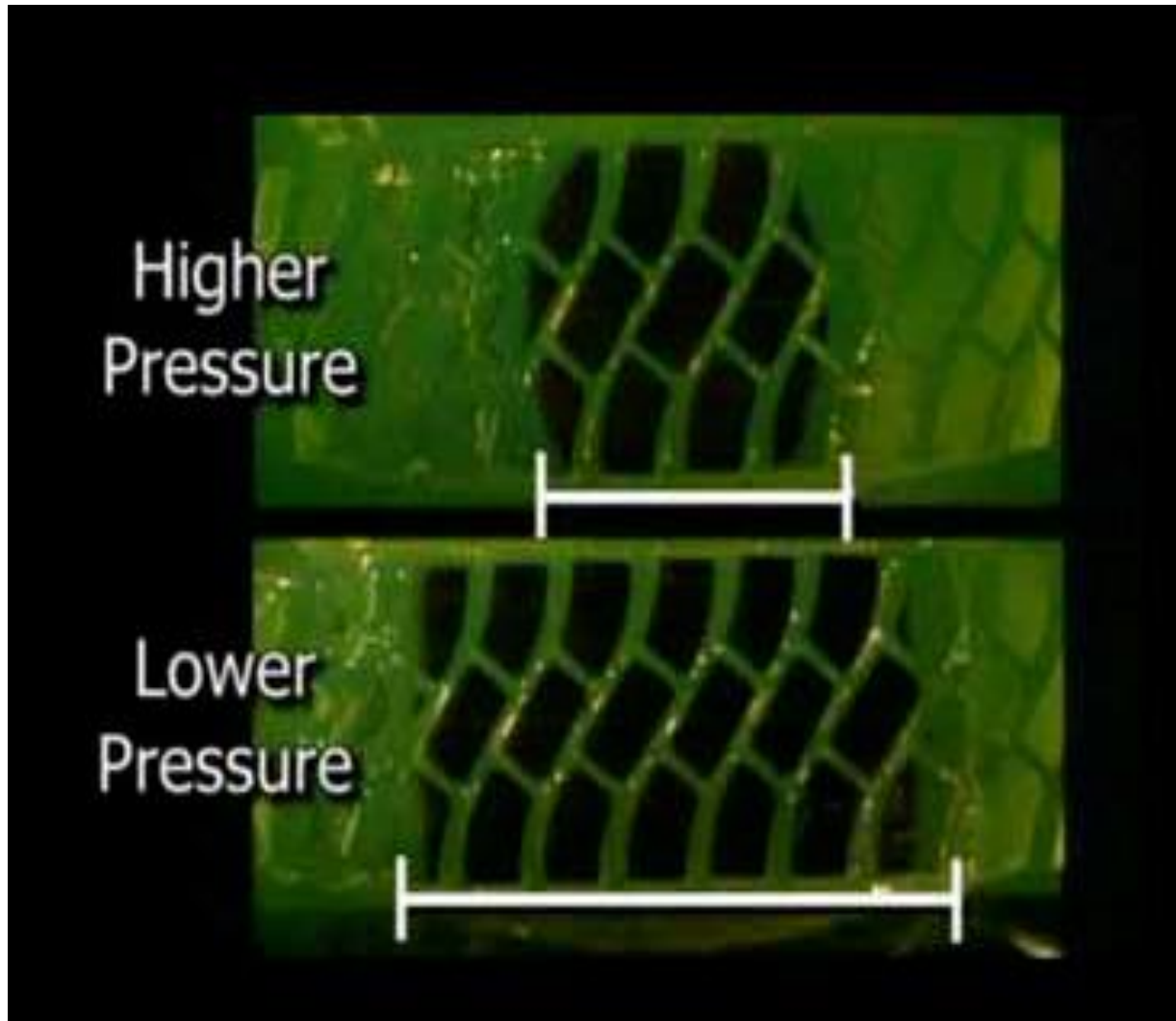


ROAD CLASSIFICATION

Class A®











- **Transport timber from the NFE for the optimum level of combined expenditure in respect to road construction / upgrade, roads maintenance and haulage costs respectively.**
- **A requirement of designation is therefore that a “Class A®” Designation” will result in lower expenditure levels as against a “Class A Designation” for the same route whilst maintaining the standard in the Civil Engineering Handbook.**

- Managers reviewed existing & planned FD roads required to harvest & transport timber over the next 20 year period, 2011 to 2031.
- To identify specific routes, or catchments, that should be restricted to haulage by specific lorry types.
- “Principle Haulage Routes” would fall into one of two categories:
 - ☐ Class A –conventional 44t GVW lorries
 - ☐ Class A® -Restricted Use – to be used by specific lorry types only

