

Scottish Forestry Coilltearachd na h-Alba

Timber Transport in Scotland: The Role of the Timber Transport Forum

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Scottish Forestry is the Scottish Government agency responsible for forestry policy, support and regulation. S e Coilltearachd na h-Alba a bhuidheann-ghnìomha aig Riaghaltas na h-Alba a tha an urra poileasaidh, taic agus riaghladh do choilltearachd

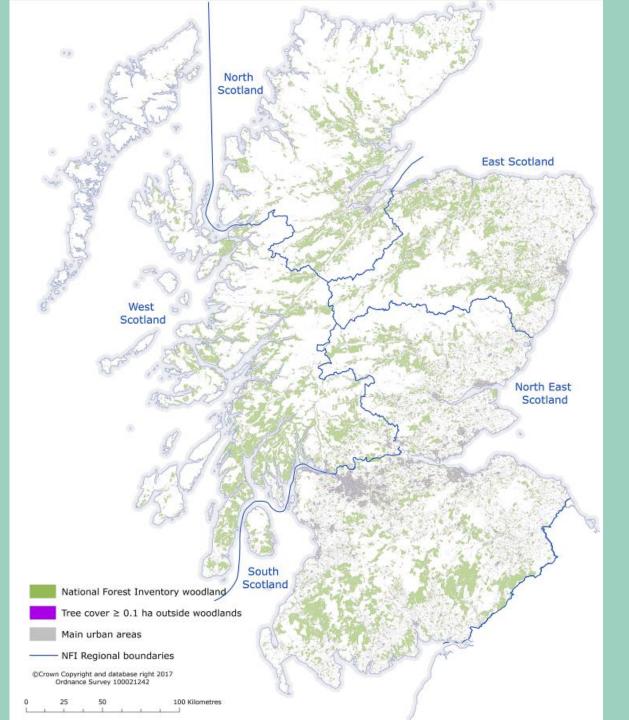




Woodland Cover in 1919 = 5%

Woodland Cover in 2019 = 19%

Trees planted in the 1970s and 1980s now need to be felled







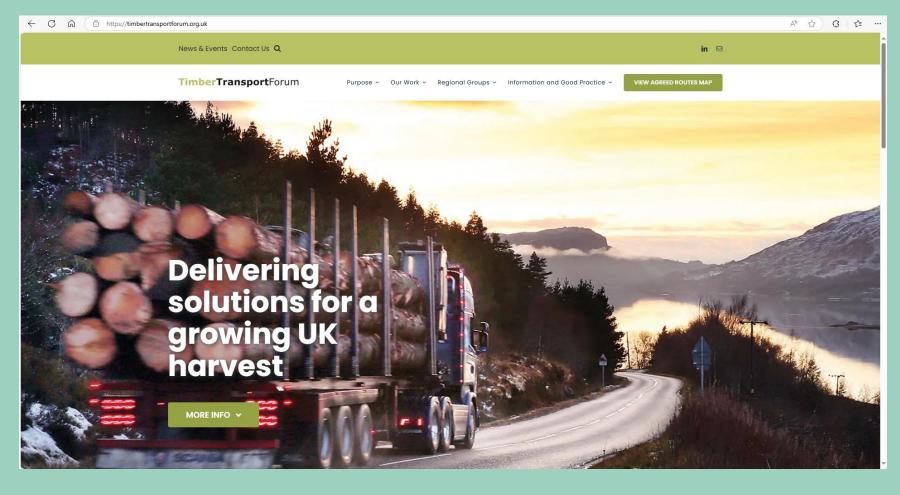
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 11 <u>Regional Timber</u> <u>Transport Groups</u> at local authority level, each a local partnership of public and private organisations



timbertransportforum.org.uk



What does the TTF aim to do?

We seek to minimise the impact of timber transport on the public road network, on local communities and on the environment. The Forum promotes voluntary measures to improve the sustainability of timber transport:

- Managing timber traffic to sustain the road network and minimise disruption
- Maintaining and improving minor roads
 used for timber haulage
- Moving timber by other modes of transport where possible



Photo: Creel Consulting

Agreed Routes Map

Back to the main website Agreed Route Map for Timber Transport Forum EH22JG or NT 25174 7401 COUNTRY -A **Furn Layers On/Off** Θ QZ Layers + ▶ TTG Boundaries ... ▶ 🔽 Ayrshire & S.Lanarkshire Management Plans ... ▶ ✓ Ayrshire & S.Lanarkshire TTG ... ▶ ✓ Argyll TTG Management Plans ... ► Argyll TTG ... Argyll TTG In Forest Haul Roads ... ▶ ✓ Borders_TTG_Management_Plans ... Borders TTG 40km ++ 457,459.861 754,159.575 Meters

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About the Agreed Route Map

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Data Downloads:

Download the data in this map from here

Legend:

----- Agreed Route (green)

Roads which can be used for timber haulage without restriction other than as regulated by the Road Traffic Act 1988. "A" roads (e.g. the A9) are classified as Agreed Routes by default unless covered by one of the other categories (e.g. Consultation Route).

Consultation Route (yellow)

Roads which are key to timber extraction but, for a variety of reasons, are not up to Agreed Route Standard. Consultation with the Local Authority is required before any timber haulage takes place and it may be necessary to limit the amount, timing or frequency of timber haulage, or to specify lower impact vehicles to prevent damage. All minor roads (B, C and unclassified roads) should be treated as Consultation Routes by default unless covered by one of the other categories (e.g. Severely Restricted Route).

—— Severely Restricted (purple)

Roads which are particularly fragile or sensitive and should only be used for timber transport under a carefully supervised management regime agreed with the Local authority. Some Timber Transport Groups make more use of the Severely Restricted category than others. Where it is used, it tends to suggest that there will be significant constraints which will constrain or add cost to haulage operations. More recently the category has been linked to the production of a formal Timber Traffic Management Plan that sets out an agreed package of measures seen as appropriate to sustain the road.

Excluded Route (red)

Roads which should not be used for timber transport in their present condition. These routes may have a normal weight or height restriction or be close to being weight restricted. In

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7 Groups in Scotland with the following remit:

- to collect information relating to current and future timber traffic;
- identify priorities for maintenance, upgrades and new investments in timber transport infrastructure;
- to explore and promote the potential for increased use of rail and water modes;
- to develop and maintain a system of agreed timber transport routes;
- to work through partnerships to resolve timber transport problems and avoid new ones arising, and

The Regional Groups



Photo: Creel Consulting



Strategic Timber Transport Fund

Strategic Timber Transport Fund

- The Strategic Timber Transport Fund is available to projects that minimise the impact of timber transportation on Scotland's fragile rural and public roads. Projects to date include:
- the development of forest roads that bypass communities
- the development of boat and rail haulage facilities
- the upgrade of vital public roads



Photo: Dennis Coy, Glennon Brothers



TimberLINK



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Coilltearachd Strategic Timber Transport Scheme



na h-Alba

Improving timber transport case study Annandale and Ae Timber Haulage Route

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Thank You

Any Questions?