower impact vehicles for timber haulage.](#)

### **Agreed Routes Map**

An Ayrshire Agreed Routes Map for timber transport was developed from dialogue between Group members in February 2003 and is regularly updated. The map was expanded to include South Lanarkshire in 2018.

The purpose of the Agreed Routes Map (ARM) is to seek to direct timber traffic onto appropriate routes to avoid weak public roads as soon as possible and the Agreed Routes Map categorises the public roads serving forested areas by their capacity to sustain timber haulage. The categories being; agreed, consultation, severely restricted and excluded routes. The maps provide the trigger for a process of ongoing consultation and engagement between forestry and haulage operations, local councils and, where appropriate, community representation, such as Community Councils.

The ARM can be found here : [Timber Transport Agreed Routes Map](#)

### **Strategic Timber Transport Fund**

The Strategic Timber Transport Fund (STTF) supports both the TimberLINK shipping service and the Strategic Timber Transport Scheme (STTS). The Scheme co-finances capital projects that facilitate the sustainable transport of timber in rural areas of Scotland, delivering benefits for local communities and the environment. The fund typically contributes 50% of the costs of projects with the remainder coming from local authority and/ or forestry sector partners.

Preparatory Project Grants are available to help in the development of large or complex projects which would then seek funding support. The STTS grant funding is made available annually by the Scottish Government and managed by Scottish Forestry.

More information about the STTS can be found [Here](#)

## 4 The Strategy

This strategy has been developed by the Ayrshire and South Lanarkshire Timber Transport Group.

### **Our vision**

Is of a robust, flexible and integrated timber transport network in Ayrshire and South Lanarkshire that maximises the realisation of economic benefit from the areas woodland resource in a sustainable and locally sensitive manner.

The strategy identifies the infrastructure challenges, opportunities and wider benefits of transporting timber in Ayrshire and South Lanarkshire and the resulting impacts on society, related businesses and on the environment.

The industry and local authorities face numerous issues and challenges, some of which are identified as follows:

### **Issues and Challenges**

#### **Limited funding for road network maintenance**

The responsibility for maintenance of the minor public road network lies with local authorities and, for trunk roads, with Transport Scotland. Levels of funding allocated to roads have been steadily declining resulting in reduced frequency of surface dressing, resurfacing, drain maintenance or for allowing strengthening and improvement of roads.

#### **Impacts of HGV traffic on minor roads**

The rural roads serving all rural industries are generally minor (often single track) roads with constrained geometry and poor road alignment., In such scenarios HGV wheels will be on the edge of the carriageway and may over run corners and verges. Already poor drainage can be damaged as can bridge parapets and walls.

Many such roads have ‘evolved’ and not been deliberately engineered. Concentrations of HGV traffic can impact on the fabric of the road causing cracking, rutting and potholing requiring increased maintenance and repairs. The impact can be reduced by limiting the number and frequency of HGV traffic and by adopting lower impact lorry configurations with a wider tyre footprint.

Where the road condition is already poor through limited maintenance the impacts arising from regular and frequent HGV traffic will be exacerbated.

A requirement to avoid or restrict use of weak sections of road can limit forest management options and add considerably to the costs of timber haulage.

Where necessary, to seek to preserve the road asset, timber movement can be controlled through a **voluntary road and operation-specific** Timber Transport Management Plan, agreed between the local authority and the forest owner(s).

### Impacts of timber traffic on local communities

The majority of local roads in Ayrshire and South Lanarkshire pass directly through villages and towns. Timber traffic can substantially increase HGV movements resulting in localised air and noise pollution as well as heightening safety concerns. Pedestrian footways are often narrow or non-existent and large lorries can be daunting for pedestrians.

The timber fleet tends to be fairly modern and recent Euro 6 diesel lorry engines are very clean.

### Sharing road capacity with timber traffic

Many rural roads are narrow with insufficient width for vehicles to pass timber lorries easily. On single tracked roads there may be limited passing places and these are often sized for cars, rather than HGVs. Timber traffic can therefore add to existing traffic issues.

Rural roads serve local communities as well as seasonal tourist and visitor traffic. Many productive forests are also recreational visitor sites. Where road capacity is already limited, the timber transport associated with a period of timber harvesting can increase disruption for all users including pedestrians and cyclists. There are obvious safety implications associated with these conflicts which must be taken into consideration when planning extraction operations. Forest owners, managers and timber hauliers should all be aware of these issues when consulting with local authorities regarding haulage routes.

The use of the Agreed Routes Map allows timber traffic to be directed away from the most popular tourist routes where possible or for seasonal working to be adopted, through Timber Transport Management Plans (TTMPs), where appropriate. However timber harvesting is also seasonally constrained by wildlife issues and tries to avoid very wet periods or freeze-thaw periods in winter when the roads are weaker. Timber traffic is often adjusted in particular locations by local discussion and agreement to avoid key periods such as school run times.

