

❑ Obtain any necessary Planning Permissions

Planning Permission may be required from the Local Authority Planning Service or National Park Authority (for areas within National Park boundaries) for any proposal to form a new forest access onto a classified public road or if you wish to create, alter or extend a forest road.

❑ Gain approval from Forestry Commission Scotland for your Forest Plan or Felling Licence application

Forestry Commission Scotland consults with the Local Authority on Forest Plans and Felling Licence applications to seek comment and will then issue approval taking cognisance of information provided. Please note that while you may have a felling license or approved Forest Plan, **Landowners** still need to liaise with the Local Authority over timber transport on Consultation Routes.

❑ Consult with the Local Authority prior to the harvesting operation

The **Landowner** or **FWM** needs to re-establish contact with the Local Authority Roads Service when timber harvesting/haulage operations are being planned **and** before the timber is sold.

After the timber is sold but before haulage commences, liaison needs to continue between the Local Authority Roads Service and the **FWM (the timber purchaser or their harvesting agent)**. This will involve agreeing to the implementation of any measures required to address road limitations and to monitor road conditions, or to deliver the requirements of a Timber Traffic Management Plan.

❑ Provide suitable areas for stacking and loading

Under normal circumstances the public road network **should not be used** for forestry harvesting operations; this includes the movement of harvesting machinery, the stacking of round timber and the loading of timber haulage vehicles.

Wherever possible therefore, provide appropriate areas for stacking, loading and turning of vehicles that are **not on or immediately adjacent to** the public road.

There may be situations where the topography, together with the scale of operations, means there is no practical alternative to using the road or roadside verges for forest operations. In such cases, it **may** be possible to arrange temporary use of the public road for stacking or loading timber **but where this is necessary, it must be done with the formal permission of the relevant authority.**

FURTHER READING

| | |
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| The Road Haulage of Round Timber Code of Practice | TTF |
| Managing Timber Transport – Good Practice Guide | TTF |
| Timber Transport Management Protocols - 2017 update | TTF |
| Timber Transport Management Plans | ABC |
| Loading Timber from Roadside Forests | TTF |
| Tread Softly – Lower impact vehicles for timber haulage | TTF |
| Forest Haulage Safety Manual | FISA |
| Guidance on Managing Health & Safety in Forestry | FISA |
| Stakeholder Engagement Guidance Note 2015 | Confor |

These publications are available from the [Timber Transport Forum](#), [Argyll & Bute Council](#) (ABC), [FISA](#) and [Confor](#) websites

NOTES

Further Information

This guide highlights good practice in managing timber haulage operations and has been developed by the Grampian and Stirling & Tayside Timber Transport Groups. The information it contains does not replace other industry good practice but should be used in conjunction with such guidance, particularly in relation to stakeholder liaison and health and safety. Examples of industry guidance are listed in **FURTHER READING** above.

Copies of this guide and other Timber Transport Forum (TTF) and associated publications are available from the Timber Transport Forum website <http://www.timbertransportforum.org.uk>. From here you will also be able to access a wide range of good practice guides and case studies.

Further information on industry safety can be found on the FISA website <http://www.ukfisa.com>.



TimberTransportForum

delivering solutions for a growing UK harvest

A GUIDE TO MANAGING TIMBER TRANSPORT 2017 UPDATE



INTRODUCTION

Transporting logs from the forest is an essential part of the wood supply chain and many millions of tonnes of logs are transported on the public road network each year. This home-grown timber is especially valuable in reducing "timber miles" as it substitutes for imports from around the world.

Timber haulage sometimes involves using roads which were not primarily designed for traffic of this nature. In order therefore to ensure that any timber being carried on our roads is transported in accordance with agreed principles and protocols, representatives from Forestry Commission Scotland, Local Roads Authorities and the Forest Industry have come together to form a voluntary network of [Regional Timber Transport Groups](#) and a UK-wide [Timber Transport Forum](#). The [Good Practice](#) produced by these fora has been developed in a spirit of partnership in order to sustain the network and allow access by the majority of users.

