

TIMBER, LORRIES & PEOPLE

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Why?

Why?

10,000 Ha per annum woodland expansion target



Stakeholder concerns

Understanding the problem

Misperceptions

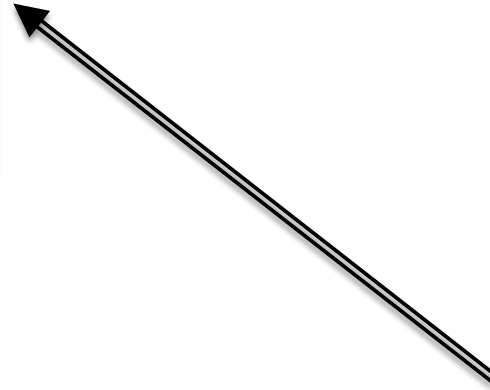
Forestry Sector

- Consultation results in delay and compromise

Stakeholders

- Forestry does not deliver local benefits but negative impacts from timber lorries and landscape change

So what?



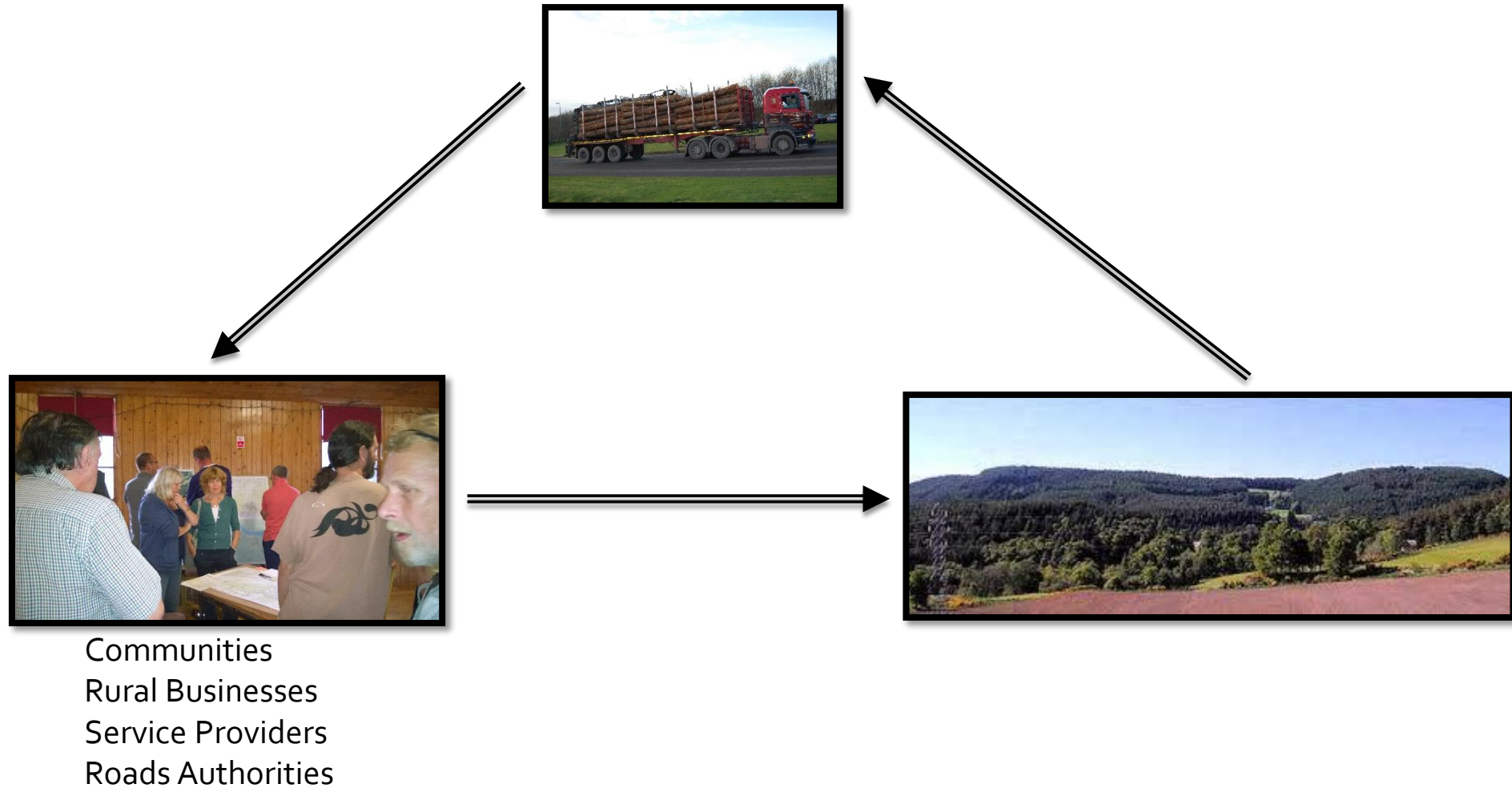
So what?



