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# Stirling and Tayside Timber Transport Strategic Assessment

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Prepared on behalf  
of the Stirling &  
Tayside Timber  
Transport Group

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Rural Development  
Initiatives Ltd  
August 2008

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# SECTION 1

## INTRODUCTION & BACKGROUND

## 1.1 INTRODUCTION

This Strategic Assessment has been commissioned by the Stirling and Tayside Timber Transport Group (S&TTTG) and forms one of the outputs of their successful project proposal into the Strategic Timber Transport Fund - Provision of a part-time Timber Transport Project officer to support the work of the Stirling & Tayside Timber Transport Group.

The report discusses key national, regional and local strategies, policies and planning frameworks that are relevant to timber transport within the region; highlights key challenges facing timber transport across the Stirling & Tayside area and sets out an Action Plan for Timber Transport within Stirling and Tayside.

## 1.2 FACTS AND FIGURES

The geographic area included in this report covers the catchment areas of Angus, Clackmannanshire, Perth & Kinross and Stirling councils. **Figure 1. Council Key Figures** below headlines key geographic and population figures for three of these four councils, together with both the quantum and classification of the existing public road infrastructure within each of the council areas.

Information			Angus Council		Perth & Kinross Council		Stirling Council	
Area			2,182 km		2,022 km		2,196 km	
Population			108,000		134,949		86,370	
Working Population			80,136 <sup>1</sup>		105,530 <sup>1</sup>		64,345 <sup>1</sup>	
Length of A roads (km)	Rural	Urban	155.5	36.9	378.9	55.2	170.0	42.1
Length of B roads (km)	Rural	Urban	230.5	24.8	333.4	33.4	135.6	25.2
Length of C roads (km)	Rural	Urban	454.4	33.8	614.1	23.7	147.5	22.9
Length of U roads (km)	Rural	Urban	548.4	303.5	608.4	379.8	187.4	270.8
Roads spending (£M)			7.5		8.5		3.6	

**Figure 1. Council Key Figures**

<sup>1</sup> **Scottish Executive** (2005) *Annual Scottish Labour Force Survey 2004/05*

Population distribution varies between each council catchment but both Stirling and Perth & Kinross councils possess a predominantly urban population based in major cities and towns (e.g. Stirling - pop<sup>n</sup>: 40,920<sup>2</sup> and Perth - pop<sup>n</sup>: 43,501<sup>3</sup>) with sparsely populated rural areas. Conversely, Angus has a higher proportion of the population living in rural areas, with fewer large settlements (e.g. Arbroath, Forfar and Montrose).

In terms of the forestry workforce, it is estimated that across the UK, there are over 10,000 businesses employing around 30,000 workers and that the workforce contribute 0.5% of UK GDP<sup>4</sup>. At a Scottish level it is estimated that 3,000 businesses are involved in the trees and timber industry, employing circa 9,000 workers. A significantly higher number of people (estimated as 22,000 FTE jobs in 1998/9) are employed in the Scottish timber industry as a whole (production, primary processing and related industries) and it is estimated that a further 5,000 FTEs may be associated with woodlands in the Scottish game and wildlife sector.

More specifically across the S&TTTG area, whilst figures are available which estimate that average forestry employment levels in Stirling, Angus and Perth & Kinross councils are 3%, 5% and 1.3%<sup>5</sup> respectively, the collation of employment statistics varies across the region (e.g. forestry can be included with agricultural figures, fishery statistics or recorded independently) and as a result, it is difficult to draw any meaningful comparisons at a local level.

Stirling and Tayside have a considerable extent of both coniferous and broadleaved woodland which total 148,929 Ha (representing 18.7% and 12.9% woodland land cover respectively). Coniferous woodland is the dominant type representing 61% of all woodland in both areas with broadleaved woodlands representing 19%.

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<sup>2</sup> **Stirling Council** (2001) *Stirling by Numbers*

<sup>3</sup> Source: <http://www.perthshire.com/visitors/Additional+information/Statistics/Settlement+Populations.htm>

<sup>4</sup> **Lantra** (2006) *Trees and Timber Industry*

<sup>5</sup> Source: <http://www.perthshire.com/visitors/Additional+information/Statistics/Employment+statistics.htm>

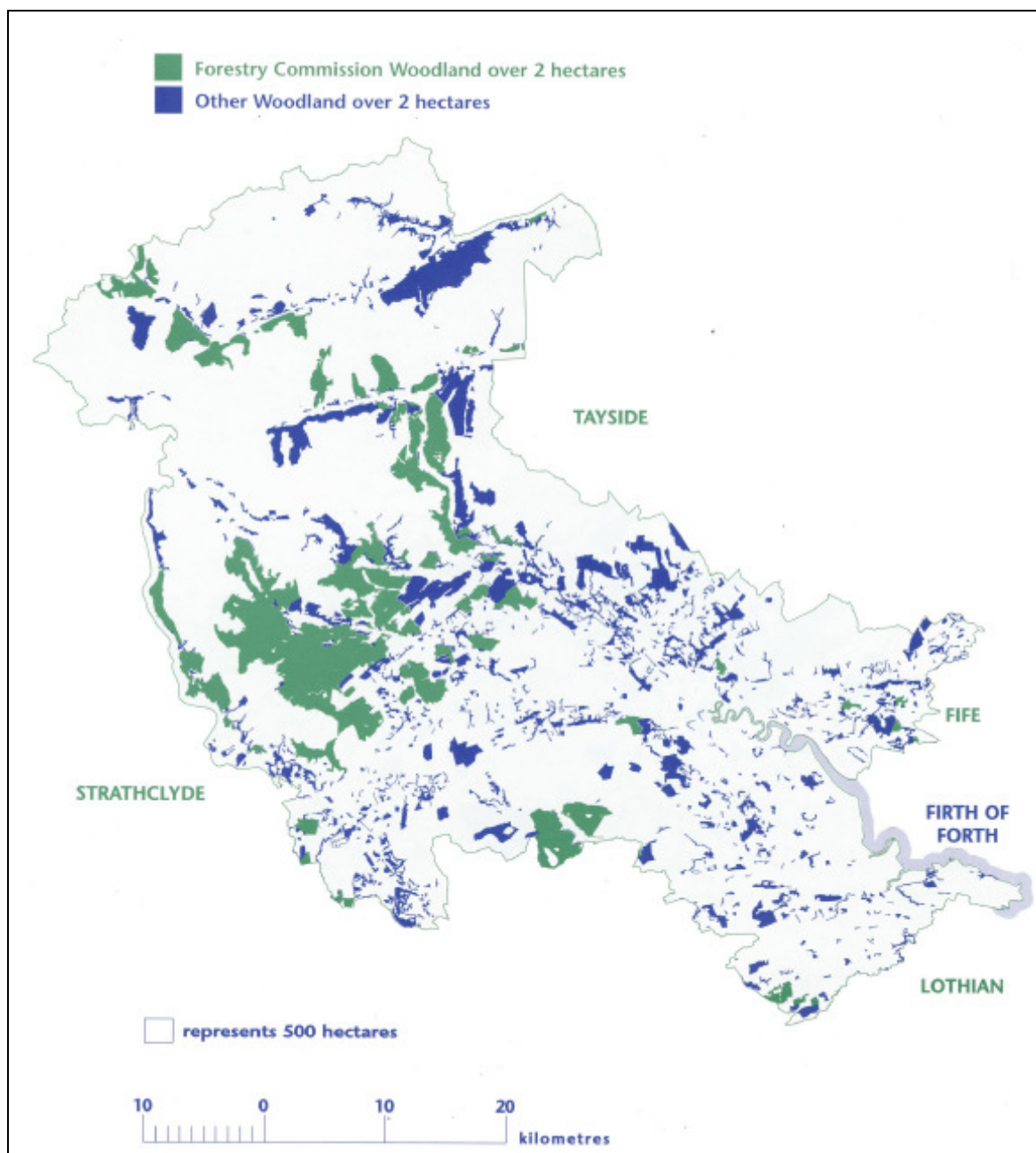
The main conifer species is Sitka Spruce, although its percentage of all conifer species varies considerably between the two areas (72% (Stirling); 45% (Tayside)). Birch is the main broadleaved species, with a more consistent 35% (Stirling) and 38% (Tayside) percentage of all broadleaved species.