## Unreliability of journey times

Lorry traffic is limited to 40mph on all roads that are not dual carriageways (except parts of the A9). Rural roads offer few opportunities for overtaking leading to vehicles incurring delays as they are held up behind slower moving vehicles. Timber traffic can also be held up by visitor, agricultural and other HGV traffic. This is as much the case for rural trunk roads as for more minor local roads. Urgent repair work can close roads or cause delay without notice and unreliability of journey times has significant economic implications for all Ayrshire's industries, including timber processing.

## Convoying

Timber lorries do sometimes run in pairs where only one has a loading crane. Convoys of two or more lorries can exacerbate the issues faced by local communities and can be more damaging to weak carriageways than if the same number of movements were spaced. Convoying of all types of HGVs on minor roads is a source of frustration and a potential road safety hazard.

Generally, the timber industry discourages convoying, though roadworks, slower moving vehicles and other factors can result in two or more HGVs moving different goods running close together.

## Capacity

Capacity on the public road network for the growing levels of timber harvesting anticipated in forthcoming years is a challenge which can be managed by identification of potential issues and taking remedial actions in advance.

The A&SLTTG partners will be proactive in identifying where enhancements to transport infrastructure are required to allow mature timber to be extracted and will attempt to maximise the economic benefit of the extractable wood resource from a given locality through a holistic approach to timber transport requirements. All possible sources of funding to improve the quality of transport infrastructure for timber extraction will be explored to this end.

## 5 Action Plan

The Ayrshire and South Lanarkshire Timber Transport Group has developed this strategy to ensure a consistent and coherent approach to timber transport that: -

- Manages the impact of timber transport on local communities by;
  - responsible use of the existing infrastructure
  - seeking to develop more suitable infrastructure
- Increases the contribution of forests and woodlands to Scotland's sustainable and inclusive economic growth by;
  - releasing the economic benefits of forestry
- Enhances and supports local economies through;
  - encouraging and seeking modal shift
  - considering the environmental impacts of timber transport

From examination of the issues associated with timber transport within the region a set of actions to support our vision for the Ayrshire and South Lanarkshire Timber Transport Strategy have been derived. These are detailed in the following Action Plan.

| Ref               | Action                                                                                                                                                                                            | Timescale             |                        |                       |
|-------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|------------------------|-----------------------|
|                   |                                                                                                                                                                                                   | Short<br>0-2<br>years | Medium<br>3-5<br>years | Long<br>6-10<br>years |
| A Responsible Use |                                                                                                                                                                                                   |                       |                        |                       |
| A1                | Maintain a database of current and forecast timber flows                                                                                                                                          | ●                     | ●                      |                       |
| A2                | Co-operate and coordinate operations with neighbours to move timber on fragile routes, where possible.                                                                                            | ●                     | ●                      | ●                     |
| A3                | Minimise, and alleviate, the negative environmental and social costs of timber traffic to rural communities.                                                                                      | ●                     | ●                      | ●                     |
| A4                | Minimise conflicts between freight and recreational users of rural infrastructure.                                                                                                                | ●                     | ●                      | ●                     |
| A5                | Minimise vehicle convoys by co-ordinated planning of HGV movements.                                                                                                                               | ●                     | ●                      | ●                     |
| A6                | Continue and improve the consultation protocols. Agreed Routes will continue to be utilised to direct timber traffic onto appropriate routes whilst optimising vehicle routing wherever possible. | ●                     | ●                      | ●                     |

|     |                                                                                                                                        |   |   |   |
|-----|----------------------------------------------------------------------------------------------------------------------------------------|---|---|---|
| A7  | Develop solutions to timber transport challenges which maximise the benefits to all affected stakeholders through partnership working. |   | ● | • |
| A8  | Develop transportation plans that minimise the impact of timber haulage on the minor road network.                                     | ● | ● | • |
| A9  | Maximise the potential of new development in rural areas to integrate wider benefits.                                                  | ● | ● | • |
| A10 | Assign projects that fall within the A&SL TTG identified priority areas the highest importance.                                        | ● | ● | • |
| A11 | Promote availability of the Scottish Roadworks register to identify future roadworks                                                   | ● | ● | • |

## B Suitable Infrastructure

|    |                                                                                                                                                       |   |   |   |
|----|-------------------------------------------------------------------------------------------------------------------------------------------------------|---|---|---|
| B1 | Seek to ensure the public road network can accommodate timber traffic where it is expected to do so, using TTMPs to manage traffic where appropriate. | ● | ● | • |
| B2 | Direct timber traffic onto appropriate routes and away from weak, sub-standard public roads, where possible.                                          | ● | ● | • |
| B3 | Maximise the use of internal forestry roads wherever possible.                                                                                        | ● | ● | • |

|    |                                                                                                                                                        |   |   |   |
|----|--------------------------------------------------------------------------------------------------------------------------------------------------------|---|---|---|
| B4 | Keep Agreed Routes map up to date.                                                                                                                     | ● | ● | ● |
| B5 | Improve the public road network where possible to facilitate timber haulage to market.                                                                 | ● | ● | ● |
| B6 | Work on solutions to transport timber from Arran, to minimise disruption to public and to deal with the increase in harvesting forecast on the island. | ● | ● | ● |