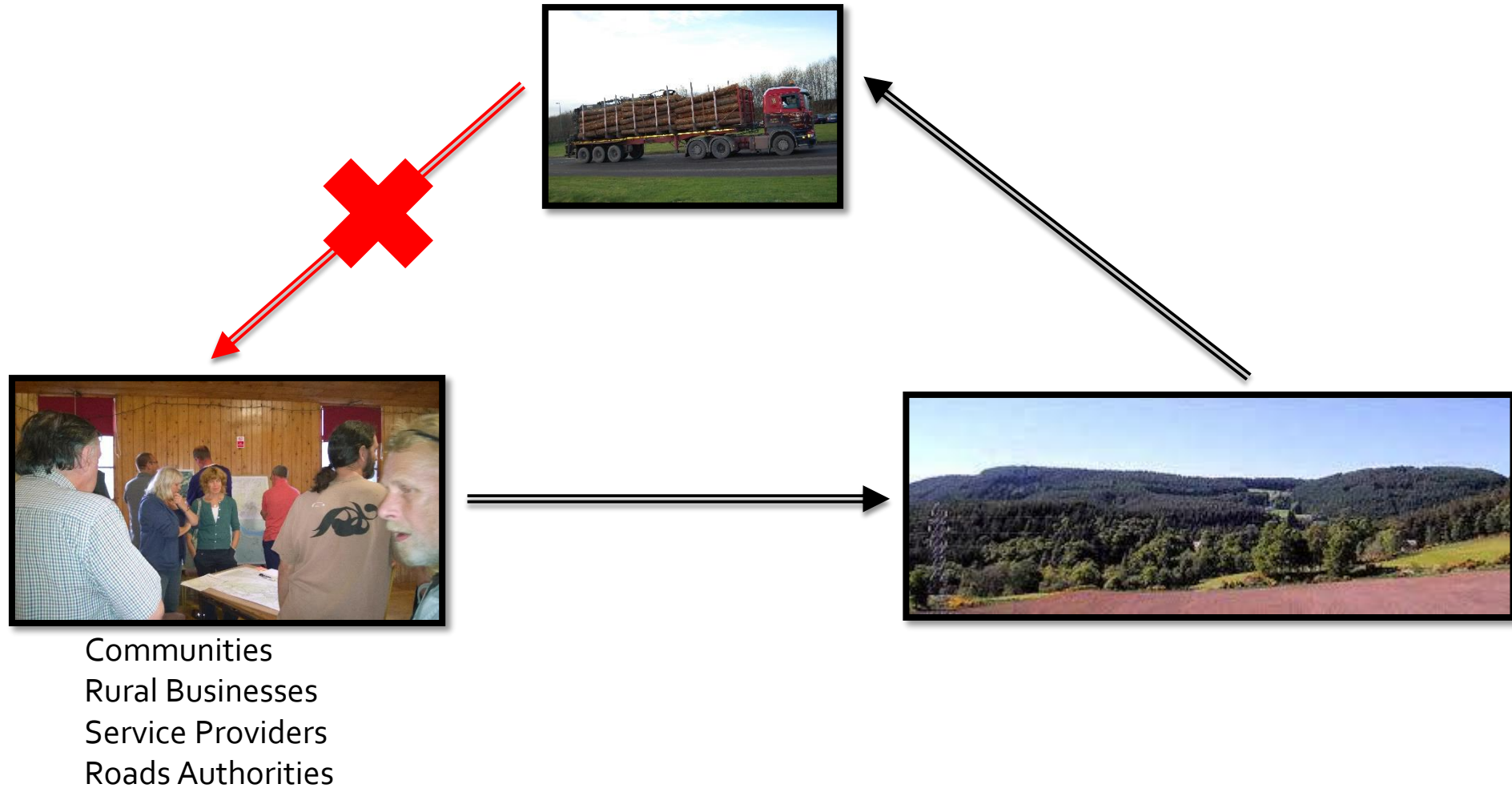
Communities
Rural Businesses
Service Providers
Roads Authorities