The extent of the woodland resource and the distribution of ownership are shown below in **Maps 1. & 2. Woodland Ownership within Central Region and Tayside Region and Figures 3. & 4. Summary of Woodland Areas in Central Region and Figure 3. Summary of Woodland Areas in Tayside Region.**

The area covered by the Stirling and Tayside Timber Transport Group contains a significant proportion of Scotland's two National Parks - Loch Lomond and the Trossachs National Park (LLTNP) and the Cairngorms National Park (CNP). **Figure 2. Key Facts & Figures for Scotland's National Parks** below highlights key facts and figures for both National Parks. Further information relating to timber transport within and across these areas is discussed below in **Section 2. Policy Context.**

	Loch Lomond & Trossachs National Park	Cairngorms National Park
Date of Establishment	2002	2003
Area	1,865 km <sup>2</sup>	3,800 km <sup>2</sup>
Population	15,600	16,000
Population density	8.4	4.2
Key Strategic References	National Park Plan National Park Local Plan Forestry Framework Strategy	National Park Plan National Park Local Plan Forest and Woodland Framework
Other notable features	2 forest parks; 70% of Scottish population within 1 hour of National Park	Largest National Park in the UK

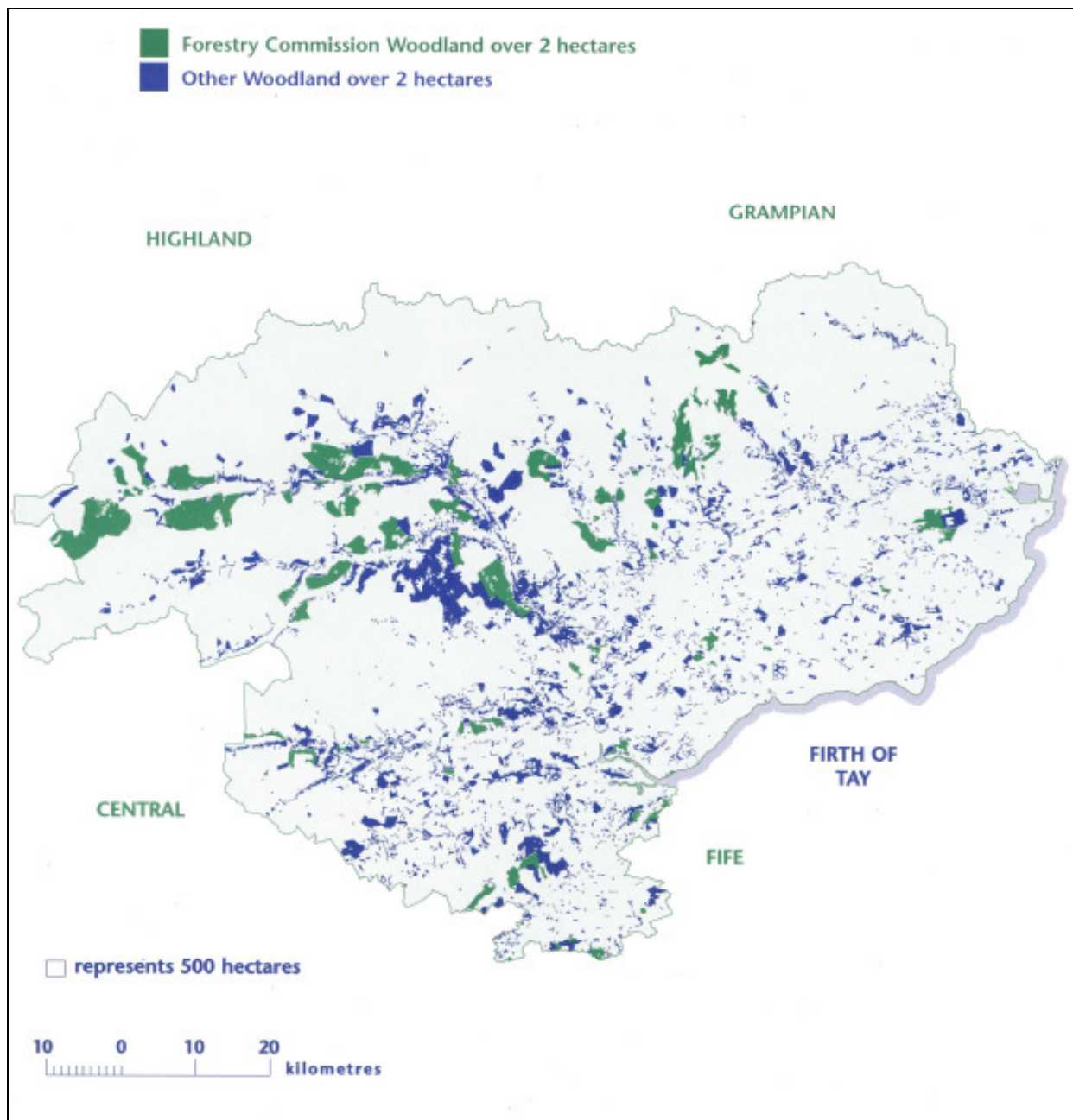
**Figure 2. Key Facts & Figures for Scotland's National Parks**



