

d.young1710@live.com

From: Daniel Young
Sent: 26 March 2022 12:59
To: Gareth.Browning@forestryengland.uk; clerk@eandkpc.co.uk; ric outhwaite; Nancy Rowson; longmoorhead@btinternet.com; Christopher Clare (christopher.clare@forestryengland.uk); Complaints Forestry North (Complaints.northengland@forestryengland.uk); Cllr Arthur Lamb; Arthur Lamb; Houghton, James; May, Kevin
Subject: RE: Timber Lorries in Ennerdale C2022_006

Good Afternoon,

Follow up from the note,

All risk assessments and plans need a review date, this is to consider changes in regulations, policies, and to incorporate learning from previous operations local and country wide.

The Timber Traffic Management Plan should have a review period stated on the document, Parish Council propose this is before each harvest/operation. This is done by the consortium of authorities who have agreed and signed up to the plan, and if there are any changes, this should go out to the public to demonstrate a pro-active approach to operations.

Thank You

Daniel Young

Chairman
Ennerdale and Kinniside Parish Council
Phone: 07715328210
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From: Daniel Young
Sent: 25 March 2022 14:58
To: Gareth.Browning@forestryengland.uk; clerk@eandkpc.co.uk; ric outhwaite <ricouthwaite@btinternet.com>; Nancy Rowson <nancy.rowson222e@btinternet.com>; longmoorhead@btinternet.com; Christopher Clare (christopher.clare@forestryengland.uk) <christopher.clare@forestryengland.uk>; Complaints Forestry North (Complaints.northengland@forestryengland.uk) <complaints.northengland@forestryengland.uk>; Cllr Arthur Lamb <arthur.lamb@cumbria.gov.uk>; Arthur Lamb <lamb13@hotmail.co.uk>; Houghton, James <james.houghton@cumbria.gov.uk>; May, Kevin <kevin.may@forestryengland.uk>
Subject: RE: Timber Lorries in Ennerdale C2022_006
Importance: High

Good Afternoon

Please find attached my notes and summary from the meeting, links to relevant governing documents and attached personal statements.

Key message was that we share our notes so we can gather all the information and produce a set of minutes for the meeting.

Have a good weekend and enjoy the sunshine 😊

Links

The links at the bottom of the page direct you to the governing documents for Timber Transport Operations

- The Road Haulage of Round Timber
- Tread Softly – Lower Impact Vehicles for Timber Haulage
- Loading Timber from Roadside Forests
- Transporting Timber on Public Roads – Consultation and Engagement Guidance
- Strapping Round Timber

Attachments

- E_K School Head Teachers Letter Personal Statement
- Email from Nancy Rowson Personal Statement
- Croasdale Residents Letter Personal Statement
- Richard Taylor Timber Lorries Letter Registration of Community Concerns and Issues Raised

My record of the meeting – discussions held on specifics were based on the list Richard issued on Sunday, I have copied in this list and put comments against what measures were considered. .

Meeting held to consult with key stakeholders over the timber transport operations required in the valley for 2022. This is to address the Public Health Notice issued for killing of larch with Phytophthora Ramorum.

There were two points of discussion, The Plant Health Notice for killing of infected larch trees that have Phytophthora Ramorum and Transport of Timber from Bowness Knott to A5086.

Plant Health Notice

- The Plant Health Notice is a statutory requirement and must be complied with to lower the risk of infecting other plants in the area.
- The Plant Health Notice does not require the timber to be removed from the affected area, it was discussed that the timber could be killed standing, felled and stacked, or buried.
- It was questioned why Forestry England could not cover the cost of the timber operations, Forestry England stated that requirement to remove the timber is needed to cover the costs of the contractor and this level of funding was not in the current budget.
- Forestry England stated that there
- Forestry England have a consultation open on the Plant Health Notice which ends on the 28th March 2022.
- To move the meeting on it was agreed that a separate consultation should be held on the timber operations that would be required if the timber was to be extracted from the valley.

Transport of Timber from Bowness Knott

- The Public Health Notice requires that the larch trees are killed, this can be by felling or killing the tree standing.
- The principle of the meeting was to openly discuss the documentation held by Forestry England for Timber Transport on the highway. It was agreed and noted that Forestry England do not have an agreement for timber transport operations on the highway on B,C and Unclassified Roads in the Ennerdale Valley.