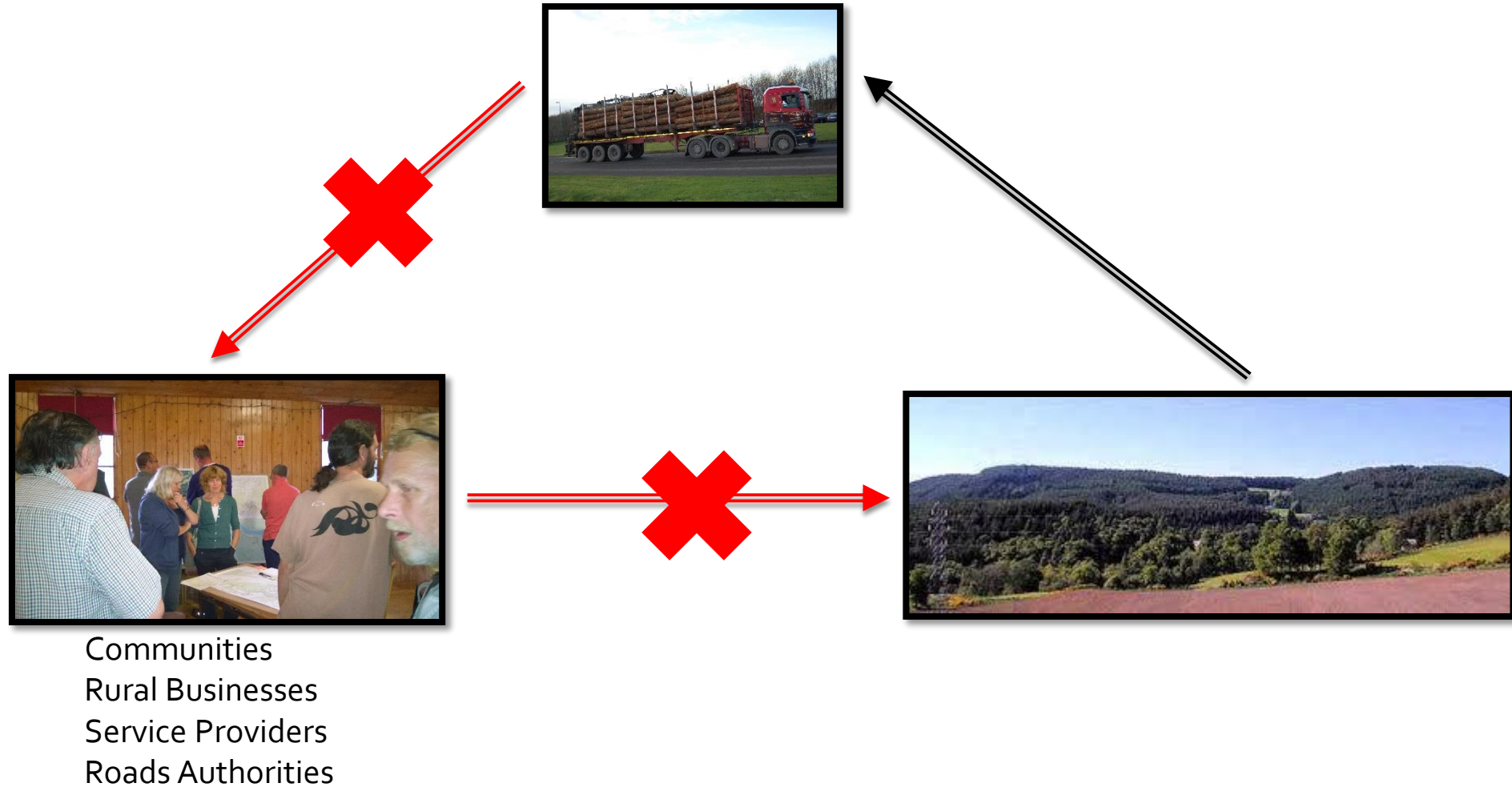
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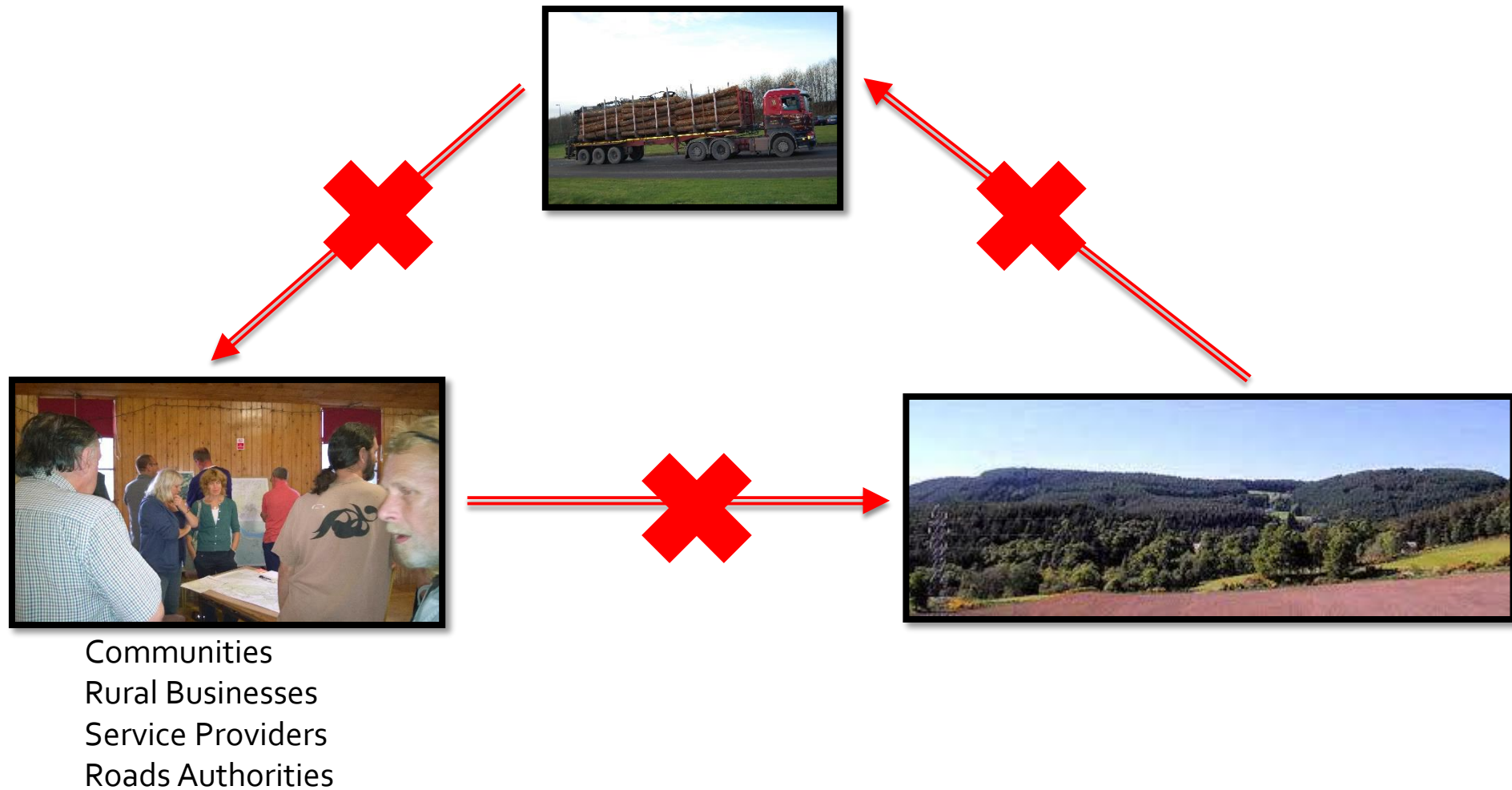
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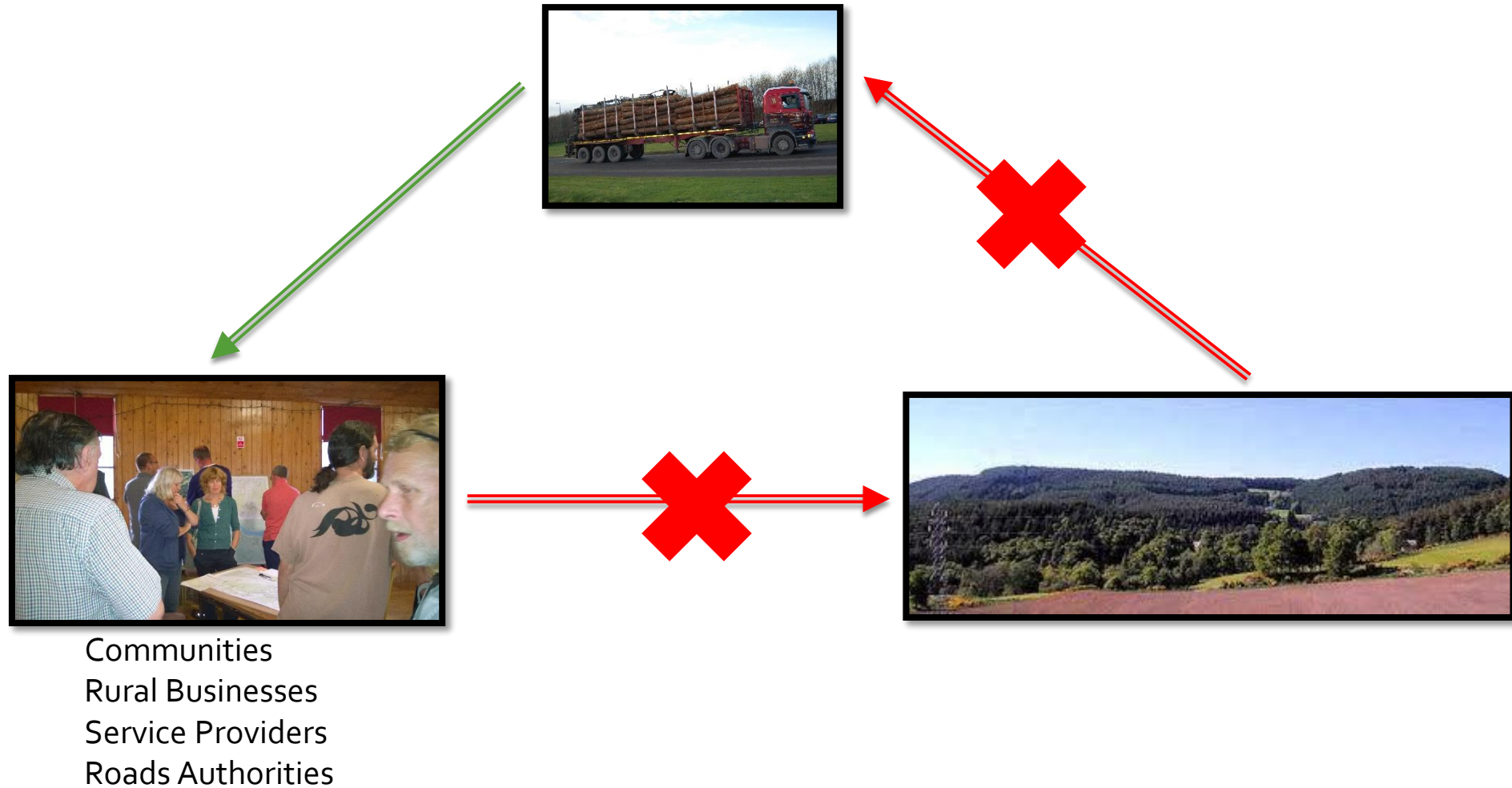