Map 1: Woodland Ownership within Central Region

Area (including inland water)	272,900 Ha	
Ownership	Ha	% Woodland
Forestry Commission Scotland	24,706	48
Other	26,405	52
Total Area of Woodland	51,111	100
% Woodland Land Cover	18.7	

Figure 3. Summary of Woodland Areas in Central Region



Map 2: Woodland Ownership within Tayside Region

Area (including inland water)	755,809 Ha	
Ownership	Ha	% Woodland
Forestry Commission Scotland	33,908	35
Other	63,910	65
Total Area of Woodland	97,818	100
% Woodland Land Cover	12.9	

Figure 4. Summary of Woodland Areas in Tayside Region

Timber production is currently forecast at around 700,000 tonnes per annum for the current forecast period, rising to over 900,000 tonnes over the next 5 years. There is an aspiration by the Scottish Executive to increase woodland cover in Scotland from around 17% to 25%<sup>6</sup> by 2050 and it is anticipated that most of this increase will come from the private sector which generally has a younger forest estate than that of Forestry Commission Scotland.

In terms of the volume of timber movements, the Scottish Executive provides forecasts of road tonnages to be generated within each local authority area up to the year 2015. **Figure 5. Volume of Timber Movements** below shows predicted road tonnages to 2015 by local authority, where available.

Local Authority	Predicted Road Tonnages to 2015
Stirling	400,250
Perth and Kinross	190,000
Angus	Figures not available
Clackmannanshire	Figures not available

**Figure 5. Volume of Timber Movements**

Throughout Scotland, the importance of road haulage is overwhelming; road continues to be the main mode of freight transportation with 173 million tonnes of freight lifted by road in 2005, representing 71% of all freight lifted<sup>7</sup> and in terms of the timber industry, accounting for 95% of timber tonnage conveyed<sup>8</sup>.

Given this reliance on the road network and the location of the timber resource relative to key processing sites, it is anticipated that road haulage will always be required for at least some component of the journey and in some cases, the only viable option for the extraction and transportation of timber.

<sup>6</sup> Scottish Executive (2006) *The Scottish Forestry Strategy*

<sup>7</sup> Scottish Enterprise (2001) *Scottish Forest Products Transport Mapping Study*

<sup>8</sup> Scottish Executive (2006) *Main Transport Trends Statistical Bulletin Transport Series Tr/2006/05*

The transport of timber by road, in common with much of the rest of Scotland, has become a major issue as many of the rural roads are not capable of supporting the projected increasing volumes of timber traffic. Not only is the existing road infrastructure of concern, but increased timber traffic could also have a major impact on local communities as well as visitors to the area (the latter being an important contributor to the rural economy).

In terms of alternative modes of timber transport, Stirling and Tayside is well served by the rail network as both the main west and east coast lines run through the area. However, rail is not currently considered to be the preferred mode of transport for timber.

In addition to road and rail transport options, within Angus, the port of Montrose has been involved in the export of forestry products for over 30 years and sees the export of 75,000 tonnes per year. Most of this timber volume is carried to the portside by road, although the potential of a rail siding and its operation as a transfer point for goods passing through the port is being considered.

## SECTION 2

# POLICY CONTEXT

In order to develop a co-ordinated and strategic approach to timber transport throughout Stirling & Tayside, it is a necessary to consider the national, regional and local policy context before any decisions as to future actions can be made. A significant number of plans, policies, frameworks and strategies now exist, which have a considerable impact on the development of forestry in general and timber transport in particular.

Planning documents (e.g. Development Plans, Structure Plans, Local Plans and National Park Plans), which form the basis for planning decisions, have been developed and are now managed by a range of stakeholders and partnerships. Whilst this specific planning legislation does not extend to the development and management of woodland areas, it is now recognised that an integrated and inclusive approach, which takes cognisance not only of such planning issues, but also those highlighted in forestry-related policies and strategies and transport and land-use frameworks, is essential in order that forestry and its associated operations can be fully integrated into the land-use planning and decision making process.

**SECTION 2 - POLICY CONTEXT** summarises such frameworks at a national, regional and local level. In order to provide consistency in approach however, each level is then further divided into the following categories: -

**FORESTRY**

**TRANSPORT**

**PLANNING**

## 2.1 NATIONAL POLICY

### FORESTRY



In October 2006 the Scottish Executive published the *Scottish Forestry Strategy*, with a vision that states:

*“By the second half of this century, people are benefiting widely from Scotland’s trees, woodlands and forests, actively engaging with and looking after them for the use and enjoyment of generations to come. The forestry resource has become a central part of our culture, economy and environment”.*

Although the Strategy looks ahead to the second half of the century, it focuses on the key priorities over the next decade and highlights four core principles of: -

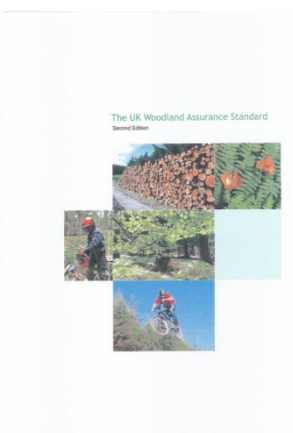
- Sustainable development - underpinned by sustainable forest management
- Social inclusion - through helping to provide opportunities for all, and helping to build stronger communities
- Forestry for and with people
- Integration with other land uses and businesses

The Strategy includes seven key themes which will help achieve the vision and these are relevant in both urban as well as rural areas, such as are found across Stirling and Tayside. The key theme of Timber (Key Theme 2) arguably has the most relevance to timber transport as it recognises that reducing roundwood timber miles will help to reduce social, environmental and economic costs in the supply chain, thereby increasing the efficiency of the timber supply chain as a whole. It further acknowledges that developing the timber transport infrastructure remains an important priority for forest industries and local communities.

