

North Yorkshire Timber Freight Quality Partnership (NYTFQP)

Meeting 16.10.12 - Summary of Actions

A Timber Transport Haulage in North Yorkshire- Working Together- Agreement of Document

- VH/JG to circulate appendices referred to in the good practice guide to members of NYTFQP.
- VH/JG publicise and distribute NYTFQP good practice guidance with latest timber production data and updated routes map (target for completion by 3rd week January 2013).
- WR publicise via Yorwoods newsletter.
- NYTFQP to review Working Together – Good practice guidance for timber extraction and haulage in North Yorkshire in Autumn 2013.

Routes Map & Timber industry information – vehicles and production data

- VH/JG compile questionnaire to gather information from timber industry on equipment within North Yorkshire.
- VH/JG update timber routes map with timber production data following contact with timber companies and forest owners to obtain estimates for the forthcoming year.
- As above VH/JG to publicise and distribute NYTFQP good practice guidance with latest production data and updated routes map (target for completion by 3rd week January 2013).

Timber transport issues - Chopgate

- Site meeting between highways area team (area 2) and UPM Tillhill once highways measures implemented and prior to extraction recommencing.

Funding for Timber Transport

- VH/JG arrange meeting with NY partnership unit to discuss funding. Consider further opportunities for a presentation on Forestry and Timber Transport issues to the LEP based on previous undertaking by David Bowe.
- WR send information on North West areas work on bidding for funding.

Driver training update

- WR to update once new DEFRA guidance is available.

National Forestry Stakeholder Forum

- All – any comments to JW on timber transport before 31st October.

North Yorkshire Timber Freight Quality Partnership (NYTFQP)

Summary notes of meeting at Cold Kirby Village Hall 16th October 2012

1.0 Introductions and apologies

Attendee List

Jeremy Walker (Chair)	FC Forestry Advisory Committee
Cllr Gareth Dadd	NYCC Executive Member for Highways and Transportation
Mike Roberts	NYCC
James Gilroy	NYCC
Victoria Hutchinson	NYCC
Jon Bates	Forestry Commission
Russell Porter	Land Factor
Will Richardson	Yorwoods
Brian Nugent	UPM Tillhill
Ian Austerhulme	UPM Tillhill
Steve Dresser	Euroforest
Geoff Garrett	YDNPA

Apologies

Guy Warren	UPM Tillhill
Roland Stiven	GB Timber Transport Forum
Crispin Thorn	Forestry Commission
Jane Karthaus	ConFor

JW introduced Victoria Hutchinson (Transport Planning Officer, NYCC) who will be taking over from James Gilroy in the FQP coordinator role.

Review of previous meeting notes and actions

Notes were agreed as being accurate.

In relation to supply of timber vehicles JG advised that there was a proposal for a GB survey to check haulier's equipment e.g. CTI equipped, 8 wheeler etc.

JG suggested North Yorkshire's input could be in parallel to the national survey, for example contacting sawmills in North Yorkshire. There was consensus that it would be useful to have regional specific information and more detailed information about the North Yorkshire area. It was suggested that this information could be obtained from the industry via a questionnaire to find out the areas of operation and equipment used. This questionnaire could be distributed to hauliers when timber production information is requested over the next couple of months.

Further specific actions were discussed as part of the remainder of the meeting.

Action

VH/JG compile questionnaire to gather information from timber industry on equipment within North Yorkshire.

2.0 Timber Transport Haulage in North Yorkshire- Working Together- Agreement of Document

JW thanked everyone for their input into the good practice guide and asked the partnership whether the guidance should be adopted. There were no objections, with everyone present in agreement.

There was discussion about how the document could be publicised and it was agreed that this could be via press release (which would benefit from an endorsement from the timber industry as well as County Council) and NYCC website but it is important that the good practice guide is clearly branded as from the FQP and emphasises the partnership working.

MR advised the guidance could be discussed at NYCC highways management meetings so area teams are aware. The document should be sent to forest managers as part of the engagement with timber industry to obtain information on production data and equipment. WR advised Yorwoods had a newsletter which could include an item on the guidance.