PROTOCOLS AND GUIDANCE

The Timber Transport Forum and Regional Timber Transport Group network encourages a partnership approach to managing timber transport; a key element of which is consultation. For example, good practice requires that a forest owner or agent acting on behalf of the forest owner liaises with the Local Authority prior to any haulage operations taking place in order to consider the status of the roads and potential impact on local communities.

More specifically, when considering timber haulage on routes other than those classified as "Agreed Routes", consultation between the **Landowner** or **Forestry Works Manager (FWM)** and the Local Authority is to be held **in advance** of any timber haulage operations to agree acceptable practice which should avoid damage to or deterioration of the public road network.

As well as encouraging consultation, collectively, the Timber Transport Forum and Regional Timber Transport Groups and their respective members, have delivered significant benefits to the timber transport sector; one most notable outcome being the development of [Agreed Routes Maps](#).

❑ FOLLOW THE AGREED ROUTES MAPS

There are Agreed Routes Maps for most of Scotland and for parts of Northern England and Wales. Agreed Routes are voluntary but have the support of the timber industry

Agreed Routes Maps are the primary working document for use by all those involved in timber haulage. They categorise the public roads serving forested areas in relation to their capacity to sustain standard fully loaded timber haulage vehicles. Roads are classified as either "Agreed Routes", "Consultation Routes", "Severely Restricted Routes" or "Excluded Routes" with these classifications providing an indication of the likelihood that mitigation may be required to avoid damage to the network by timber haulage operations.

📌 AGREED ROUTES: Can be used for timber haulage. All A roads are Agreed Routes unless otherwise shown.

📌 CONSULTATION ROUTES:
These require discussion between the Local Authority Roads Service and forestry businesses to agree a workable management regime to suit the road conditions. All B, C and unclassified roads are Consultation Routes unless otherwise shown.

📌 SEVERELY RESTRICTED ROUTES:
These occur in some regions. Businesses that are affected by these routes should liaise with the Local Authority and the Regional Timber Transport Group.

📌 EXCLUDED ROUTES:
Consultation with the Local Authority is required to explore alternatives.

Agreed Routes Maps are live documents and are amended on a regular basis following discussion at Regional Timber Transport Groups as changes in the condition of the public road network dictate or as alternative routes are created.

Links to the Agreed Routes Maps are available through <http://timbertransportforum.org.uk/maps/agreed-routes>

❑ ADOPT GOOD PRACTICE

The steps below summarise good practice for notifying the Local Authority of the intent to harvest timber and transport it to market over the public road network; these practices primarily being used to agree to sustainable levels of haulage and monitoring conditions whilst operations are underway. They also highlight who should be responsible for the key steps in terms of the **Duty Holder roles** described in [Guidance on Managing Health and Safety in Forestry](#).

In addition and where vulnerable roads are to be considered for timber haulage, a **Timber Traffic Management Plan** [TTMP] should be considered in advance of any haulage operations so that all those bringing timber onto a particular road are aware of their responsibilities to manage haulage movements in a manner which should ensure the sustainability of the road network and minimise any economic effects of the operation. Further details on Timber Traffic Management Plans are provided below.

❑ Consult before Forest Plans or Felling Licence applications are submitted to Forestry Commission Scotland

The **Landowner** needs to liaise with the Local Authority over possible timber transport requirements on Consultation, Severely Restricted and Excluded routes. Prior consultation is also encouraged for Agreed Routes to ensure compliance with standard Timber Management Conditions. Timber Traffic Management Plans are developed, where appropriate.

❑ Discuss timber transport issues during the Scoping process

Formal scoping is held for Forest Plans and provides Local Authorities with an opportunity to have early input into any timber transport issues associated with the outline plans. This helps the Local Authority to identify issues of concern and to plan future road maintenance programme, where practicable.

Forest Plans and individual felling licence applications need to include issues raised by the Council regarding timber haulage on the public road or copies of Timber Traffic Management Plans, where these have been agreed or are in place.

❑ Check you have the right consent/s for civil engineering works

Consent is required to form a new access or to carry out any civil engineering works on or adjacent to a public road. Contact the Local Authority Roads Service or the Trunk Road Authority, [Transport Scotland](#).