Key mechanisms identified in the Strategy for improving the timber transport infrastructure include the Strategic Timber Transport Fund (STTF), the current partnership approach offered through the Timber Transport Forum (TTF) and Regional Timber Transport Groups (RTTGs), each of which are described in more detail below.

Key Theme 1 (Climate Change) acknowledges the industry's role in helping to tackle the threats of climate change and more specifically in terms of timber transport, the role that reducing timber haulage distances can play in such mitigation. The Strategy identifies that work is required to establish a basis for monitoring roundwood road miles ("timber miles") and to facilitate projects that will reduce the impacts of timber transport as it is recognised that implementing a modal shift of timber transport from road to rail or sea has the ability to make a significant difference to the environment.

In common with the need to take a holistic approach in the development of a timber transport strategy for Stirling and Tayside, the Scottish Forestry Strategy advocates that the forest industry needs to integrate effectively with other land uses in order to minimise threats and maximise opportunities. It also encourages cooperative working between industry, local authorities and local communities, a recurring theme that can be found in the majority of other national, regional and local strategies and policy frameworks.



The ***UK Woodland Assurance Standard*** (UKWAS) was launched in May 1999 and reflects the requirements of the governmental UK Forestry Standard and through this, the guidelines for sustainable development adopted in Helsinki in 1993 and Lisbon in 1998. UKWAS formed the UK's response to assuring that timber products are sourced from well managed forests and is a certification standard, against which, woodland management practices can be independently verified.

Changes to UKWAS were agreed in November 2006 and whilst not relating solely to timber transport, included the requirement that owners/managers minimise adverse impacts thereby reducing the risks to public health and safety and the wider impacts of woodland operations on local people. Guidance provided on how this could be achieved and applied in practice referred owners and managers to the Timber Transport Forum's Agreed Routes initiative and the Road Haulage of Round Timber Code of Practice (3<sup>rd</sup> edition).

The *Timber Transport Forum* was formed in February 2000 to provide a mechanism for sharing ideas and best practice in timber haulage. The Forum brings together representatives of Regional Timber Transport Groups from England, Wales and Scotland, local government, central government agencies and the forest industry and its main objective is to identify and promote innovation and best practice. This is achieved by the Forum through: -

- Facilitating communication between the Regional Timber Transport Groups
- Disseminating information about the work of Regional Timber Transport Groups and other timber transport initiatives
- Identifying international best practice and promoting innovative thinking
- Establishing working groups to address specific issues
- Hosting an annual meeting to engage with a wider audience

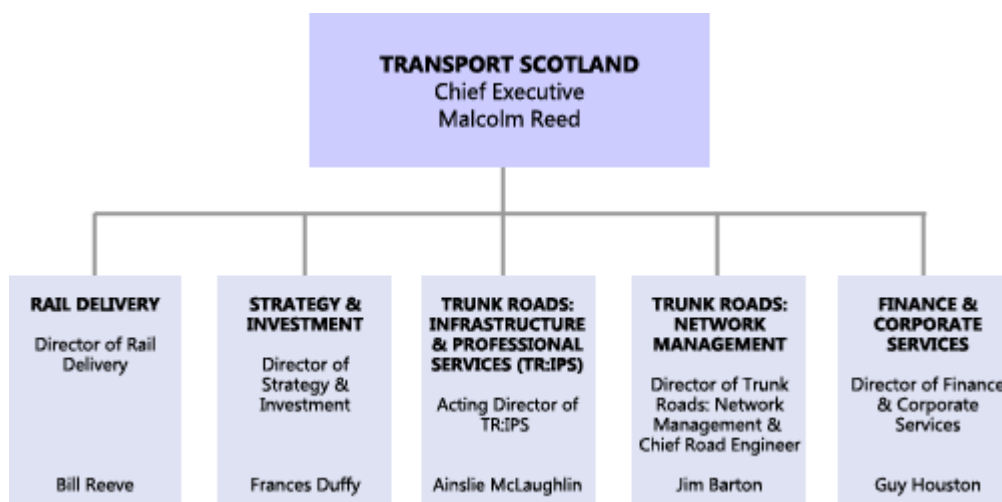
More information on the work of the Timber Transport Forum, including their Strategic Plan for 2008-2011 which was approved in June 2008, can be found at: [http://www.confor.org.uk/timber\\_transport/](http://www.confor.org.uk/timber_transport/) with Regional Timber Transport Groups also described on this website in more detail under Regional Context.

## TRANSPORT

The development of Scotland's transport infrastructure aims to promote economic growth, social inclusion and sustainable development through a safe, integrated and efficient network of roads, rail, sea and air and range of policy documents, consultation and strategies have been produced since devolution.

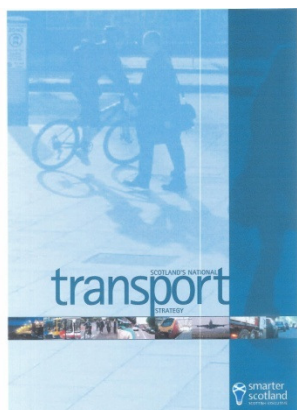
Most notably, the [2005 Transport \(Scotland\) Act](#) detailed proposals for new strategic regional transport partnerships (RTPs), outlined the co-ordination of national and regional transport strategies, enabled a national concessionary travel scheme and created new procedures for tackling road works and a new road works commissioner

In addition and launched in January 2006, Transport Scotland became the national transport agency for Scotland. Part of the Scottish Executive's Department of Enterprise, Transport, Lifelong Learning and split into 5 directorates (see **Figure 6 - Transport Scotland - Organisational Structure** below), the agency's purpose is to help to deliver the Scottish Executive's vision for transport including a £3 billion capital investment programme over the next decade, overseeing the safe and efficient running of Scotland's road and rail networks, helping to deliver a number of major infrastructure improvement projects, specifying and funding the Scottish rail network and building a Centre of Excellence with the right professional skills.



**Figure 6 - Transport Scotland - Organisational Structure**

In order to implement and deliver its aims and objectives, Transport Scotland works in partnership with private sector transport operators, local authorities and government and also works closely with the seven Regional Transport Partnerships (RTPs) which take a strategic view of the transport needs of people and businesses in their region.