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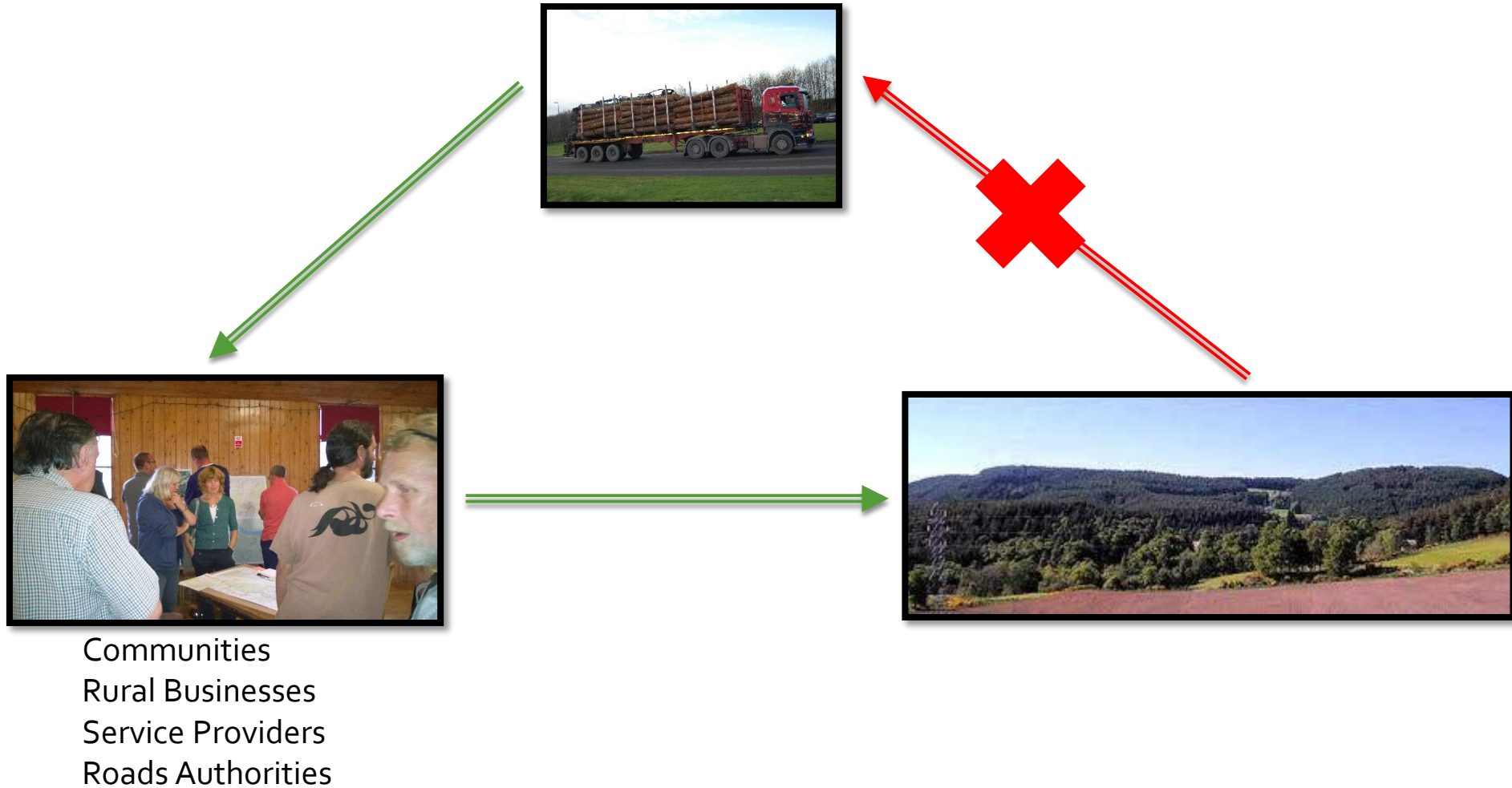
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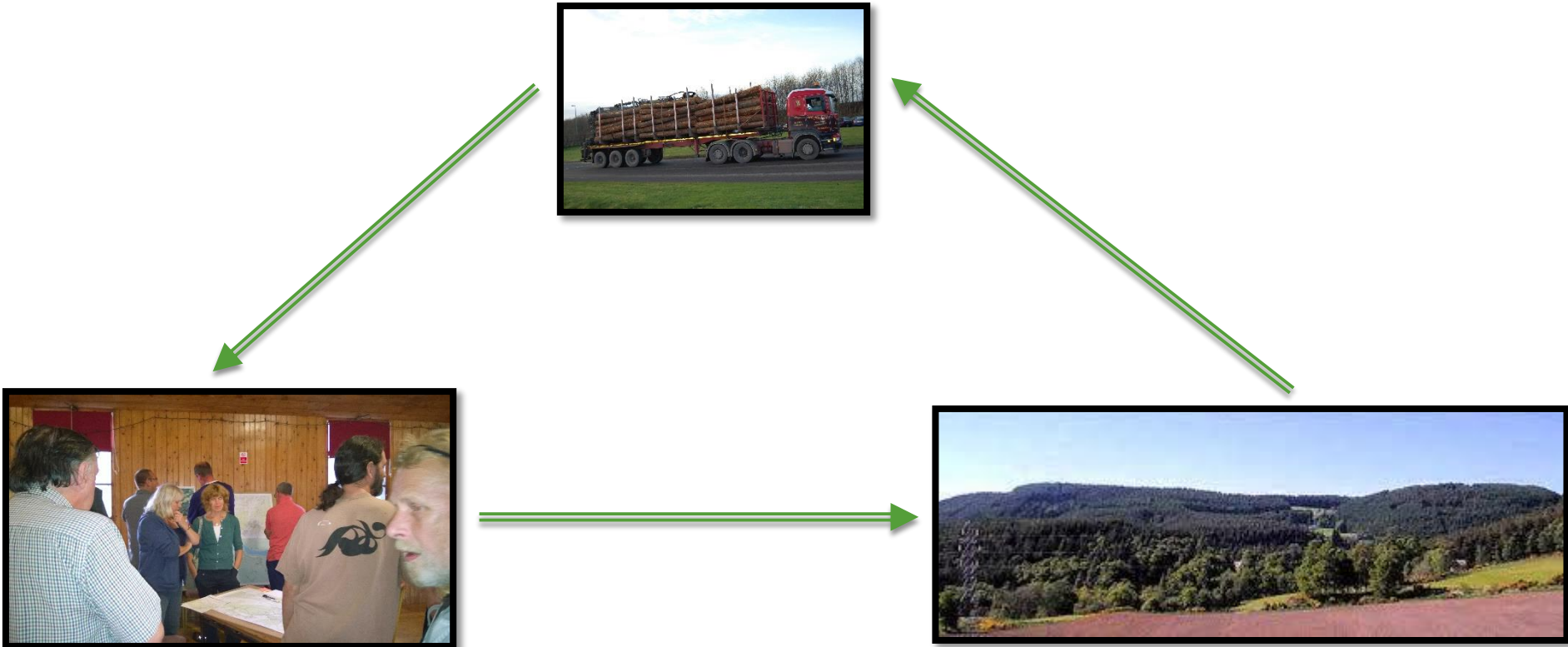
So what?



