Statistics and Lampposts

Presentation to the
2007 Timber Transport Forum Conference

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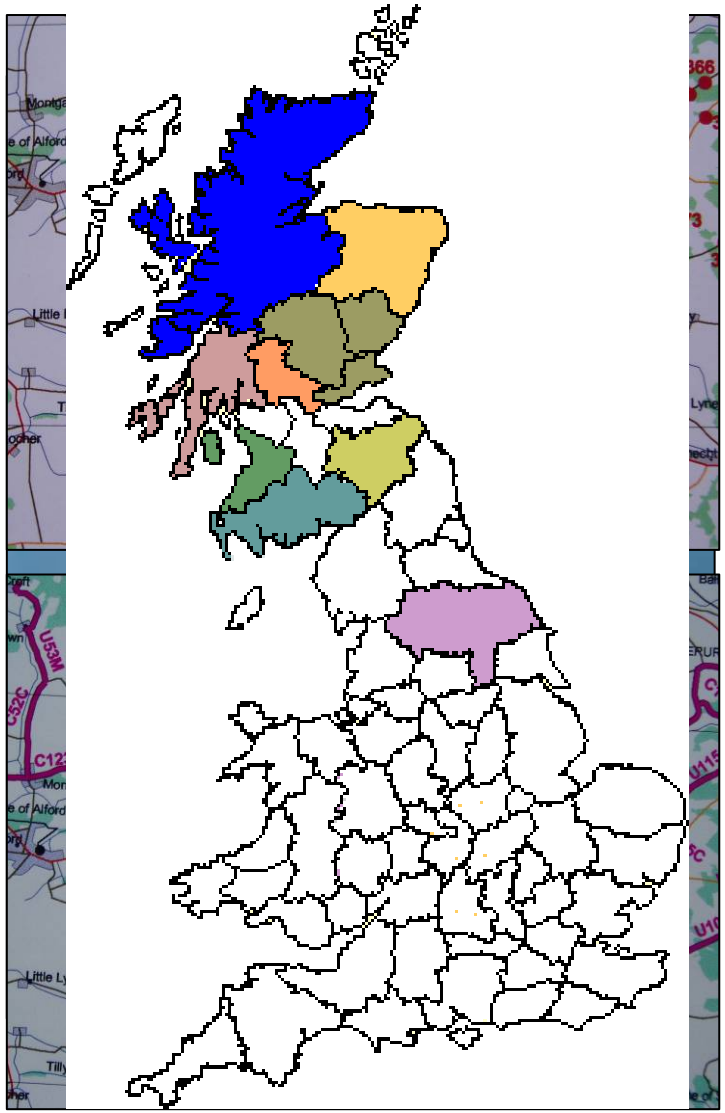
Rural Development Initiatives

Background to Data Collection

- The forest industry in Scotland has been collecting data on timber production and haulage routes since the 1990s
- The resultant Timber Traffic Surveys and Timber Haulage Agreed Routes Maps were overdue for updating
- ConFor was proposing to collect timber traffic flow data on a national basis
- A pilot study was carried out on behalf of the Grampian Timber Transport Group using an agreed protocol that would inform and contribute to the gathering of national timber traffic data



Key Objectives of Data Collection

1. **To gather revised and robust information on planned timber production for the next five years in conjunction with predicted access points to the public road network and direction of transport to market**
2. To support collaborative planning and working between growers and other industry partners
3. **Using updated timber production data, to help facilitate the update of the Agreed Routes Maps (ARMs)**
4. To assist Councils in prioritising works on public road to accommodate the forecasted timber production
5. **Encourage applications for assistance to the Scottish Executive's £13M Strategic Timber Transport Scheme**
6. Identify problem areas to enable solutions to be worked out in advance of felling
7. **Develop alternatives to road transport, where sea, canal or rail are viable options**

Methodology

1. Pre-consultation with ConFor and Client Group to agree protocol

2. Discussions with private and public sector growers and/or agents to elicit updated information

3. Electronic data capture to include:
   - Exit point ID, NGR & road number
   - Annual production figures per exit point for 2006 – 2010 and five yearly production figures per exit point for 2011 - 2015 & 2016 – 2020
   - Direction of traffic flow on public road network
   - Processor destination & estimated annual consumption
   - Significant timber transport issues post 2020