Following the publication of a draft strategy and wide-spread consultation during 2005/06, Transport Scotland produced a ***National Transport Strategy*** which set out for the first time, the Scottish Executive's long term vision for transport, together with their objectives, priorities and plans.

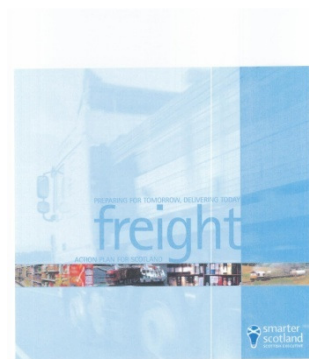
The National Transport Strategy set three strategic outcomes which can be summarised as follows and it is recognised that these will set the context for transport policy making over the next 20 years: -

- Improve journey times and congestion
- Reduce emissions
- Improve quality, accessibility and affordability

A common theme running throughout the main strategy and supplementary documents is the recognition that the delivery of these strategic outcomes will only be achieved through the partnership approach offered through regional transport partnerships, local authorities and transport businesses. Furthermore, there is also a clear acknowledgement that to maximise any benefit to all stakeholders, an integrated approach at national, regional and local level will be essential.

In this way, the formation of Regional Transport Partnerships and the partnership approach already taken by the Stirling and Tayside Timber Transport Group and other Regional Timber Transport Groups, should enable the innovative solutions required to meet the challenges of providing a transport network that is “*an accessible Scotland with safe, integrated and reliable transport that supports economic growth, provides opportunities for all and is easy to use*” to be identified, agreed and implemented

In addition to the National Transport Strategy, Transport Scotland has also produced policy documents to highlight the approach to be taken to rail, road freight and buses. Perhaps understandably, whilst the main strategy document contains very few, if any, specific references to timber transport, the ***Freight Action Plan*** contains the most significant reference to timber transport.



The Scottish Executive’s ***Freight Action Plan*** encourages the potential for modal shifts of freight from the road network and investigation of alternative methods of transport. This support has clear implications to the forestry sector, where timber production is predicted to rise over the next 10 - 15 years and it is no surprise therefore, that the Action Plan gives support for the ***Scottish Strategic Timber Transport Fund***, whose aim is to facilitate the sustainable transport of timber in rural areas of Scotland through innovative projects and partnerships.

## PLANNING

The policy context for national planning issues is provided by the ***National Planning Framework*** published by the Scottish Executive in April 2004. Although a non-statutory document it is intended that the Framework should guide spatial development of Scotland to 2025. In addition, whilst not an economic development strategy, it is anticipated that the Framework will complement the Executive’s ***Framework for Economic Development in Scotland*** and assist in identifying priorities for investment in strategic infrastructure.

The importance of a flexible, well integrated transport system that is accessible to all, thus enabling businesses to prosper, is recognised as a cornerstone to Scotland's ability to competing successfully in the world economy. Furthermore and with more specific reference to the forest industry, the Framework placed significant emphasis on developing more sustainable modes of transport which encourage the transfer of freight traffic from roads to rail and water - i.e. seeking alternatives to road haulage wherever possible - and the provision of the necessary intermodal facilities.

To this end, the Framework highlighted that grants for new freight facilities would be awarded with the objective of removing more than 23 million lorry miles per year from Scotland's roads. Existing grant recipients listed included the development of a new rail freight hub at Grangemouth and it stated that the re-opening of the Stirling - Alloa - Kincardine line would provide a new rail freight route across Central Scotland - a significant opportunity for timber haulage from the Stirling and Tayside Timber Transport Group area.

In terms of the organisations and agencies involved in the planning process and those most likely to influence or impinge on timber haulage, councils have to establish long term planning frameworks which set the overall agenda for development in their area. Typically, these cover important issues including: -

- The council's policies and proposals for the development and use of land in its area
- Giving developers and local people a clear idea of what is likely to be acceptable development and what is not

Such planning frameworks are enshrined in a 'development plan' which is made up of two documents, Structure plans and Local plans.

### Structure Plans

Structure Plans set out the broad policies which govern planning for the area. They are an overview of how development, infrastructure and protection and enhancement of the area should be addressed. For example, they might endorse the development of more housing or more business premises. They cover a 10 to 15 year time span and should be reviewed every five years.

### Local Plans

Local Plans are more detailed and site-specific, meaning they can identify the places to which the policies set out in the structure plans may apply. Local Plans are approved every five years.

Further details of Structure and Local Plans covering the Stirling and Tayside Timber Transport Group area are provided below, where regional and local policies are discussed. It should be noted however, that the current system of plans will be changing with the introduction of Strategic Development Planning Authorities based on city regions - for example, that for Dundee is likely to cover North East Fife, Dundee, Angus and Perth & Kinross (outside National Park areas). Strategic development plans will replace existing structure plans and guidance for the new system will be published by the Scottish Government in 2009.

### Additional national policy note:

In addition to the forestry, transport and planning policy context, mention should also be made of the *Scottish Rural Development Programme (SRDP) for 2007 - 2013* which calls for an increasingly integrated approach to land-use planning and management. The SRDP aims to be consistent with the Scottish Executive's objectives for rural development as set out in the sustainable development strategy and must present an integrated approach where forestry can play an integral part in addressing the elements of rural development.

In addition, the SRDP aims to significantly increase the overall forest area as highlighted in the *Scottish Forestry Strategy*.

## 2.2 REGIONAL POLICY

### FORESTRY

Whilst the national policy context for Scottish Forestry is now focused on the *Scottish Forestry Strategy*, the responsibility for its implementation at a regional level is taken by the Regional Forestry Forum. Each forum has 12 - 15 members representing the economic, environmental and social aspects of sustainable development and establishes its own priorities for action at meetings held three times a year.

In the case of the area covered by the Stirling and Tayside Timber Transport Group, two Regional Forestry Fora have been established - Central Scotland Forestry Forum and Perth and Argyll Forestry Forum.

#### Central Scotland Forestry Forum - Priorities for Action

The Central Scotland Forestry Forum has identified four priorities each in terms of the social, environmental and economic aspects of sustainability and whilst all will impact on timber transport to a certain degree, it is considered that the following priorities will likely have the greatest impact in the short term: -

- **Regional Priority - Environmental**
  - Linking land-use issues - the planning system and environmental agendas together

The need for closer partnership working and integrated policies has been highlighted in the national policy section above and co-operative working now forms a fundamental principle in the development of policies and strategies for sustainable land-use planning. In addition, given the opportunities afforded by the *Scottish Rural Development Programme*, it is considered that an increasing level of cross-agency working will be required to deliver the actions required.

