

Subject Ennerdale Timber Haulage**From** May, Kevin <kevin.may@forestryengland.uk>**To** clerk@eandkpc.co.uk <clerk@eandkpc.co.uk>**Copy** arthur.lamb@cumbria.gov.uk <arthur.lamb@cumbria.gov.uk>, james.houghton@cumbria.gov.uk <james.houghton@cumbria.gov.uk>**Date** 28/03/2022 13:26**Priority** Highest

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- Consultation-and-Engagement-Guidance-Scotland-Revised-Final-Aug-19.pdf(~1.8 MB)

Dear Jane

I understand there was a meeting with representatives of the Parish Council and wider last Monday 21st March, with regard timber haulage. My colleagues attended the meeting in good faith to respond to concerns with regard timber movements in the Ennerdale Valley. I understand from my colleagues that the meeting felt tense, stressful and intimidating due to pressure from some individuals present. In having a duty of care to my colleagues I do hope that any future meetings will be held within an environment of mutual respect on all sides.

I understand that within the meeting my colleagues agreed to take forward an action to create a Timber Transport Management Plan in line with the attached guidance. Our agreement to provide this was on the basis that it was a best practice requirement of that guidance, applicable to operations within the Ennerdale Valley.

Upon further review of this guidance document it is apparent that it relates solely to timber transport in Scotland. In further following up this matter via 'The Timber Transport Forum' [Website](#) the guidance is described as "specific to Scotland" and "voluntary" within the description of the document.

We have previously raised the matter of timber transport in the Ennerdale Valley, within the regional Timber Transport Group, and as such feel that we have discharged our responsibilities on this matter appropriately and therefore will not be providing a Timber Transport Management Plan.

Timber despatched from Ennerdale will use the red coloured "Agreed Route" as shown on the [Timber Transport Forum's route map](#). This states that Agreed routes may be used without restriction as regulated by the Road Traffic Act 1988."

With regard to restricting vehicle numbers our records of timber despatches from Ennerdale, between 2019 to 2021, show an average daily despatch of circa 2 lorries per day. Given this we don't propose to make any restriction on lorry numbers as larch is in less demand and likely to take longer to despatch than the more mixed species produced from the previous harvesting.

Notwithstanding the above and in wanting to work closely with yourselves and the wider Ennerdale community we will undertake the following:

- explore with our contractor the use of Central Tyre Inflation on public roads and whether this would reduce noise.
- see if we can implement a no timber despatch policy between 1pm Friday and midnight Sunday.
- discuss setting a lower speed limit through Croasdale, Kirkland and Ennerdale to reduce early morning noise.
- explore with the County Council the provision of temporary Highways specification metal signs warning road users that timber lorries are using the road.
- continue our normal practice of avoiding school opening and closing times and will check these with Ennerdale school.
- set a maximum speed limit between Bowness Knott and the A5086 of 25mph

I take responsibility for the actions of my colleagues and apologise that we did not recognise within the meeting the extent of the documents scope to Scotland only, where the greater level of timber movement activity informs further requirements than those that exist within England.


Should you wish to discuss this communication further then please respond directly to myself.


Many thanks

Kevin

Kevin May (he/him)

Forest Management Director – North England Forest District | Forestry England

 North England Forest District | Eals Burn, Bellingham, Hexham | Northumberland | NE48 2HP

 DDI: 0300 067 4096