4. All data collected during the study held in confidence by nominated organisation

Coimisean na Coilltearachd Alba
Forestry Commission Scotland

ConFor
Confederation of Forest Industries

The Highland Council
Comhairle na Gaidhealtachd
SERVING The Highland Community

HITRANS
THE HIGHLANDS AND ISLANDS TRANSPORT PARTNERSHIP

Aberdeenshire COUNCIL

Angus Council

the moray Council

Stirling Council

North East Scotland Forest Industries Cluster

Methodology

- An initial review of exit point maps with FCS Woodland Officers proved invaluable to identify owners/managers
- Preferred method of data collection was initial 1:1 contact to provide background to study and confirm requirements, followed by issue of blank spreadsheet for completion and return at own convenience
- Provision of map highlighting exit points under specific management was necessary in some cases, especially where large/dispersed management areas
- Follow up by email/phone required to prompt returns

Reviewing the Data

Grampian Timber Transport Study

Data Collection Spreadsheet

ID	OLD or NEW	EXIT REF	Aberdeenshire/Moray	NEW EXIT POINT - GRID REF	Road Reference	Primary Route
317	OLD	NJ410591	Moray		U72L	
353	OLD	NJ445279	Aberdeenshire		A941	
449	OLD	NO791894	Aberdeenshire		A957	
412	OLD	NO731819	Aberdeenshire		C1K	A90/A957
450	OLD	NO817882	Aberdeenshire		68K	A90/A957
319	OLD	NJ374543	Moray		U13E	
434	OLD	NO693950	Aberdeenshire		140K	B974
356	OLD	NJ579328	Aberdeenshire		C68S	A96
326	OLD	NJ462459	Aberdeenshire		A96	
410	OLD	NO706798	Aberdeenshire	Main entrance NO710797	C7K	B966
	NEW		Moray	NJ101579	U94E	
385	OLD	NJ638126	Aberdeenshire		A944	
323	OLD	NJ510516	Moray		A95	
442	OLD	NO719771	Aberdeenshire		B966	
394	OLD	NJ335175	Aberdeenshire		C86M	A944
429	OLD	NO380962	Aberdeenshire		B976	
320	OLD	NJ378521	Moray		C45H	
	NEW		Moray	NJ128570	C3E	

Reviewing the Data

Grampian Timber Transport Study

Data Collection Spreadsheet

CONTACT	DIRECTION	PROCESSOR DESTINATION
FES Aberdeenshire - Paul Raisbeck	W then N then NW (Braes of Enzie) the	(West 90%) - Nexfor, Gordons, Jones. (South 20%) - BSW.
FES Aberdeenshire - Ken Thomson	South 20%,West 70 %, North 10%	
FES Abderdeenshire - Jim Seaton	West/East	All
FES Abderdeenshire - Jim Seaton	South	All
FES Abderdeenshire - Jim Seaton	South	All
FES Aberdeenshire - Paul Raisbeck	N or S	(West 65%) - Nexfor, Gordons. (North 25%) - Jones. (South 10%) - BSW.
FES Abderdeenshire - Jim Seaton	East	All
FES Aberdeenshire - Ken Thomson	South 20%,West 70 %, North 10%	
FES Aberdeenshire - Ken Thomson	South 20%,West 70 %, North 10%	
FES Abderdeenshire - Jim Seaton	East	All
FES Aberdeenshire - Paul Raisbeck	W then N	(West 70%) - Nexfor, Gordons. (East 30%) - Jones.
FES Aberdeenshire - Ken Thomson	South 30%,West 40%,North 30%	
FES Aberdeenshire - Ken Thomson	South 20%,West 70 %, North 10%	
FES Abderdeenshire - Jim Seaton	South	All
FES Aberdeenshire - Ken Thomson	South 30%,West 40%,North 30%	
FES Abderdeenshire - Jim Seaton	West	All
FES Aberdeenshire - Paul Raisbeck	E then N, or W then S	(West 65%) - Nexfor, Gordons. (North 25%) - Jones. (South 10%) - BSW.
FES Aberdeenshire - Paul Raisbeck	E or W	(West 70%) - Nexfor, Gordons. (East 30%) - Jones.