- **Regional Priority - Economic**
  - The development of a woodheat industry working at scale in the region

The development of a woodheat industry in the region is widely recognised as having the potential not only to contribute to the mitigation of climate change, but also create new jobs and increase the area of forestry under active management. However, in order for this industry to develop successfully, it is also acknowledged that a robust supply chain will be required, which will include the transport of resource from source to customer.

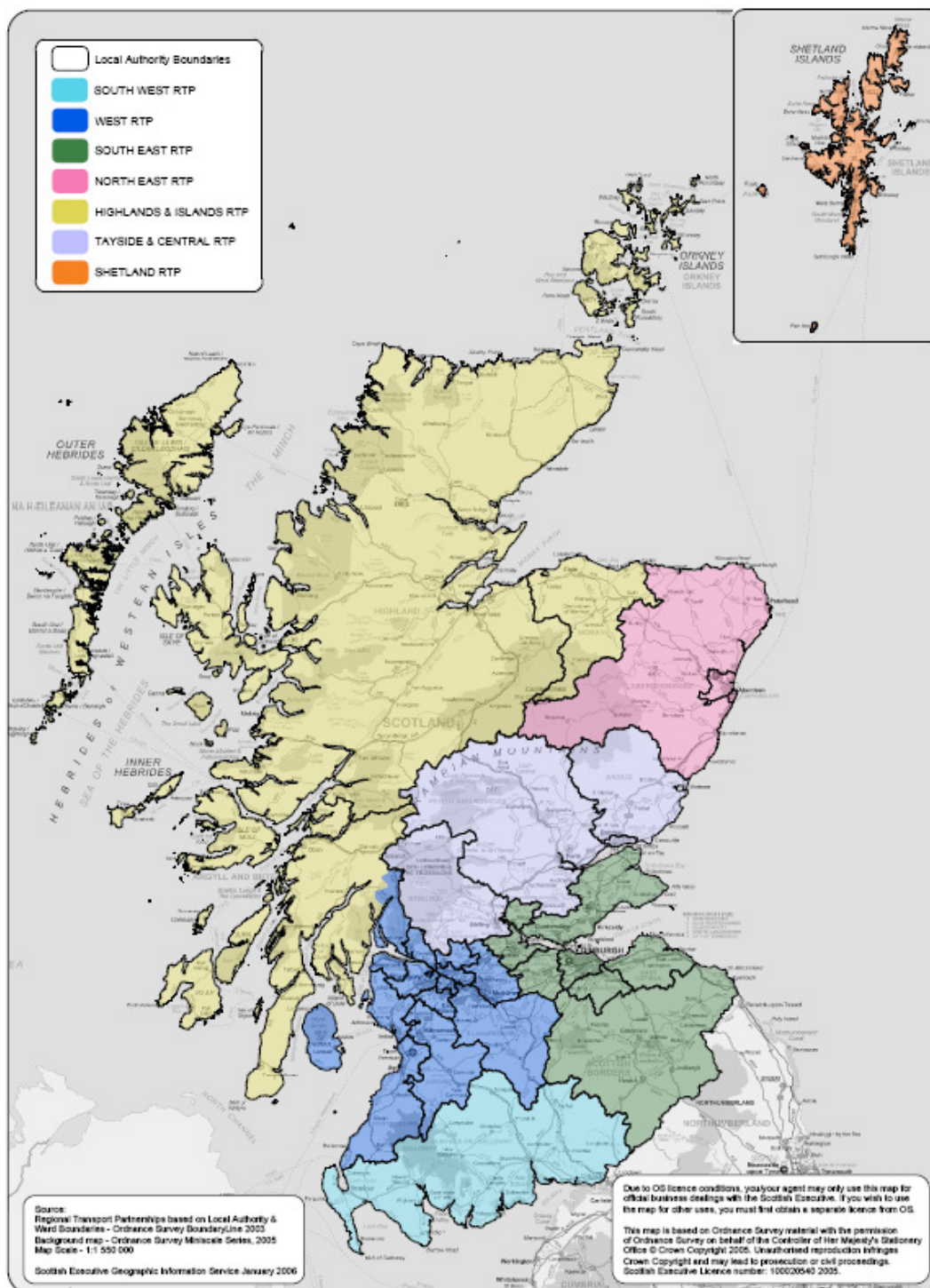
#### **Perth and Argyll Forestry Forum - Priorities for Action**

Members of the Perth and Argyll Forestry Forum agreed in February 2007 that they provide a regional context to the *Scottish Forestry Strategy* in order to illustrate and develop a local distinctiveness. Further developments are as yet unknown.

**TRANSPORT** The *Transport (Scotland) Act 2005* placed a duty on Scottish Ministers to create Regional Transport Partnerships (RTPs) covering the whole of Scotland. An Order to create seven RTP's was made by the Scottish Ministers on 30<sup>th</sup> November 2005 which fulfilled the Executive's commitment to create "new statutory regional transport partnerships to facilitate the planning and delivery of our transport in a more strategic way within local government".

Key objectives of Regional Transport Partnerships and as laid down in Scottish Government-approved Regional Transport Strategies are to "work in partnership with Councils and transport providers to ensure that improvements in the movement of goods are sustainable, including maximising the use of rail and water-borne freight" and "establishing a Regional Freight Quality Partnership (to which the S&TTTG is invited) that will help to deliver cost effective packages of freight-related interventions.