## C Economic Benefit

|    |                                                                                                                                 |   |   |   |
|----|---------------------------------------------------------------------------------------------------------------------------------|---|---|---|
| C1 | Stakeholders to work together to identify and prioritise works required within the region, using updated exit point study data. |   | ● | ● |
| C2 | Explore all possible sources of funding for timber transport infrastructure.                                                    | ● | ● | ● |
| C3 | Encourage timber processing as close to the source as possible to minimise 'timber miles' travelled.                            |   |   | ● |
| C4 | Seek to investigate the impact of processed timber and timber associated goods on public roads.                                 |   | ● | ● |

## D Modal Shift

|                        |                                                                                                                                                                                                                                                                                                                  |   |   |   |
|------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|---|---|
| D1                     | Continue to support the TimberLINK shipping service.                                                                                                                                                                                                                                                             | ● | ● | ● |
| D2                     | Support and encourage the development of an integrated and robust internal forestry road network, possibly linked by sections of public road, where appropriate and feasible.                                                                                                                                    | ● | ● | ● |
| D3                     | Investigate current timber flows.                                                                                                                                                                                                                                                                                | ● |   |   |
| D4                     | Explore and evaluate the feasibility of alternative modes for timber transportation, including rail and sea, to seek to determine what might be feasible.                                                                                                                                                        |   | ● |   |
| <b>E Environmental</b> |                                                                                                                                                                                                                                                                                                                  |   |   |   |
| E1                     | Make every practicable effort to reduce harmful emissions from timber transport.<br>Including keeping abreast of developing technology to identify opportunities in efficiency and cleaner energy, and exploring and utilising innovative engineering solutions to timber transport challenges wherever possible |   | ● | ● |
| E2                     | Prioritise projects that seek to alleviate the negative environmental and social costs of timber traffic on rural communities.                                                                                                                                                                                   | ● | ● | ● |

|    |                                                                                                                                                             |   |   |   |
|----|-------------------------------------------------------------------------------------------------------------------------------------------------------------|---|---|---|
| E3 | Seek to minimise conflicts between timber freight and recreational pursuits in rural areas by use of Agreed Routes and partnership working, where possible. | ● | ● | ● |
| E4 | Prioritise projects that benefit not only the forestry industry but also other sectors of the rural economy such as renewable energy and tourism.           | ● | ● | ● |

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## 7 Maps

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## Appendix A: Ayrshire Timber Transport Group Partners

The following organisations all signed the Ayrshire Timber Transport Group Partnering Charter on the 1<sup>st</sup> October 2003.

- Adam Wilson & Sons Limited.
- East Ayrshire Council.
- Egger.
- Forest Enterprise.
- Forestry Commission Scotland.
- Forestry & Timber Association.
- John Scott Transport Services.
- North Ayrshire Council.
- Scottish Enterprise.
- Scottish Woodlands Ltd.
- South Ayrshire Council.
- Strathclyde Police.
- Timber Transport Forum.
- UPM Caledonian Paper.
- UPM Tilhill.

### List of Current Supporting Partners

- Agriforest.
- Auchengate Sawmill.
- AW Jenkinson.
- Ayrshire Roads Alliance.
- Egger Forestry.
- Euroforest.
- Forest and Land Scotland.
- Fountains Forestry.
- Glennon Brothers.
- Gresham House Forestry.
- Iggesund Forestry.
- Jim Wilmer & Sons.
- JST Services.
- Land Energy.
- North Ayrshire Council.
- Police Scotland.
- RDS Forestry.
- Scottish Forestry.
- Scottish Woodlands.
- South Lanarkshire Council.
- Tilhill Forestry.
- Troon Tug Company.

The Partnering Charter commits the partners, through joint working and coordinated action, to the pursuit of the following mutually beneficial objectives:

- The maintenance of the area's woodlands through ensuring access to them;
- The development of the forest industry through management and improvement of haulage routes;
- The avoidance or resolution of negative timber transport issues;
- The development and use of best management practice for timber transport within the area;
- The agreement of a timber transport strategy, integrating public and private roads, to provide cost effective and sustainable solutions.

## Appendix B: Key Timber Extraction Roads Within the Region

### Maintained by Transport Scotland

- M74 Glasgow - Carlisle
- A76 Kilmarnock - Dumfries
- M/A77 Glasgow – Stranraer
- A78 Ayr – Greenock

### Maintained by Local Councils

- A70 Ayr – Edinburgh
- A71 Irvine – Edinburgh
- A706
- A713
- A714
- B734
- B741
- A841
- B880 – String Road, Arran
- C1 (Hill Road)
- U27 Deil's elbow
- Andershaw Road (Glespin)
- Gildescleugh Road (Crawfordjohn)