Reviewing the Data

Grampian Timber Transport Study

Data Collection Spreadsheet

TONN 2006	TONN 2007	TONN 2008	TONN 2009	TONN 2010	TOTAL 5 YR TONNAGE
17000	37000	0	0	17000	71000
4000	30000	0	15000	0	49000
35000	20000	30000	29000	24000	138000
10000	20000	0	22000	7000	59000
10000	17000	9000	2000	0	38000
4800	16000	11000	15000	0	46800
2000	16000	1000	5000	5000	29000
13000	10000	22000	12000	16000	73000
0	9000	6000	0	0	15000
3000	9000	3000	1000	3000	19000
0	8600	300	0	0	8900
0	8000	7000	0	0	15000
0	8000	6000	0	0	14000
0	7000	2000	1000	10000	20000
10000	7000	0	0	0	17000
0	7000	7000	0	0	14000
5500	6500	0	0	0	12000
0	6500	0	0	0	6500

Reviewing the Data

Grampian Timber Transport Study

Data Collection Spreadsheet

TONN 2011-2015	TONN 2016-2020	TONN 2020+	TOTAL TONNAGE	INFO PROVIDED	RAIL USE?	PREFERRED RHEAD
97000	37000		205000	y	N	
23000	35000	0	107000	y	N	
105000	105000	200000	548000	y	N	
70000	55000	60000	244000	y	N	
25000	25000	95000	183000	y	N	
26000	50000		122800	y	N	
17000	9000		55000	y	N	
8000	40000	0	121000	y	N	
38000	20000	0	73000	y	N	
10000	7000		36000	y	N	
12000	6200	0	27100	y	N	
22000	35000	0	72000	y	N	
10000	0	0	24000	y	N	
20000	25000	100000	165000	y	N	
35000	20000	0	72000	y	N	
4000	0		18000	y	N	
7600	3600		23200	y	N	
5000	0	0	11500	y	N	

Reviewing the Data

Values (all areas)	**Tonnage (2006/7)**	**Tonnage (2006 - 2010)**	**Tonnage (2006 - 2020+)**
Existing Exit points (287)	754,550 (84%)	1,834,580 (83%)	6,324,930 (81%)
New exit points (189)	141,870 (16%)	371,900 (17%)	1,476,450 (19%)
Total for all exit points (487)	**896,420**	**2,206,480**	**7,801,380**

Reviewing the Data

Values (by county and exit point)	Tonnage (2006/7)	Tonnage (2006 - 2010)	Tonnage (2006 - 2020+)
Moray			
Existing exit points	310,400 (35%)	689,810 (31%)	2,209,360 (29%)
New exit points	108,120 (12%)	303,470 (14%)	1,199,220 (15%)
Aberdeenshire			
Existing exit points	444,150 (50%)	1,144,770 (52%)	4,115,570 (53%)
New exit points	33,750 (3%)	68,430 (3%)	277,230 (3%)
TOTAL	**896,420**	**2,206,480**	**7,801,380**

Reviewing the Data

Q1. Confidentiality of data

A1. Initially, contributors were advised that all data would be held in confidence by ConFor. This has subsequently been revised to include any one nominated organisation represented on the RTTG

Q2. How frequently should such timber traffic flow data be updated?

A2. The most appropriate frequency was considered to be every five years and in the last year of the initial five year period