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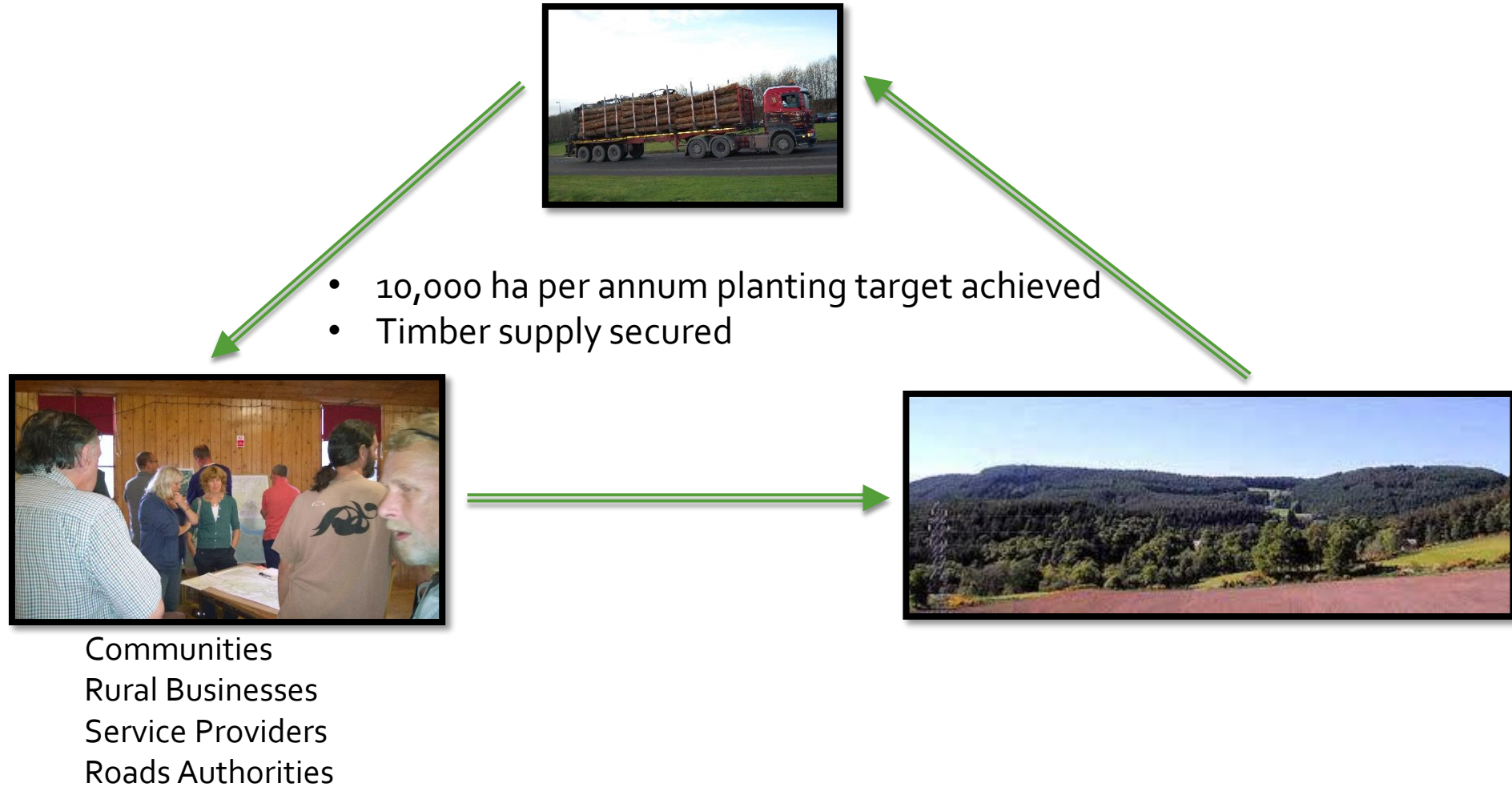