County Councillors in affected areas should be informed of the good practice guidance as well as Parish Councils who could be contacted with a mail shot including an explanatory covering letter.

JW proposed that the document be reviewed in one year's time. Suggested improvements to the document would be invited and to try to ensure that experiences are shared.

Action

VH/JG to circulate appendices referred to in the good practice guide to members of NYTFQP.

VH/JG publicise and distribute NYTFQP good practice guidance when obtaining latest timber production data and also when updated routes map is completed. (target for completion by 3rd week January 2013).

WR publicise via Yorwoods newsletter.

NYTFQP to review Working Together – Good practice guidance for timber extraction and haulage in North Yorkshire in Autumn 2013.

4.0 Routes Map Update

JG confirmed that on the routes map there would be an inclusion of severely restricted routes and the North Yorkshire map will be updated to match colours used by GB Timber Transport Forum and other regions to ensure consistency. The updated routes map will feed into the GB routes map once the GB Timber Transport Forum have completed the procurement process for web-hosting and maintenance of the national map. The NY routes map only will also be updated to include the latest timber production data.

RP highlighted the fact that some routes for North Yorkshire do not match neighbouring areas for example Cumbria. JG advised this would be addressed in the update of the routes map.

JG advised that VH will shortly be contacting timber companies to obtain estimates of the tonnage of timber to be extracted next year which would be converted to an estimate of how many wagons a day this would equate to. SD warned that as there are many variables to consider the production information provided would only be an estimate. JG agreed that it is not expected to be an absolutely accurate record but would give an indication of high, medium and low flows of wagons on a particular route. JG advised that based on current data the majority of routes have fewer than 5 vehicles per day and attempts will also be made to contact private woodlands.

JB advised that Forestry Commission have a 12 month production plan and asked whether suggestions from consultation responses have been included in map. JG responded that they have been included following liaison with highways area teams but on some consultation responses it has been said that route will continue to be monitored rather than agreeing to all suggested changes.

It was suggested that the updated area routes map and good practice guidance would be best launched together and the target date for this would be 3rd week of January 2013.

Actions

VH/JG update timber routes map with latest timber production data following contact with timber companies and forest owners to obtain estimates for the forthcoming year.

As above VH/JG to publicise and distribute NYTFQP good practice guidance with latest production data and updated routes map (target for completion by 3rd week January 2013).

5.0 Update from GB Timber Transport Forum

Roland Stiven provided a written update as he was unable to attend the meeting:

5.1 ARMS map online

The Forum is continuing to develop a new online hosting website for the ARMS maps covering GB. This will replace the existing FCS hosted ARM website and incorporate North England and Wales. Tenders for the work have been invited by 25th October and we hope to have the project complete in the new year.

5.2 Guidance on road friendly lorries

The Forum is considering producing guidance to help those involved in timber transport understand the role of road-friendly haulage technologies in the management of sub-standard roads. It is likely to address lorry configuration, axles, tyres, tyre pressure control etc. A proposal for this is being drawn up. Industry representatives and Forum members will be involved in the development of this guidance and the timber transport groups will be consulted on a draft.

Partnership members agreed this would be useful and may also be helpful for the public including Parish Councils to have access to a picture of lorry types. GG suggested this could potentially show similarities between timber vehicles and

farm vehicles in terms of size. JG suggested the FQP website could link to this information.

5.3 TTF Conference 2014

The Forum has decided not to hold a national conference in 2013 but instead to prepare for a bi-annual 2014 Conference continuing the previous two year gap between conferences (2010, 2012, 2014). The theme is being developed but may have a focus on case studies of public road upgrading and road/traffic management, and in-forest haul road construction. Roland would welcome ideas for case studies to be developed.

JG advised GB TTF are looking for case studies and he has suggested Cam woodland could be a potential.

5.4 Health and Safety and Timber Haulage

A Forest Industry Safety Group (FISG) has been established. Forum members Alasdair Ferguson, John Paterson, Donald McLean and David Sulman are on the group. The plan of action involves eight workstreams. One of these is titled 'Timber Haulage in the Forest' with an action to 'Establish a set of forest haulage guidelines by October 2013'. The Forum will maintain links with the group and consider taking on appropriate actions.