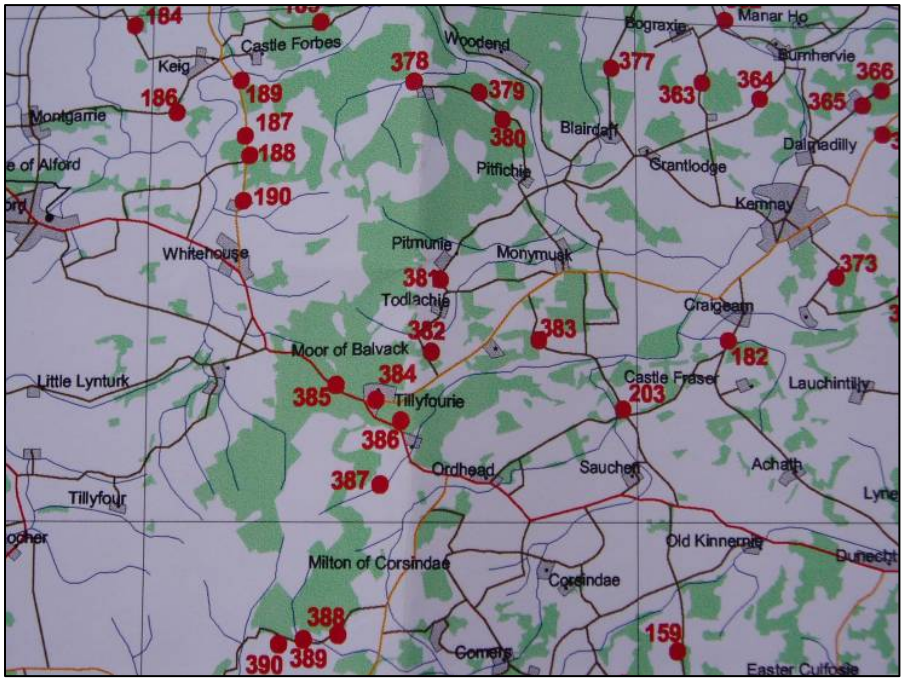
Q3. How easy will it be to replicate this study methodology in other regional timber transport group areas?

A3. Three other RTTGs are now using a similar methodology to inform their own data collection work (Borders, Highlands and Stirling & Tayside)

How the data is now being used...