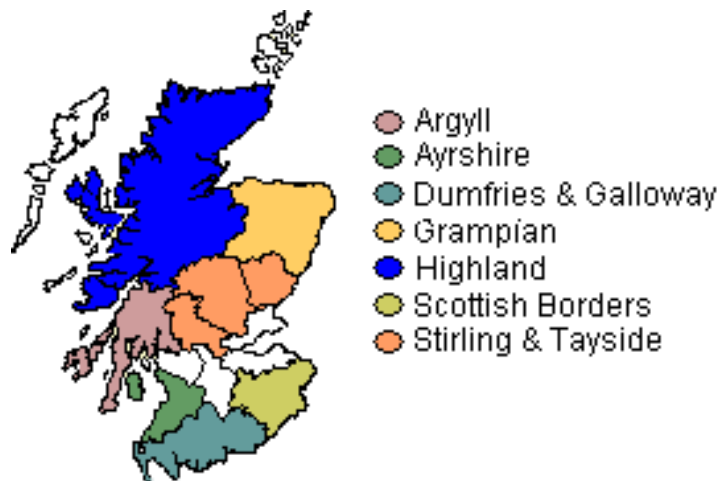
**Map 3: Regional Transport Partnership Boundaries** below indicates the boundaries of the seven RTPs and highlights the primary RTP, Tayside and Central Regional Transport Partnership (TACTRAN), covering the Stirling and Tayside Timber Transport Group area.



**Map 3: Regional Transport Partnership Boundaries**

(Source: <http://www.scotland.gov.uk/Resource/Doc/935/0023224.pdf>)

As shown by **Map 4: Regional Timber Transport Group Boundaries** below, there is considerable overlap between the coverage of the Regional Transport Partnerships and that of Regional Timber Transport Groups.



**Map 4: Regional Timber Transport Group Boundaries**

Furthermore, the memberships of RTPs and RTTGs also show a strong correlation to each other (see also **Figure 7: RTTG & RTP Constituent local authorities**) and in the case of the S&TTTG, all councils represented on the RTTG and also members of TACTRAN. In order to ensure therefore that the views of both groups can be considered when taking a strategic approach to transport across the region, it is recommended that opportunities for co-operative working and sharing of information between both groups be actively sought and encouraged.

<b>Stirling and Tayside Regional Timber Transport Group</b>	<b>Tayside and Central Scotland Regional Transport Partnership</b>
Angus Council	Angus Council
Clackmannanshire Council	Dundee City Council
Perth & Kinross Council	Perth & Kinross Council
Stirling Council	Stirling Council

**Figure 7: RTTG & RTP Constituent local authorities**

**PLANNING**

The regional land-use planning context within the S&TTTG area is provided by the following Structure Plans: -

- Stirling and Clackmannanshire Structure Plan, 2002
- Dundee and Angus Structure Plan 2001-2016 “*Joining the Links*”
- Perth & Kinross Structure Plan “*Towards a Sustainable Future*”

Forming a key part of the report, the Stirling and Clackmannanshire Structure Plan includes a revised Indicative Forestry Strategy (IFS) which highlights that forestry practices can make a significant contribution to sustainable development through considered and carefully designed expansion of the forest and woodland resource, thereby benefiting the key themes of the overall Structure Plan of: -

- Caring for the environment
- Promoting Appropriate development
- Improving the Quality of Life and
- Promoting Access to opportunity

The IFS further recognised that forestry, together with downstream timber processing industries, contributes a significant amount to the local economy.

Forestry interaction with other land-use activities, such as agriculture, recreation and nature conservation, was also highlighted and hence the need to consider the multi-purpose role that forestry and woodlands should play in the development of other Structure Plans and local plan policies.

In terms of timber transport, the IFS recognised the importance of the Agreed Routes and recommended that this should be consulted when developing any proposals for commercial planting.

Whilst only briefly mentioned, the Dundee and Angus Plan recognises the importance economic contribution forestry makes to the local economy and is seen as an integral component in many rural areas.

Within the Perth and Kinross Plan, forestry is seen as an important long term land use and an economic resource with potential for development. It outlines the need to balance the economic needs for planting and extraction with the need to protect the environment and as such, advocates following the Scottish Forestry Strategy's criteria for sustainable forest management. The need for integration between forestry and other resources is also highlighted with the potential for rural diversification to be supported wherever possible. The Perth & Kinross Plan also states the councils will offer favourable support to afforestation proposals which integrate farming and forestry and use rail transport, where possible, for extraction.

It is imperative the four councils represented on the Stirling and Tayside Timber Transport Group work with the surrounding authorities and supporting agencies to improve rail freight links to and from Stirling and Tayside. The approved policies within the Structure Plans represent statutory requirements for the area and as such, any policies developed and actions agreed in a specific Stirling and Tayside Timber Transport Strategy must be complimentary.

### 2.3 LOCAL POLICY

**FORESTRY** As described in Section 1 above, the S&TTTG area encompasses two National Parks: Loch Lomond and the Trossachs National Park (LLTNP) and Cairngorms National Park (CNP), both of which have prepared and implemented Local Forestry Framework reports. These Frameworks provide a non-statutory guidance for all those involved in woodland and forestry across the National Parks.

By contributing to local employment and the local economy, forestry helps sustain communities, services and facilities within and around the National Parks and both the LLTNP and CNP Framework documents depend on a strong and successful partnership between the large number of organisations and interests involved in forestry issues.

The LLTNP *Local Woodland and Forestry Framework* highlights the need for co-ordination of timber movement plans and for exploring opportunities for alternatives to road haulage. It also supports the work of the RTTG's and hopes to build on their work to improve timber transport infrastructure within and outwith the boundaries of the Park and reduce the impact of timber transportation.

Most of the Park's forest is contained within the Queen Elizabeth (QEFP) and Argyll Forest Parks and work is currently underway to develop a QEFP Strategic Plan that will outline current activity and highlight key issues to be addressed.

The CNP Framework document also advocates a multiple objective approach which will incorporate all aspects of the rural economy. One of its key objectives is to promote an increased use of rail and sea to transport timber from within the parks boundaries and it also recognises that partnership working will be essential to identify and strengthen agreed forestry extraction routes.

**TRANSPORT** Limited current information on timber transport issues available

**PLANNING** Limited current information on timber transport issues available

**SECTION 3**

**TIMBER TRANSPORT INITIATIVES**

**WITHIN**

**STIRLING & TAYSIDE**

### 3.1 THE REGIONAL TIMBER TRANSPORT GROUP

The Stirling and Tayside Timber Transport Group was formed in May 2005 following the amalgamation of two former regional timber transports groups - the Stirling Timber Transport Liaison Group and the Tayside Timber Transport Group.

A list of organisations who signed the Stirling & Tayside Timber Transport Group Constitution on 1<sup>st</sup> October 2003 is included as **Appendix I - Stirling and Tayside Timber Transport Group Partners**.

