

Timber Transport Management Plan



Borders Timber Transport Group

Location:	B709 North of Innerleithen, near Peebles
Purpose:	Detail the pre conditions and arrangements to sustain timber haulage on this sensitive road. The plan is there to protect this narrow road and verges, and preserve it for the use of local residents, agriculture and forestry.
Issues:	SoSTTO Receiving a number of complaints particularly from the Golf Club and a private individual. The alleged deterioration of the road is commonly cited at Timber Lorries. Main concerns raised to me: 1. Safety and intimidation; 2. Visible damage to the road; 3. Using route without permission as `consultation route`.
Road No:	B709
Map:	
Agreed Routes Status:	Consultation Route on the middle section of the B709 Either side of the route is agreed.
Contact:	Brian Young, SBC 01835 825178 byoung@scotborders.gov.uk
Community Council:	Innerleithen and District Community Council
Protocol:	Use of the Consultation route to be subject to the following conditions and management arrangements: • All haulage operations requiring use of the B709 north of Innerleithen must consult the South of Scotland Timber Transport Officer (SoSTTO). James.England@dumgal.gov.uk 07725 065464 / 01387 260367 • Maximum use: 6 loaded wagons/day. 1st priority for use for forest owners located on this route (effectively Leithen Water estate – Scottish Woodlands and Caberston - Forest Enterprise) and secondary access to any others using the route as a through route. Hierarchy for access might then be:

	1. First consulting owner of forest on B709 north of Innerleithen; 2. Second consulting owner of forest on B709 north of Innerleithen; 3. Hauliers wanting to use route as a through route. • Primary responsibility for coordination of use to reside with the person in position 1 above so that others coordinate access through them. SoSTTO then to be available as an arbiter in the event of any dispute. • On this basis, if 6-load limit is fully subscribed by local estates then further through route use would not be possible and trucks wanting to operate at that time would have to re-route or delay use until priority user traffic had reduced. • Rationing of available use should be based on the basic principle of equal access to all users but acknowledging priority for the adjacent forests so users 1 & 2 above should share access equitably. • Convoying is to be strictly avoided and there should be at least a minute between vehicles at all times. • The B7007 is proposed to be changed to Agreed route to ensure wagons avoid Heriot. The Heriot section would be left as Consultation. • Consultation with SoSTTO will be required to use this route as a through route. – SoSTTO would refer prospective user to manager in priority position one above.
Caution:	• The route is a Sustrans key cycle route and therefore timber lorries should be aware that cyclist may be met along this road and appropriate courtesy shown when passing. • Peak traffic flows are to be avoided where possible such as commuting times and school drop off/ pickup times. • We would encourage the use of flashing beacons and/or full headlights/hazards on timber lorries along this route to forewarn cyclists and motorists. This measure should assist with use of the existing passing places.