

Timber Transport Conference 2016

- Managing Timber Traffic on Public Roads
- Neil Proctor FES.

- Timber Transport in Highland
- Management of Timber Transport
- Agreed Routes Procedures
- Highland Timber Transport Group
- Haulage Through Communities

- **Management of Timber Transport**

Strategic: Land Management Plan– Open to public and Stakeholder consultation
Designed to capture high level issues
Highlights strategic timber routes over the life of the plan

Tactical: Stakeholder Liaison (e.g. TecServices, SSE etc:
12-24 months in advance of operation
Designed to capture operational requirements and partnership projects
Highlights timber traffic routes within a given year.

Operational: Detailed internal work planning process
Designed to pull into one repository all aspects of the operation (site level)
Takes into account LMP and Stakeholder agreements made at the strategic and tactical levels

LMP is the focus point for Community comment
/ input

- Four categories
 - Agreed
 - Consultation
 - Severely restricted
 - Excluded
- Consultation routes (as the name suggests) must be discussed with TecServices and/or the Local Timber Transport Group
- Some routes are not categorised and if requiring use, best practice is to also be discuss
- Excluded routes, if required for use, may undergo partnership working to upgrade (locally or via Strategic Timber Transport funding)

Visit: WWW.timbertransportforum.org.uk to view routes within your area

Highlights the importance of Community input at the LMP public Consultation stage

- Argyll Timber Transport Group.
- **Timber Traffic Management Plan : U10 Ardmaddy Rd – LORN**
- **Pre-conditions for the use of U10 Ardmaddy Rd from Auchnasaul to**
- **Ardmaddy Castle entrance**
- The following schedule relates to the sensitive Council road U10 from Auchnasaul to Ardmaddy. The plan is to protect this narrow road and verges, and preserve it for the use of local residents, agriculture and forestry. Notification to the council roads department of the intent to start haulage operations must be made one month in advance of commencement.

- Set up to discuss timber transport requirements and issues across Highland
- Contains representatives from:
 - Highland Council
 - Private Forestry Growers
 - Private Trade Representatives
 - FC and FES Representatives
 - Haulage Representatives

- Discusses a wide range of industry topics:
 - Timber Transport Fund and Projects
 - Innovative solutions to known haulage route problems
 - Future timber flows and pinch points
 - Alternative timber transport options (e.g. rail and sea)

The Community voice is often heard via this forum.

Timber Haul Routes





Haulage: Through Communities



- Still receiving complaints
- What type of complaints:
 - excessive speed
 - use of mobile phone while driving
 - antisocial hours
 - convoy running
- Are complaints justified?
- Who receives the complaints?
- Who deals with the complaints (Traffic Authorities)?
- The role of the Forest Industry?

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- Managing expectations
- Attendance at Community Council Meetings
- Discussing best practice (RHRT CoP, CPC Training, Safe Driving, FISA etc)
- Education on the forestry and haulage industries (legitimate business)
- Controls in the contract (limited) – Number of loads / day, timing etc

- The biggest most single complaint from communities, motorists and council road managers
- Is convoy running about safety?
- Do forest / public roads suffer as a result of convoy running?

- HTTG is seeking to address convoy running
- HTTG is made up of Industry Representatives

They have developed the 'Wait a Minute' principle

- Thank you for your contribution to the ongoing success of the timber industry.