- Forestry England stated that they have overarching procedures UP11, but locally for the Ennerdale Valley there is nothing documented in place, this is all held within emails and correspondence. This is not beneficial to anybody and does not demonstrate control of these operations.
- Parish Council was disappointed that Forestry England did not have any governing documentation for operations in the Ennerdale Valley or bring any information to the meeting to share with the attendees.
- As to why the road from Bowness Knott is marked as an Agreed Route on the Timber Transport Forum and Cumbria County Council Definitive Map was challenged and contested by The Parish Council.
 - It was requested that the route definition is to be reviewed and redesignated with the correct status, it was discussed that it should be a consultation or severely restricted.
 - It was agreed that this route had not been considered and that the Forestry Operations Consultation process and Timber Haulage Consultation Protocol had not been carried out to apply the required Advisory Traffic Management Measures.
 - The definitions of the routes were explained, (this can be found on the timber transport website and documentation)

Agreed Route Maps use the following definitions

Agreed Routes are 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 Agreed Routes by default unless covered by one of the other categories (e.g. Consultation Route).

Consultation Routes are 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 ("R" "C" and unclassified

Severely Restricted Routes are fragile or sensitive roads which can only be used for timber transport under a carefully supervised management plan agreed with the Local Authority.

Excluded Routes should not be used for timber transport in their present condition. These routes may be formally agreed with a weight restriction or ban on heavy vehicles. Consultation with the Local Authority is required to explore alternative routes. In some cases, roads are excluded in certain areas to prevent timber traffic onto alternative routes which are more suitable.

- Hazards and concerns have been raised by residents and governing bodies within the community, a letter or representation was issued from Ennerdale And Kinniside CofE Primary School, Croasdale Community, Parish Council and Nancy Rowson. A summary of these are documented below:
 - Transfer of timber out of the forestry at the wrong time of the year as it collides with the Tourism industry for the valley, which will cause a reduction in the financial turn over for the businesses with in the village.
 - **Suggested by the Parish Council to avoid peak tourist season and use the months between October and March.**
 - Bowness Knott has been proposed to be closed to support timber felling operations and to store timber
 - **Forestry Commission/England own fields next to Bowness Knott, it was questioned why this could not be used to store and stack the timber, and leave Bowness Knott open during the peak tourism seasons.**
 - **Timber is to be removed around Bowness Knott, it was understood this would be closed for public safety, the question was following felling this timber to store it in a different location.**
 - Timber transfers will collided with agricultural businesses in the spring and summer months, as this is there busiest period of the year

- **Suggested by the Parish Council to avoid peak tourist season and use the months between October and March.**
- Equestrian, Horse and carriage have nowhere to go terrifying experiences
 - **Restricting times, numbers and speed limits of timber operations – making logistics visible to all with adequate signage.**
- New highway code practices (29th Jan) hasn't been considered
 - **To be considered and complied with.**
- Timber wagons are over loaded and exceeding their capacity
 - **Weigh bridge installed at Bowness Knott or calibrated load cell and print outs recorded to ensure wagons are not overloaded.**
 - **Print out is to be signed and dated by the driver and information collated and be available.**
 - **This will confirm no wagons are overloaded when entering the highway.**
 - **Police have pulled timber wagons from Ennerdale for being overloaded.**
- Operators are not considering other users , the conditions of the Highways and driving with in due care and attention
 - **Consultation process and production of Timber Traffic Management Plan will address other road users and be a governing compliance document**
- Coming in convoys
 - **3 wagons in before school hours and 3 wagons out to a time to be agreed (didn't make a note of this)**
- It's a one way road with two way traffic
 - **The route is on an unclassified road with no designated/recognised laybys or passing places. Scoping exercise for future investment to support putting in of laybys, highways took an action to review these. Forestry England have access to funding to contribute to enhancing the highways used for timber operations.**
- Damaging the roads
 - **Speed Restrictions**
 - **Wagons correct transportation height**
 - **Wagons have correct configuration of tyres/pressure for the road and a lower tire pressure on the road (twin wheel or supper singles)**
 - **Weight of wagon and load.**
- Taking out the hedges/ Pulling the side of the car out
 - **Wagons have came off the road into residents fields, a photograph was tabled**
 - **Wagon has taken the side out of a stationary car.**
- Timber wagons have increase in size over the years with no considerations considered/ Lorries are too large for C/Unclassified roads
 - **Configuration of wagons needs to be confirmed**
 - **Drag units or large wagons need a banksman to reverse, wagons are single occupancy meaning one way traffic.**
 - **Escort and Radio Control was suggested.**
- Unable to stop due to travelling to FAST
 - **Speed restriction of 20mph to be proposed on the Timber Traffic Management Plan**
- Mounting the kerbs in the village damaging benches and mosaics
 - **Controls to be put in place around the school, speed restrictions.**
- Clashing with traffic in the village around school times/Clashing with traffic from Bowness Knott up to Kirkland
 - **Timing restrictions on wagon movements**
 - **Visibility of operations**
 - **Restricted speed limits**
 - **Visible Safety Signage**
 - **Radio Control**
 - **Vehicle Escort**
- Timber Lorries driving other vehicles off the road
 - **Timing restrictions on wagon movements**
 - **Visibility of operations**