To help facilitate the update of Agreed Routes Maps

Stages 1 & 2

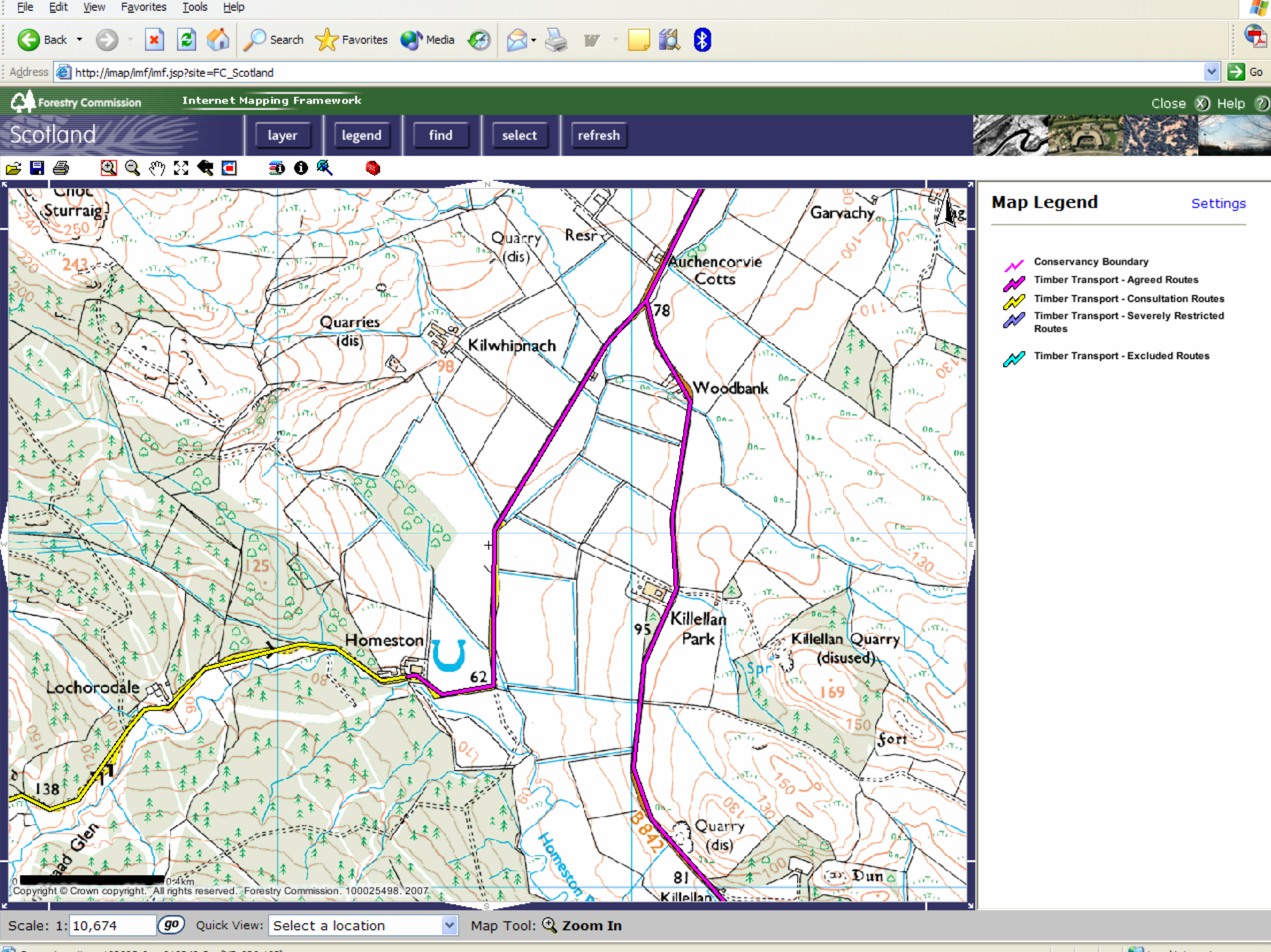


- Stage 1: Plot all new exit points on exit point map and enter data into GIS linked database

- Stage 2: Cross-reference with ARMs and highlight potential new routes for discussion

Stages 3, 4, 5……..

Publishing ARMs on a public facing website using data provided by RTTGs


File Edit View Favorites Tools Help
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Address http://imap/imf/imf.jsp?site=FC_Scotland
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Forestry Commission
Internet Mapping Framework
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Map Legend
Settings
Conservancy Boundary
Timber Transport - Agreed Routes
Timber Transport - Consultation Routes
Timber Transport - Severely Restricted Routes
Timber Transport - Excluded Routes
Sturraig
Quarry (dis)
Resr
Garvachy
Auchencorvie Cotts
Quarries (dis)
Kilwhipnach
Woodbank
Homeston
Killellan Park
Killellan Quarry (disused)
Lochorodale
Quarry (dis)
B842
Dun
Copyright © Crown copyright. All rights reserved. Forestry Commission. 100025498. 2007.
Scale: 1: 10,674
go
Quick View: Select a location
Map Tool: Zoom In