So what?



Communities
Rural Businesses
Service Providers
Roads Authorities

So what?



Stakeholder Engagement (Benefits)



Genetically improved Sitka spruce at FC Nursery in Delamere
Frances Gwyn Jones, Bugwood.org

Stakeholder Engagement (Benefits)



Genetically improved Sitka spruce at FC Nursery in Delamere
Frances Gwyn Jones, Bugwood.org



Inverness Courier, 1 May 2015

Stakeholder Engagement

Environmental NGOs



Golden eagle
Terry L Spivey, Terry Spivey Photography,
Bugwood.org

or



Stakeholder Engagement

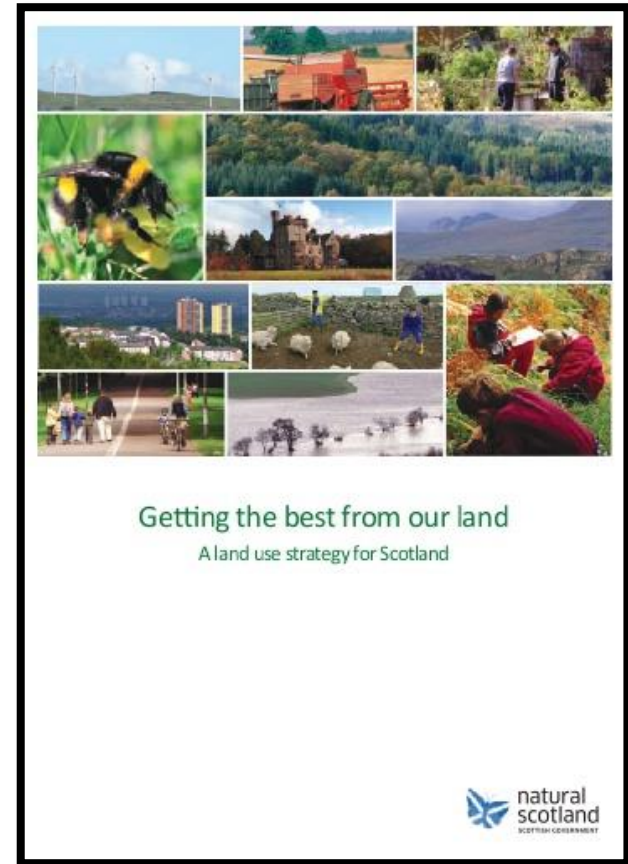
Public Agencies



Scottish Natural Heritage
All of nature for all of Scotland



or



Stakeholder Engagement

- Communities



or



2014-2016
2* 900kW turbines
£3.4m in loan funding
£706k from 167 investors



Stakeholder Engagement

Communities & Economic Development DO go together

- £10m Lochboisdale Port of Entry Regeneration Project (Stòras Uibhist)
- Petrol Station, Garage, Post Office, Forestry & Wood Fuel Supply (Sleat Community Trust)
- 900kW turbine generating income for a range of initiatives (Horshader Community Trust)
- Bunkhouse, stalking, venison processing, housing and 280kW hydro scheme (Knoidart Foundation)
- Visitor centre, café and accommodation (Mull of Galloway Development Trust)

Stakeholder Engagement

STAKEHOLDER ENGAGEMENT Guidance Note 2015



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Stakeholder Engagement: the process of involving people in the decisions that affect them.
Consult: To have regard for a person's feelings or interests in making plans or decisions

When?	Management of Existing Activities	Tackling Problems e.g. Timber transport disruption, fly tipping, unauthorised mountain bike trails.
Planning or Developing Activities e.g. New Planting, Revision of LTFPs, Significant Felling.	Management of Existing Activities e.g. Access and Forest Management Interactions.	Tackling Problems e.g. Timber transport disruption, fly tipping, unauthorised mountain bike trails.
Who?		
- Neighbours - Community (Community Council, Development Trust, User Groups) - Clients/ Agents - Legal Interests e.g. wayleaves - Special Interest Groups - FCS & Statutory Consultees - National NGOs - Vociferous Detractors	- Neighbours - Community (Community Council, Development Trust, User Groups, Local Schools) - Clients/ Agents - Legal Interests e.g. wayleaves - Special Interest Groups	- Neighbours - Community (Community Council, Development Trust, User Groups) - Local Authority - Local Councillors, MSPs, MPs
How?		
- Site Visits - Small Informal/ Formal Meetings with key stakeholders - Telephone contact with key stakeholders - Attend meetings of relevant local groups. - Website - Advertisements/ Articles in Local Press - Interactive workshop/ event - Leaflet drop to all households	- Establish a Forestry Contact within Community Council or similar - Advisory Committee - Attendance at suitable local events e.g. shows, galas, etc. - Newsletters - Annual Surgery - Annual Meeting with key stakeholders - Notice Board at Forest Gate - Website	- Site Visits - Small Informal/ Formal Meetings with key stakeholders - Awareness Raising via Local Press - Attend meetings of relevant local groups.
Helpful Resources		
- Forestry Commission Toolbox for Public Engagement in Forest and Woodland Planning (www.forestry.gov.uk/toolbox) - Scottish Government National Standards for Community Engagement (applies to public agency but handy guide) (www.scdfc.org.uk/what/national-standards/) - Royal Town Planning Institute Guidelines on Effective Community Involvement and Consultation (www.rtpi.org.uk/knowledge/publications/)		
Lessons Learnt		
- One size does not fit all – It's about the right thing at the right time. Knowing what works takes time. - Speaking to people in advance of an activity rather than after can identify issues before they arise. - Style and tone are as important as what is said/done. - Make yourself known and available to stakeholders/ communities as this can help avoid problems escalating. - Listening skills are essential. Often foresters want to solve problems and take action when just listening works. - Take time to understand the problem. It may not be what you first think. - Face to face always works better in difficult situations. - Avoid 'town hall' style public meetings. - Visual aids (but not just maps) and 'active' feedback sessions work well. - Admit mistakes, rectify and move on.		