- **Restricted speed limits**
 - **Visible Safety Signage**
 - **Radio Control**
 - **Vehicle Escort**
- There is no frequency restrictions on forestry traffic.
 - **Timber Traffic Management Plan to state 3 wagons/day**
- There is no management structure / control and traffic management in place(Traffic lights , Escort vehicles) monitoring the traffic coming in and out of Bowness Knott to the nearest A road by the forestry commission
 - **Timing restrictions on wagon movements**
 - **Visibility of operations**
 - **Restricted speed limits**
 - **Visible Safety Signage**
 - **Radio Control**
 - **Vehicle Escort**
 - **Weight Restrictions**
- Ageing population emergency services (Ambulances Mountain rescue Fire Brigade , Police) needs to be considered as there will be restrictions on the highway due to the forestry lorries
 - **Timing restrictions on wagon movements**
 - **Visibility of operations**
 - **Restricted speed limits**
 - **Visible Safety Signage**
 - **Radio Control**
 - **Vehicle Escort**
- Ennerdale Show was stopped at Bowness Knott due to restrictions put in place by Cumbria Constabulary, traffic management and escort had to be provided by Cumbria Constabulary due to the unsuitability of the road
 - **Radio Control**
 - **Vehicle Escort**
 - **Road Restrictions**
 - **Weight Limit**
 - **Vehicle Configuration.**
- Drag units cant reverse, have to have a banksman to reverse
 - **Radio Control**
 - **Vehicle Escort**
- Properties at Crossdale/Tom Butt/Kirkland have no Structural Foundations the road between Houses and Barns have no defined Structural foundations or design to withhold the weight vibration of the forestry lorries A structural survey may be required leading to movement vibration sensors being fitted
 - **Configuration of wagons needs to be confirmed**
 - **Speed Restriction**
 - **Weight Restrictions**
- Low loaders with machinery width of wagon, classed as a wide load and need an escort
 - **New Forestry Tracks will be constructed and a quarry will be reopened to provide some of the stone. Operations to bring in materials, plant and equipment need to be disclosed in the timber traffic management plan and controlling documents.**
 - **Visible Roads signs and public awareness required.**
 - **Risk Assessments and Method Statements will be issued by Forestry England.**
- It was agreed by all that a Timber Traffic Management Plan would be produced to govern operations in the Ennerdale Valley and allow reasonable action to be taken to address hazards and concerns that have been raised to date.
- The hazards listed were discussed in line with the Advisory Traffic Management Measures documented in the Transporting of Timber on Public Roads Consultation and Engagement Guidance Document to allocated base information for the plan.
- The Timber Traffic Management Plan would need to go out for public consultation, this would be facilitated by Forestry England.