5.5 Climate Change National Adaptation Programme

The England Woodland & Timber Partnership is currently working with Defra on identifying potential contributions by the forestry sector to the [Climate Change National Adaptation Programme](#) (NAP). The Partnership arranged a workshop in June which focused on discussions around the Forestry Commission's Adaptation Reporting Power (ARP) [report](#) (2012) and is now in the process of setting up a Working Group to determine potential contributions / actions by the forestry sector to the Programme.

EW&TP has asked the Forum to take an action point to share industry best practice and enable knowledge transfer on timber transport issues in England. This is obviously in line with what is already being done through the work of the timber transport groups in England.

5.6 APF/Truckfest

Images from the TTF /James Jones stand at the **APF Forestry Exhibition** in September and from Truckfest in August are on the TTF website.

5.7 Strategic Timber Transport Fund

The next round of applications for the Scottish STTS is set for November 16th. Guidance and the application form have been updated.

5.8 Consultation on planning consent for hill tracks (Scottish Government).

The Forum contributed a response to this. An [analysis of responses](#) has now been published which reflects well the arguments set out by the forestry sector. The Scottish Government is expected to take a decision in due course.

6.0 Update on current timber transport issues in North Yorkshire

6.1 Yorkshire Dales – Cam

JG advised Cam Woodland Trust have sold the forest and Ted Downs the forest manager has been in discussion with NYCC about future haulage. He is submitting an updated planning application and has sorted access to the B6255 with the landowner Mr Pickles. Planning application is likely to take 8 weeks to decide but it appears that initial discussion with YDNPA planners has been positive. 500/600 tonnes come out recently as part of temporary agreement but this will stop shortly. Despite numerous initial issues Cam woodland has been a good practice example of community / members engagement and changing attitudes.

GG commented it was positive that discussions are taking place to try to overcome issues of the past and that the new owners are considering ecological aspects of forest.

6.2 Yorkshire Dales – Greenfield

JG commented it has been a standard year. BN advised last of timber was extracted today and haulage has stopped until spring 2013. The agreement to use Ribbleshead sidings has been further extended by Kronospan (the timber buyer).

Links between Cam Woodland and Greenfield were discussed and GG commented that the number of through journeys would be significant and important to consider in a forest design plan including how much would be extracted. RP suggested that Cam and Greenfield should be kept as distinct issues, so as not to complicate the planning process.

6.3 Yorkshire Dales – Snaizholme

RP advised that local residents have been fairly quiet and haulage would be complete by Christmas. Discussions will continue with area team about strength of road and RP suggested lack of drainage on the road has caused problems, however carriageway and drainage works completed by a local contractor had been beneficial in terms of keeping the road operational.

6.4 Chop Gate

Raisdale woodland. Lorry clipped side of house and driver admitted liability. Homeowners have been in discussion with NYCC Highways over measures to stop happening again. BN has also met with resident and they have been trying to reduce vehicle size by not using articulated lorries but 8 wheelers instead. However, UPM Tillhill have limited resource of 8 wheelers – only 2 for North Yorkshire and next year it may not be possible to use these.

Alternative routes for extraction via Carlton Bank are not appropriate. MR advised that the area team will implement temporary measures in next couple of weeks - line markings to better guide vehicles, bollard as a sighting point and signage to warn of camber in road. MR advised there is a small margin for error therefore NYCC would strongly recommend use of 8 wheelers to avoid further incidents. BN thought there would be difficulty funding an 8 wheeler and there was discussion over the economies of using 8 wheelers as less tonnage can be transported and they are therefore usually used for short routes.

Driver awareness is also important and it was suggested that before operations re-start drivers should be taken through area. It was also suggested that there is a trial on site once highways measures have been implemented.

Route currently showing as consultation route but this will be changed to a severely restricted route due to measures being taken. RP suggested route management plan should be produced. There is a recognition that Tillhill and NYCC are working together.