CGIS Scotland Viewer - Microsoft Internet Explorer

File Edit View Favorites Tools Help

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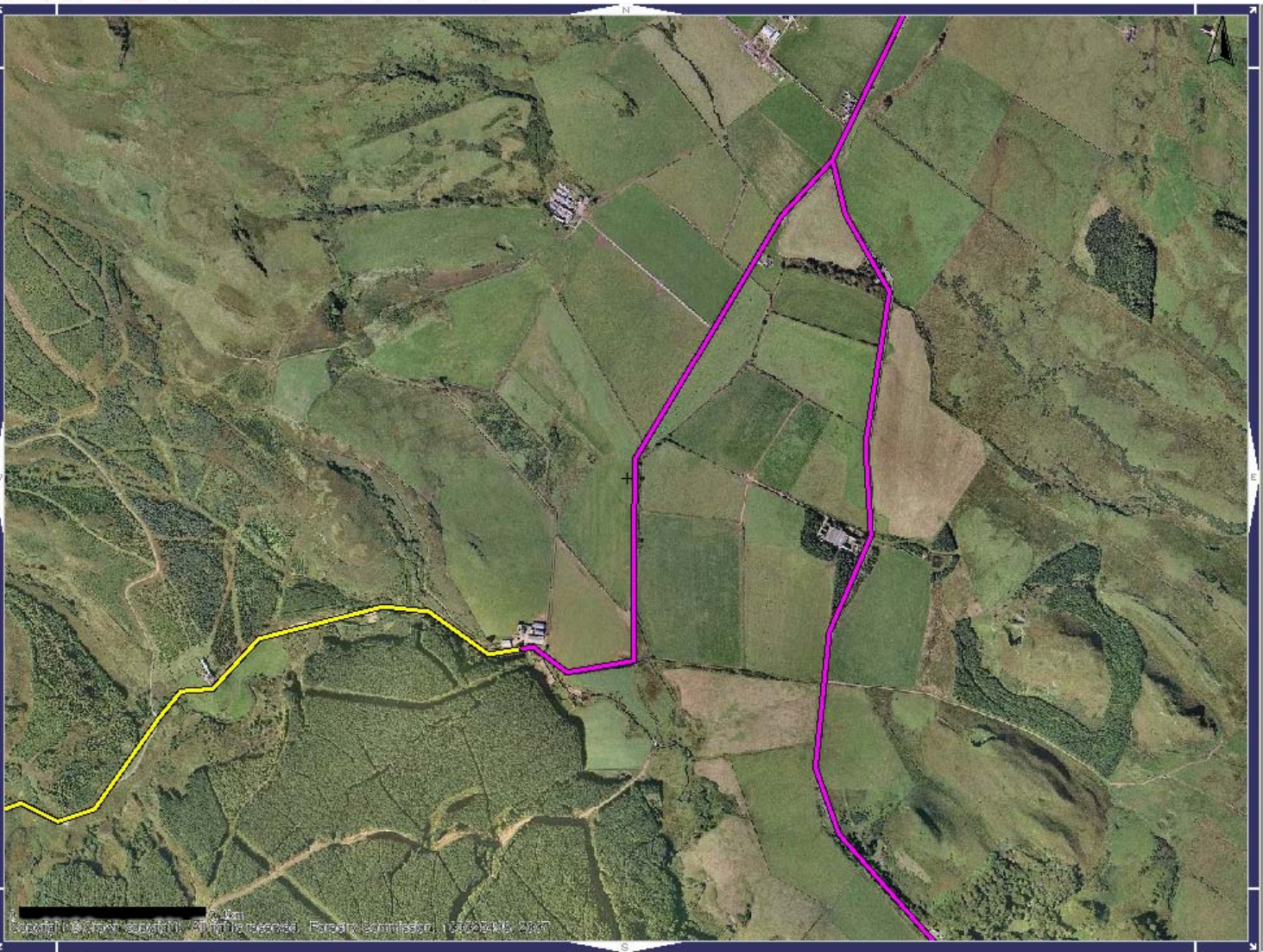
Address http://imap/imf/imf.jsp?site=FC_Scotland Go

Forestry Commission Internet Mapping Framework Close Help

Scotland layer legend find select refresh



Map Legend

Settings

- Conservancy Boundary
- Timber Transport - Agreed Routes
- Timber Transport - Consultation Routes
- Timber Transport - Severely Restricted Routes
- Timber Transport - Excluded Routes

Scale: 1: 10,674 go Quick View: Select a location Map Tool: Zoom In

How the data is now being used...

To inform and assist Councils in prioritising works on the public road network to accommodate the forecasted timber production

Aberdeenshire Top “10”

Road Reference	Aberdeenshire/Moray	15 yr tonnage
A957	Aberdeenshire	549600
C1K	Aberdeenshire	244000
U76S	Aberdeenshire	201000
68K	Aberdeenshire	183000
151K	Aberdeenshire	179000
B966	Aberdeenshire	165000
B976	Aberdeenshire	160900
57K	Aberdeenshire	135000
C66S	Aberdeenshire	121000
47K	Aberdeenshire	117500
U115S	Aberdeenshire	101000

Moray Top “10”

Road Reference	Aberdeenshire/Moray	15 yr tonnage
U13E	Moray	209000
U72L	Moray	205000
U136E	Moray	188999
B9103	Moray	162930
U23AH	Moray	154900
U89E	Moray	110500
U140E	Moray	107500
A940	Moray	105000
B9014	Moray	101400