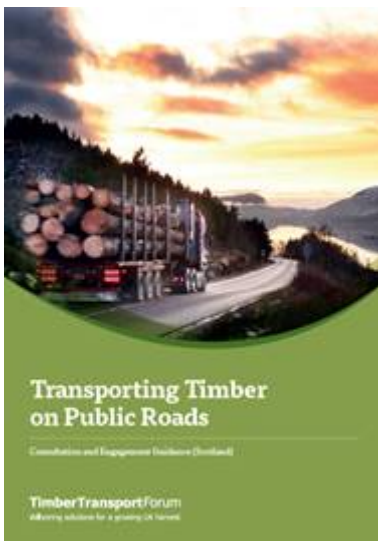
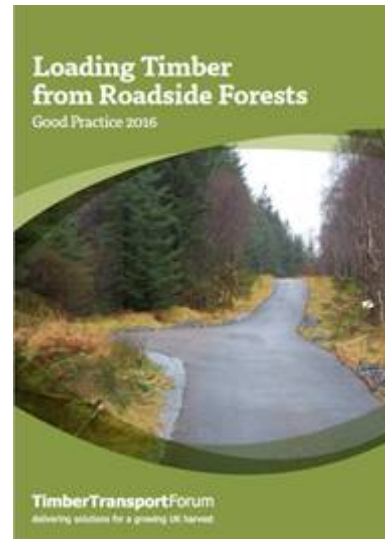
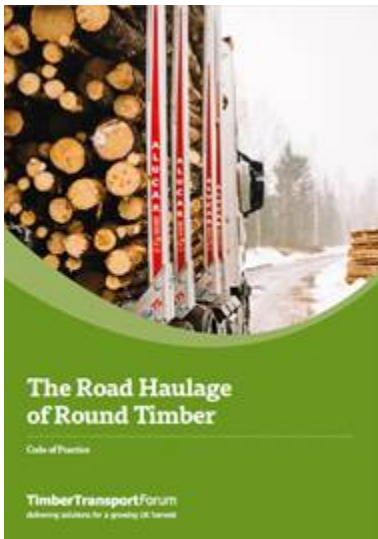
- The Consultation process and production of a Timber Traffic Management Plan will be done in accordance with the Transporting of Timber on Public Roads Consultation and Engagement Guidance Document (Link Below).

Transport of Timber from Ennerdale Bridge – Cold Fell/Cleator

- It was recognised that the roads from Cold Fell and Cleator Moor to Ennerdale Bridge present similar hazards to those discussed at the meeting. A separate meeting is to be held to discuss the appropriate action to be taken on these roads.

Meeting Summary,

- It was agreed that the route is a C/Unclassified Road and the control arrangements for a designated Agreed route are not appropriate or reasonable.
- It was agreed that consultation is required on any timber operations using these roads.
- It was agreed that a Timber Traffic Management Plan is required to demonstrate control of operations when transporting timber in the Ennerdale Valley.
- Parish Council/Forestry England/Cumbria County Council to share meeting notes to compile a record of the meeting held.
- This document will be compiled by Forestry England based on the information shared and discussed at this meeting.
- This Timber Traffic Management Plan draft will be issued to the meeting attendees for an initial review.
- On agreement that the first draft is ready for consultation, Forestry England will arrange a public consultation on the Timber Traffic Management Plan and Timber Operations.
- This will define a consulted Timber Traffic Management Plan, reference and links to this agreed document should be made on the Timber Transport Forum, Cumbria County Council, Forestry England/Commission and Ennerdale and Kinniside Parish Council websites.
- The designation of the route is to be changed in line with the recommendations to safeguard the public and community who are affected/impacted by these industrial/commercial operations.



Daniel Young

Chairman

Ennerdale and Kinniside Parish Council

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From: Daniel Young

Sent: 20 March 2022 18:54

To: Gareth.Browning@forestryengland.uk; clerk@eandkpc.co.uk; ric outhwaite <ricouthwaite@btinternet.com>;

Nancy Rowson <nancy.rowson222e@btinternet.com>; longmoorhead@btinternet.com; Christopher Clare (christopher.clare@forestryengland.uk) <christopher.clare@forestryengland.uk>; Complaints Forestry North (Complaints.northengland@forestryengland.uk) <complaints.northengland@forestryengland.uk>; Cllr Arthur Lamb <arthur.lamb@cumbria.gov.uk>; Arthur Lamb <lamb13@hotmail.co.uk>; 'Houghton, James' <james.houghton@cumbria.gov.uk>

Subject: FW: Timber Lorries in Ennerdale C2022_006

I don't know whether my last two emails have been received. Can you confirm by return.

I have attached a copy of the route maps for Ennerdale Valley.