STAKEHOLDER ENGAGEMENT Case Study 2015



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LARGE SCALE WOODLAND CREATION: ENVIRONMENTAL CONSTRAINTS

TILHILL FORESTRY

Carrick Farm near Lochpollhead, Cowal, Argyll

Background

Carrick Farm which extends to 1574 hectares was purchased by a Tilhill Forestry client in 2011 with the aim of a productive woodland as a long term investment. Forestry managed as an open woodland which became increasingly unviable, the initial investment in riparian zone protection and planting opportunities to the farm. However, shortly after purchase, a pair of Golden Eagles were recorded nesting on the farm known breeding attempts in over 10 years, this allowed the proposed planting scheme to take place.

Stakeholder Engagement

Implementing the eagle pair's current use of open ground at Carrick Farm has been critical to the development of the woodland. Tilhill Forestry staff engaged extensively with Scottish Natural Heritage and Forestry Commission together with the UK's leading eagle experts to better understand the eagle's habitat requirements while Carrick Farm, which forms an important part of their breeding range, the wooded woodland design incorporates data from over 200 square hours of eagle flight from various points, data from nest site and smaller transmitters and results from computer generated models to identify topographical features of importance within the landscape.

Wider stakeholder engagement was undertaken with the local community throughout this process and native woodland element of the proposal is designed to Carrick Loch and Wood. This challenge from Lochpollhead primary school and plant 1000 trees to mark the Queen's Golden Jubilee Carrick Loch Wood was part of an initiative collected in partnership with the Woodland Trust.

The Outcome

A planting proposal for 543 hectares of mainly productive woodland (50% spruce with a mix of birch and Scots pine) was submitted by Forestry Commission Scotland in 2013 and planning was completed in February 2014. The proposal was approved by Scottish Natural Heritage and Forestry Commission. The productive woodland or riparian zone also retaining areas of open ground (meadows) as the eagle pair is well balanced, with a buffer forest a long term monitoring programme agreed with FCS and SNH and better understanding of the interaction between new woodland creation and the potential loss of open Golden Eagles in Scotland. This has been a very targeted approach to dealing with specific issues and effective building and close working with a small number of stakeholders over an extended period.

Lessons Learnt

- Early positive engagement is key. It is in part to engage proactively from the start with stakeholders.
- All parties want to work together constructively. Expect to compromise.
- There can be many issues to address prior to reaching whether to proceed or a later date – policy issues, designations, protected species, deep peat, landscape and visual impacts. A high level of effort is a lot of time and cost at a later stage.



Right: John Robertson (Tilhill and Forest)

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TIMBER TRANSPORT: Facilitating a New Timber Haul Route

NORTH WEST MULL COMMUNITY WOODLANDS COMPANY

Langmuir, Mull, Argyll

Background

The North West Mull Community Woodlands Company (NWMCWC) owns 670ha of predominantly mature forest, NWMCWC was purchased from Forestry Commission Scotland in 2005. All of the timber was harvested due to a very poor public road network which was subject to long-standing narrow weight restrictions. In order for NWMCWC a community owned company to realise their objectives and to secure a viable timber haul route, NWMCWC was required to negotiate the involvement of other landowners the majority of whom have no current timber interests as well as the long-standing of the public road which would not be used.

Stakeholder Engagement

NWMCWC secured funding for the upgrade of the public road to the need for a dedicated timber haul route and to location into the community undertaken for the long term forest design plan. The major issue was securing the involvement of the relevant landowners to gain a right of access to the route to be constructed. There were a number of landowners involved including Great Enterprise Scotland. The discussions with each landowner was generally via a direct one to one approach from different Directors of NWMCWC using personal contacts where possible. Varying levels of negotiations were required to achieve a positive outcome and different agreements were reached regarding future access rights to use the land as well as financial payment up front, through to an annual supply of 2 to 2000 m³ of timber. A flexible approach was essential.

The partnership involved in this project also included Argyll and Bute Council as the roads authority and LPM TSB as the haulage manager. The strong support of the community for the initiative and the involvement of public bodies has meant that the landowners had a degree of moral obligation to participate in a positive way.

The Outcome

NWMCWC secured funding for the upgrade of the public road and over 10km of new track from STFL which was completed in 2014. This will enable over 100,000 tonnes of previously landlocked timber from NWMCWC to be brought to the market. Combined with the secure development of a haul route for NWMCWC timber transport it is anticipated that this will save 100,000 road miles for the NWMCWC forest at Langmuir Glen.

Lessons Learnt

- Secure a draft agreement before commencement of negotiations and agree to front what variations are agreed to be acceptable bearing in mind that all bodies may want to take advantage of variations agreed after you think it's all signed up.
- Try to get 4 landowners on the same page in the 'herding cats' if you think it will take 6 months allow a year or more for 1/2 months.
- Do all your research up front if possible as more information at a later stage can be costly. For example, we came across a 10m strip along a burn where we couldn't establish ownership or secure the risk of crossing (once we had completed funding negotiations with STFL) and a 5km diversion was needed for further approach to STFL to cross the burn.
- Always try to create an even partnership where everyone wins, don't be greedy.



Right: Bob McLean (NWMCWC)

STAKEHOLDER ENGAGEMENT Case Study 2015



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TIMBER TRANSPORT: Managing impacts on communities and public roads

FOREST ENTERPRISE SCOTLAND

South Loch Ness-side, Inverness-shire

Background

Forest Enterprise Scotland (FES) manages 4,400 ha of predominantly mature forest on the South side of Loch Ness (near Inverness-shire). Planned timber production from 2015/16 is approximately 150,000 tonnes. The felling programme is heavily influenced by FES's health (both economic and social) and also by issues for the community. The private forestry sector has a similar land holding in and around the Inverness Forest (IFE) in the area. All timber transport uses two 'B' class roads and several single track unclassified roads that are very fragile.