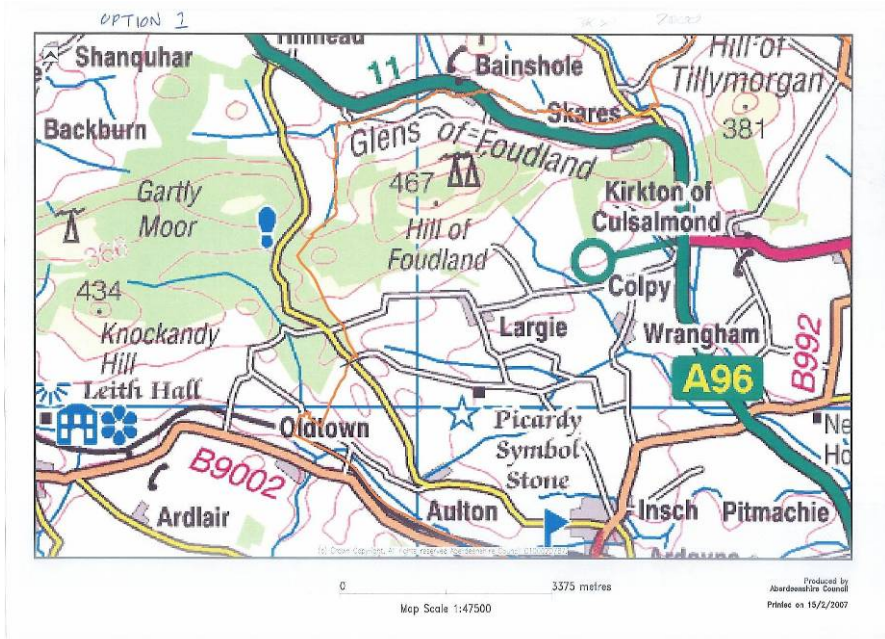
Strengthened and Agreed Routes

MORAY - NEW EXIT POINTS
STRENGTHENED AND AGREED ROUTES

Road Reference	New to survey?	Strengthened?	Agreed Route	TONN 2006	TOTAL 5 YEAR TONNAGE	TONN 2011-2015	TONN 2016-2020	TONN 2020+	TOTAL TONNAGE
C44L Total	Yes	Y	N	0	2900	19000	22000	0	43900
C11L Total	Yes	N	N	0	100	0	6300	0	6400
C54H Total	Yes	N	N	0	0	0	1500	0	1500
U123E Total	Yes	N	N	0	0	0	500	500	1000
U20E Total	Yes	N	N	1100	1100	1100	1000	0	3200
U21E Total	Yes	N	N	1300	1300	1200	1200	0	3700
U47H Total	Yes	N	N	0	850	150	150	1000	2150
U53L Total	Yes	N	N	0	1500	2000	4000	4000	11500
U58BL Total	Yes	N	N	0	1300	0	0	0	1300
U58AL Total	Yes	N	N	0	1500	1500	0	0	3000
U58L Total	Yes	N	N	0	0	1400	6000	0	7400
U59H Total	Yes	N	N	0	0	1900	400	0	2300
U61L Total	Yes	N	N	0	0	0	1400	4000	5400
U70L Total	Yes	N	N	0	0	0	0	0	0
C16E Total	Yes	Y	Y	0	800	3100	5100	0	9000
C3E Total	Yes	Y	Y	0	9500	5000	2000	0	16500
U119E Total	Yes	Y	Y	0	5000	1500	0	0	6500
U136E Total	Yes	Y	Y	5000	26000	27000	55000	81000	188000
U8E Total	Yes	Y	Y	0	0	3100	8700	0	11800
U94E Total	Yes	Y	Y	0	8900	12000	6200	0	27100
U9E Total	Yes	Y	Y	0	3500	5400	400	0	9300
U63H Total	Yes	Y (part)	Y	0	7000	0	4900	0	11900
B9012 Total	Yes	N	Y	0	2000	12000	2000	0	16000
B9013 Total	Yes	N	Y	0	6900	6500	2600	0	16000
B9016 Total	Yes	N	Y	5100	5100	500	1500	4000	11100
B9022 Total	Yes	N	Y	0	250	250	1000	0	1500
B9089 Total	Yes	N	Y	600	2100	3900	2300	0	8300
B9104 Total	Yes	N	Y	2700	6000	5300	6500	0	17800
U108H Total	Yes	N	Y	500	2000	2000	5000	1000	10000
C55H Total	Yes	Y	Y (part)	500	13200	5400	8900	3650	31150
U105E Total	Yes	Y	Y (part)	0	900	3000	5000	0	8900
U14E Total	Yes	Y (part)	Y (part)	3400	3400	2000	1400	0	6800
U57H Total	Yes	Y (part)	Y (part)	0	3400	5600	3300	0	12300
U64H Total	Yes	Y (part)	Y (part)	0	3800	0	8300	0	12100

How the data is now being used...