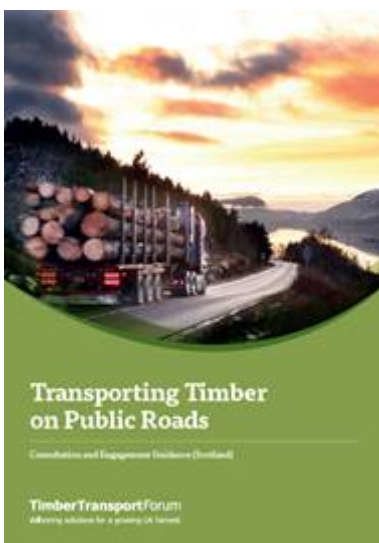
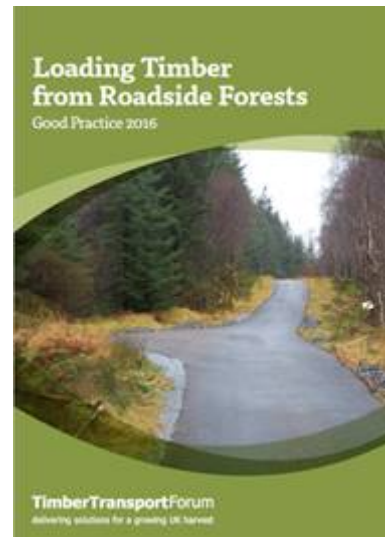
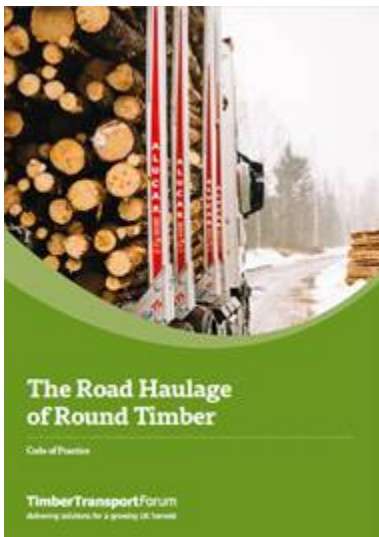
From: Daniel Young
Sent: 20 March 2022 15:58
To: Browning, Gareth <Gareth.Browning@forestryengland.uk>; clerk@eandkpc.co.uk
Cc: May, Kevin <kevin.may@forestryengland.uk>; Clare, Christopher <christopher.clare@forestryengland.uk>; North England Complaints <Complaints.northengland@forestryengland.uk>; Arthur Lamb <lamb13@hotmail.co.uk>; Houghton, James <james.houghton@cumbria.gov.uk>; RICHARD TAYLOR <longmoorhead@btinternet.com>; Nancy Rowson222e <nancy.rowson222e@btinternet.com>; ric outhwaite <ricouthwaite@btinternet.com>
Subject: RE: Timber Lorries in Ennerdale C2022_006

Good Afternoon,

Attached links to timber transport guidance for tomorrows meeting.

Daniel Young

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From: Daniel Young
Sent: 19 March 2022 15:09
To: Browning, Gareth <Gareth.Browning@forestryengland.uk>; clerk@eandkpc.co.uk
Cc: May, Kevin <kevin.may@forestryengland.uk>; Clare, Christopher <christopher.clare@forestryengland.uk>; North England Complaints <Complaints.northengland@forestryengland.uk>; Arthur Lamb <lamb13@hotmail.co.uk>; Houghton, James <james.houghton@cumbria.gov.uk>; RICHARD TAYLOR <longmoorhead@btinternet.com>; Nancy Rowson222e <nancy.rowson222e@btinternet.com>; ric outhwaite <ricouthwaite@btinternet.com>
Subject: RE: Timber Lorries in Ennerdale C2022_006

Hi Gareth

Can you please bring a copy of the policies, procedures and documents that control timber operations, and also the current live document that is signed up.

Thank You

Daniel Young

Chairman
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From: Browning, Gareth <Gareth.Browning@forestryengland.uk>
Sent: 17 March 2022 11:25
To: clerk@eandkpc.co.uk
Cc: Daniel Young <d.young1710@live.com>; May, Kevin <kevin.may@forestryengland.uk>; Clare, Christopher <christopher.clare@forestryengland.uk>; North England Complaints <Complaints.northengland@forestryengland.uk>; Arthur Lamb <lamb13@hotmail.co.uk>; Houghton, James <james.houghton@cumbria.gov.uk>; RICHARD TAYLOR <longmoorhead@btinternet.com>; Nancy Rowson222e <nancy.rowson222e@btinternet.com>; ric outhwaite <ricouthwaite@btinternet.com>
Subject: RE: Timber Lorries in Ennerdale C2022_006

Hi Jane

Thanks for the update, yes that's all fine.

I have booked a room at the Gather and refreshments. The main room is in use so we have use of a smaller room presumably the one accessible on the right. I believe we are going outdoors anyway for most of the meeting.

Many thanks

Gareth

Gareth Browning
Area Forester, Ennerdale and Thornthwaite
North England District
Forestry England
Peil Wyke
Bassenthwaite Lake
Cockermouth