Stakeholder Engagement

Forest Enterprise Scotland has had a difficult relationship with parts of the community in recent years, particularly around the impact of timber transport on the public road network and temporary road closures to facilitate felling. FES made a commitment to the community to investigate ways of reducing the impact of timber haulage. As part of this, FES and IFE forestry (with whom there is a positive relationship) on community engagement. As part of this, FES and IFE forestry (with whom there is a positive relationship) on community engagement. As part of this, FES and IFE forestry (with whom there is a positive relationship) on community engagement.

From this concept a partnership was established involving FES, IFE and IFE to create a 22km Strategic Timber Haul Route, designed to capture as much timber movement as possible and to minimise use of the public road network. The community and key stakeholders were consulted and kept informed throughout the development of the route (including access and signs) with the public roads network by attendance at meetings, local newsletter updates and community website updates. The funding bid included letters of support from the community and the local TMC councillor as part of the bid justification.

The Outcome

A joint funding bid for £6m of upgrade and £6m of new build was approved by the Strategic Timber Transport Scheme (STTS) and completion is due in early 2016. Development of the funding bid provided an excellent platform to strengthen the relationship between FES and the community and reinforced the reputation of FES. Communication is continuing with the community and stakeholders during construction, through meetings, mail drops and face to face conversations as required.

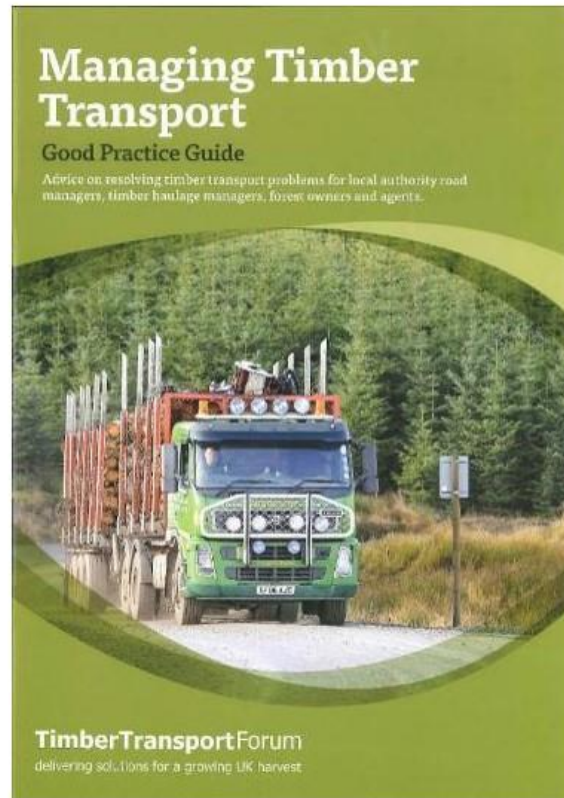
Lessons Learnt

- Various forms of communication are required in suit circumstances to ensure that messages are effectively communicated and described above.
- Individuals do not always speak for the greater 'community'.
- Project management must be flexible, and must factor in unforeseen developments e.g. rock breaking, leading to noise nuisance for local neighbours resulting in working time restrictions.
- Working with communities on projects with themselves over several years requires time and effort during planning, implementation and beyond.
- Not all people will be satisfied. Compromise is required by all sides.
- 'Cause and effect' communication with reliance on third parties passing on information is less effective. Direct engagement is always more effective.
- The community can provide helpful local knowledge e.g. identifying neighbours, providing information on past issues etc. They will appreciate having some level of involvement and it helps build a relationship.



Right: Newly Constructed Road Route

Stakeholder Engagement



Start AOL.co.uk timber transport forum | File Fully-loaded timber lorry ov TTF Publication 2012 Gc x timber transport forum goo +

timbertransportforum.org.uk/attachments/article/24/TTF%20Publication%202012%20Good%20Practice%20Guide.pdf

- Consider altering lorry configuration, deploying shorter trailers coupled with twin wheels or 'maxi' tyres – avoid standard 'super single' wheels. Six wheel rigid lorries with drawbar trailers can perform better on narrow twisting roads than articulated lorries.
- Consider using lorries fitted with tyre pressure control systems or bespoke low ground pressure vehicles.

In most cases these measures will result in increased costs to the haulier and consequently to forest owners and processors.

Community Relations

Large numbers of timber lorries travelling through small towns and villages may attract community concern, particularly when new forest areas start to be harvested or where timber traffic on a route increases substantially.

Timber transport is a legitimate and long-established rural activity and timber lorries have as much right as any other vehicle to use the public roads. Hauliers are well aware of the limitations of the minor road network and the difficulties of negotiating narrow roads and busy streets.

Community representatives frequently raise issues such as the need for lorries to reduce their speed, (which is often perceived to be higher than it is), to avoid school travel periods and to prevent convoying of lorries.

Situations can arise even on agreed haulage done through local authorities or Timber Transport Groups.

In some well-forested regions, community councillors and local transport police regularly attend Timber Transport Group meetings to play a constructive role in helping to explain issues and manage relations with communities.

Manage community concerns

- Use forest management plan scoping meetings to consider the impact of haulage on rural communities. Local authority road managers should be invited to attend, and to flag-up

to impact substantially on communities or other road users.

Where Timber Transport Groups become involved they should:

- Engage with community representatives and local traffic police and inform them of timber transport issues.
- Establish working relations between all parties, share contact details and agree suitable means of prompt communication.
- Consider the scope for voluntary measures or traffic management

nt
e impact of timber traffic on

Appropriate road design

- Many forest access roads are relatively lightly trafficked and do not sensibly justify the full standards of the national Design Manual for Road and Bridge Works. A good road suited to timber haulage can be built for less than the cost of a 'standard' public road. Where major road strengthening works are being considered, roads departments are

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15:42 21/02/2016

Stakeholder Engagement



In Conclusion



- 10,000 ha per annum planting target achieved
- Timber supply secured



Communities
Rural Businesses
Service Providers
Roads Authorities