To identify timber transport and related infrastructure issues for discussion and resolution, including bids into the STTF


OPTION 1
Shanquhar
Bainshole
Hill of Tillymorgan
381
Backburn
Skares
Glens of Foudland
467
Gartly Moor
Hill of Foudland
Kirkton of Culsalmond
Colpy
434
Knockandy Hill
Largie
Wrangham
A96
B992
Leith Hall
Oldtown
Picardy Symbol Stone
B9002
Ardlair
Aulton
Insch
Pitmachie
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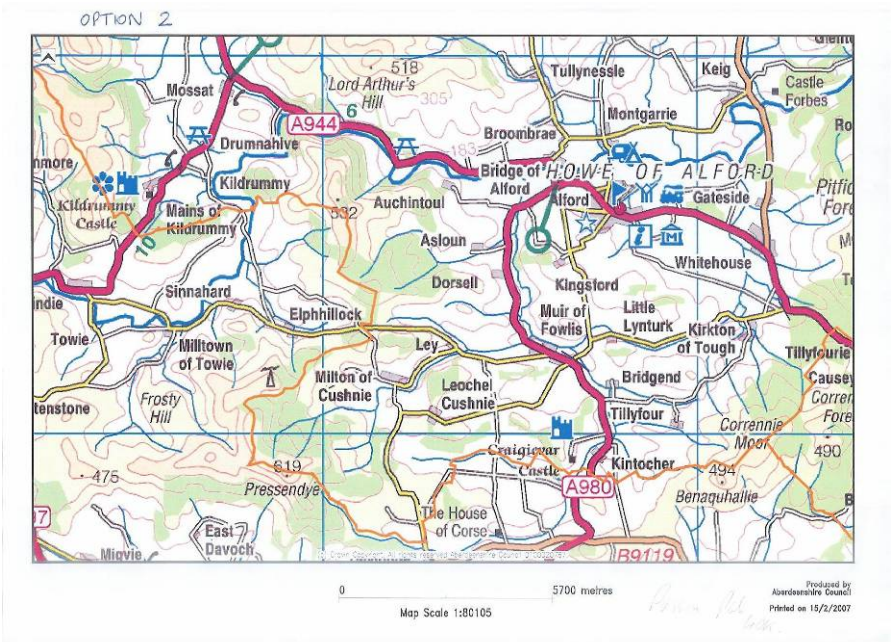
Printed on 15/2/2007


OPTION 2
Mossat
518
Lord Arthur's Hill
Tullynessle
Keig
Castle Forbes
A944
Montgarrie
Drumnahive
Broombrae
Kildrummy
Bridge of Alford
HOWE OF ALFORD
Alford
Gateside
Kildrummy Castle
Mains of Kildrummy
Auchintoul
532
Asloun
Whitehouse
Dorsell
Kingsford
Sinnahard
Muir of Fowlis
Little Lynturk
Elphhillock
Towie
Kirkton of Tough
Milltown of Towie
Ley
Tillyfourie
Milton of Cushnie
Bridgend
Leochel Cushnie
Frosty Hill
Tillyfour
Corrennie Moor
Craigievar Castle
Kintocher
494
490
475
619
Pressendye
A980
Benaquhallie
The House of Corse
East Davoch
B9119
0
5700 metres
Map Scale 1:80105
Produced by Aberdeenshire Council
Printed on 15/2/2007


SCOTLAND'S HEALT

Statistics and Lampposts

"He uses statistics as a drunken man uses lampposts –

For support rather than for illumination"

~ Andrew Lang ~

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