Action

Site meeting between highways area team (area 2) and UPM Tillhill once highways measures implemented and prior to extraction recommencing.

Route management plan to be produced

6.5 Baysdale

Complaints have been received about the condition of the road from residents in the area and via County Councillor Heather Moorhouse. Damage to road appears to have been caused by operator and there is an estimated 5 years of timber production with potential to restock. NYCC met with forest owner following defects in road being identified by area team. There are approximately 20 vehicles (cars etc) per day typical usage, with generally 2-3 timber vehicles per day during the timber haulage season. The area team are producing an estimate of the cost to make good defects and NYCC will engage with owner for potential to contribute, although not clear at this stage if this will be successful. Forest owner did not respond to initial area routes map consultation.

NYCC also considering all options including possibility of managed deterioration of road to a different standard of maintenance. Imposing weight restriction would be inappropriate as road is a cul-de-sac and the only route out for timber extraction so likely to be ineffective.

There was discussion as to whether NYTFQP could assist. RP urged caution over independence of partnership as cannot side with one party over the other. JG advised it would be a case of giving an overview of the partnership, not necessarily just from NYCC. JG stressed that although NYCC is consulting legal team this is very much a last resort to pursue for damages as it was hoped an amicable solution could be identified. MR advised that the legal route is not always a good option particularly due to costs involved.

No extraction is taking place over winter and it is important to work towards a solution and agreement over road maintenance. There is further woodland close by with a possible alternative exit point; however the gradient between them is thought to be too steep. The area could be looked at with the Forestry Commission.

6.6 Bumble Wood

JB advised agreement reached between UPM Tillhill, NYCC and FC. Limited loads per day and increased monitoring and communication between parties. 6 weeks extraction at lower intensity started in August and there has been some cracking to road surface which has been looked at. There has been phased reduction of extraction and gross vehicle weight compliance but still problems, possibly weak

road. Trialling use of CTI wagon which has been sourced to trial impact starting this week. Aim to move timber away before frost and continue 'tip-toe approach'.

MR commented that it was good that the road has not been significantly damaged as this would mean it is not as costly to maintain. Highways area engineers Alan Brown, David Harrison have been monitoring condition.

7.0 Funding for Timber Transport

JG has contacted NY Enterprise Partnership unit but not aware of funding at the moment. If funding does become available a bid could be submitted and much of the LEP focus is on rural economy and food industry.

JW recalled that David Bowe, NYCC Director of Highways and Transportation had previously discussed the opportunity to increase the profile of timber transport and the FQP with businesses through the Local Enterprise Partnership (LEP).

WR advised that Northwest Forestry Forum are looking at possibility of bidding for Regional Growth Funding and pulling together to get Forestry projects on the agenda by highlighting multiplier effect of forestry/green economy on regional basis.

Action

VH/JG arrange meeting with NY partnership unit to discuss funding. Consider further opportunities for a presentation on Forestry and Timber Transport issues to the LEP based on previous undertaking by David Bowe.

WR send information on North West areas work on bidding for funding.

8.0 Driver Training Update

WR confirmed that Yorwoods were continuing to look at options for the Timber Driver training but that Defra still had no funding. Hopefully Defra will have money at the start of 2013. WR will keep the FQP updated.

FQP members discussed whether this could potentially involve funding of demonstration workshops on location e.g. driver training for difficult sites.

Action

WR to update once new DEFRA guidance is available.

9.0 AOB

JW advised that on 31st October 2012 he is attending a National Forestry Stakeholder Forum set up by Defra which will discuss forestry policy <http://www.defra.gov.uk/rural/forestry/panel-response/>. JW is attending on behalf of RAC but if the opportunity arises he would be willing to put forward comments on behalf of the NYTFQP and invited comments from the partnership.

Action

All – any comments to JW on timber transport before National Forestry Stakeholder Forum on 31st October.

10.0 Setting Dates for future meetings

It was agreed that meetings will continue to be held quarterly. The next meeting is to be held at the end of January at Cold Kirby Village Hall. Meeting will be held in the morning 9.30am. Date to be confirmed.