- a) A “Class A®” Designation” will result in lower expenditure levels as against a “Class A Designation” for the same route whilst maintaining the standard in the Civil Engineering Handbook.
- b) Poor stone quality for road building / maintenance.
- c) Areas / roads with high associated maintenance costs.
- d) Areas / roads that can be managed exclusively and would not be compromised by the requirement of third parties to use conventional lorries.
- e) Forest blocks serviced by public roads which and have been classified on the Agreed Routes Map (AGM) as restricted or consultation routes.
- f) In-forest haulage routes linked to other transport terminals e.g. sea and rail.
- g) Forest blocks with long off-road access routes, or alternatively, very long in forest haulage routes where a bespoke vehicle system could be adopted.
- h) Other

- The four most common contributory factors for selection as a restricted route are:
 - Poor local stone
 - High maintenance costs
 - Public access road restricted (ARM)
 - Long in-forest route

RESTRICTION REASON	TOTAL NETWORK (KM) WITH LETTER IN RESTRICTION	% OF RESTRICTION LETTER IN CLASS A,B & C ROAD
"a" in it - Lower expenditure	76	2.26%
"b" in it - Poor local stone	1994	61.62%
"c" in it - High maintenance costs	1402	43.33%
"d" in it - No requirement for conventional wagons	313	9.68%
"e" in it - Public Road restricted (ARM)	1005	31.07%
"f" in it - In-forest routes linked to rail /sea	1063	28.0%
"g" in it - long in- forest routes (Bespoke LGPVs?)	1300	40.19%
"h" in it – Other	63	1.93%
40 different combinations selected	6259	3235

- Circa 45% of classes A, B & C Roads were identified as potentially restricted.
- The percentages ranged from 26% Dumfries & Borders FD to 63% Lochaber FD.
- The percentages by Area Operations were more closely matched, ranging from 31% Grampian to 48% Central.

TABLE 1 Summary Results DISTRICT	ROADS NETWORK TOTAL (KM)	CLASSES A, B & C ROADS TOTAL (KM)	RESTRICTED CLASSIFICATION TOTAL (KM)	% restricted
Cowal & Trossachs	908	864	383	44
Dumfries & Borders	1162	1064	274	26
Galloway	1173	1099	495	45
Inverness, Ross & Skye	976	854	309	36
Lochaber	465	425	268	63
Moray & Aberdeenshire	1624	1408	437	31
North Highland	645	492	227	46
Scottish Lowlands	426	307	149	49
Tay	760	698	355	51
West Argyll	1105	989	228	34

- Given the lack of empirical data for G.B. conditions a cautious approach has been adopted in forecasting potential savings.
- Rather than specifying a finite saving a “ready reckoner” approach has been adopted.
- Assuming that reclassification, and hence savings, would be associated with 50% of the total network.
- Based on an average annual expenditure similar to the average over the last 5 year period.

FY	MAINTENANCE COSTS - GRADE AND ROLL
07/08	£977,030
08/09	£1,223,960
09/10	£1,918,650
10/11	£2,057,400
11/12	£2,217,751
12/13	£2,500,500

Current Average Annual Spend Grading/Rolling/Resurfacing	% Forecast Reduction	% Network Reclassified	Potential Annual Saving
£1,770,000	10	50	£88,500
£1,770,000	20	50	£177,000
£1,770,000	30	50	£265,500
£1,770,000	40	50	£354,000
£1,770,000	50	50	£442,500
£1,770,000	60	50	£531,000
£1,770,000	70	50	£619,500

- **Need a clear understanding of what vehicle configurations are appropriate.**
- **“political concern” re Local Authority reactions.**
- **Investment an issue? - greater impact on smaller hauliers.**
- **Phasing policy introduction may be required.**
- **Need a balanced policy –one size does not fit all.**
- **Smaller hauliers are not lost.**
- **Customers and Hauliers must be fully bought into the policy implementation of the move to a TPCS/LGP road classification.**
- **Policing must be fair and transparent – needs to be all roads within a forest block?**
- **Bespoke Low Ground Pressure Vehicles currently operate well.**
- **Recognition that Bespoke systems are best suited to contiguous forest blocks where economies of scale can operate.**

- As of Feb 2015, between Tireboss and Bigfoot around 220 TPCS systems fitted in GB.
 - (220 x 25 t x 2loads/day x 5 days x 46 wks = circa 2.5 m tonnes capacity ???)
- The large majority are in Scotland and North England. Some are only fitted to drive wheels (single zone) rather than drive and trailer wheels (dual zone).
- Market is reasonably shared between the two companies.

- **FES move to a policy of where the internal road network is managed and classified with Class A® - Restricted Use.**
- **The policy is anticipated to account for circa 40 -50% on the existing network.**
- **The policy should be implemented over a 3 to 5 year period.**
- **Lorry capacity in terms of CTI/TPCS will need to be assessed in detail in conjunction with the trade.**
- **The policy should be applied at one date and to all operations simultaneously assuming the infrastructure has been put in place as regard lorries.**
- **CE to monitor the savings based on current maintenance expenditure versus Class A® - Restricted Use.**
- **Forest Block basis.**
- **Classification linked with “Tread Softly” guidance.**



**Thank you and any
questions?**