One of seven RTTGs in Scotland, its main objectives is to: -

- i. To act as a forum for timber transport issues in the Stirling and Tayside areas for key stakeholders.
- ii. To identify and address timber transport issues and opportunities in a collaborative and co-operative manner.
- iii. To contribute and support the work of the Timber Transport Forum.
- iv. To promote, scrutinise, and where appropriate, support applications from the area to the Scottish Timber Transport Fund.
- v. To review, on a regular basis, the locations of future timber harvesting areas and their associated road infrastructure requirements and developments.
- vi. To review and revise maps showing Agreed Routes for Timber Haulage, as required.
- vii. To explore and promote the potential for increased use of rail and other alternative forms of transport, including the development of additional terminals.
- viii. To consider the longer term (15 years+) implications of timber harvesting operations on the existing transport network

### 3.2 AGREED ROUTES MAPS

With regard to Agreed Routes Maps (ARMs) and subsequent identification of priorities for road maintenance (see **Section 4.4 Action Plan for Objectives 1 & 2** below), the two current Agreed Routes Maps (Stirling and Tayside) are in need of revision and updating and the process of data collection is currently underway. In addition to gathering timber production data over the period 2007 - 2021+, the data collection study will also collect information on other possible modes of timber haulage (rail and/or sea).

Once the data has been collected, one combined Agreed Routes Map for Stirling and Tayside will be prepared for consultation and subsequent approval and publication. It is anticipated that this map will include the following four classifications: -

**Agreed Routes** Those routes which can be used for timber haulage without restriction as regulated by the Road Traffic Act 1988

**Consultation Routes** Those routes which are recognised as being key to timber extraction but which are not up to Agreed Route standard. Consultation with Local Authority is required and may be necessary to agree limits of timing, allowable tonnage etc. before the route can be used.

**Severely Restricted Routes** Those routes which should not normally be used for timber transport in their present condition. These routes are close to being Excluded Routes. Consultation with the Local Authority is required to achieve an agreed management regime to avoid land locking of timber.

**Excluded Routes** Those routes which should not be used for timber transport in their present condition under any circumstances. These routes are either formally restricted, or are close to being formally restricted, to protect the network. Consultation with the Local Authority is essential.

**Figure 8: Agreed Routes Maps - Data Collection Fields** below summarises the information currently being sought from woodland owners, managers and agents

within the Stirling and Tayside area. This is consistent with data being collected by other Regional Timber Transport Groups, thereby informing and contributing to the gathering of national timber traffic as a whole.

Data Heading	Comments
ID point	Exit point onto public road network
Exit Grid Reference	6 figure NGR
New Exit point Grid Reference	6 figure NGR
Contact	Forest manager/agent details. Data protection to be considered
Owner Number	Number only to maintain confidentiality
Area of forest	Gross and net areas (Hectares)
Road Number	Identified from OS or council records
Current Agreed Route Status	Approved/Consultation/Excluded etc.
Direction of travel	Including % spilt if more than one direction
Processor Destination	Optional but could use % product breakout as alternative
Tonnage 2007	Start date to be decided but split into annual periods for first five years to assist with prioritisation of recommendations in Action Plan
Tonnage 2008	
Tonnage 2009	
Tonnage 2010	
Tonnage 2011	
Tonnage 2012 - 2016	
Tonnage 2017 - 2021	
Tonnage 2021+	
Rail use	Yes or no answer
Preferred railhead	Name of existing or preferred location if none currently utilised
Sea access and option	Yes or no answer
Canal access an option	Yes or no answer
Tonnage of landlocked timber	If applicable

**Figure 8: Agreed Routes Maps - Data Collection Fields**

In addition to the Agreed Routes Maps and in order to assist with the avoidance or resolution of timber transport problems, the S&TTTG have produced guidance notes on the consultation/notification arrangements for timber harvesting and associated road haulage on consultation and excluded routes. A copy of this guidance is included in **Appendix II - Timber Haulage Guidelines**.

Further information on the Agreed Routes Maps throughout Scotland including how the Agreed Routes Maps for Stirling and Tayside are prepared and updated can be found at <http://www.timbermap.org>. The ARMs for all RTTG areas in Scotland can also be viewed and downloaded from this site.

In addition to accessing downloadable PDF versions of the Agreed Routes Maps, ARMs are also now available through the Forestry Commission website (<http://maps.forestry.gov.uk/imf/imf.jsp?site=TTAR>) using an interactive tool especially developed for the Timber Transport Forum. This new website includes the ability to view selected Agreed Routes on an aerial photograph (where data is available and at a scale of 1:10,000).

### 3.3 THE STRATEGIC TIMBER TRANSPORT FUND

The need for additional funding to support the development of a robust timber transport network is highlighted within many of the policy documents listed in Section 2 - Policy Context above. This problem was not specific to Stirling and Tayside alone, but to all forested locations across Scotland.

As part of their spending proposals for 2005 to 2008, the Scottish Executive announced that a Strategic Timber Transport Fund (STTF) would be established from financial year 2005/06 for an initial period of 3 years. This represented a clear acknowledgement that investment in timber transport infrastructure was required and provided the opportunity for a significant investment to be made specifically for improvements to the transport infrastructure connected with timber haulage.

Due to the success of the initial Fund, it has been announced that the STTS has been extended to the end of March 2011. £5 million will be available each year until this time.

**SECTION 4**

**AN ACTION PLAN**

**FOR THE**

**STIRLING & TAYSIDE**

**TIMBER TRANSPORT GROUP**

#### 4.1 SETTING THE SCENE

Whilst it is important to be aware and take cognisance of the local, regional and national policies relating to forestry, transport and planning as summarised above, it is also important to retain a focus on the role and responsibilities of the Stirling & Tayside Timber Transport Group (see also **Section 3.1 The Regional Timber Transport Group** above) and to ensure that the work of the group is consistent with and compliments the aims and objectives of the Timber Transport Forum.

This is to ensure that the work of the RTTG remains centred on those areas where it has specific expertise/responsibility and can meet the needs of its members. This should also continue to enable other partners to be encouraged to participate in specific work concerning the group, as and when considered appropriate.

#### 4.2 ACTION PLAN PRIORITIES

In order to set realistic actions and subsequently report on the progress made towards these actions, it is proposed that the action plan for the S&TTTG focuses on the information gathered during the timber production data collection work undertaken during 2007/08 and where possible, is organised around both the original aims and objectives of the group and the strategic objectives highlighted in the Timber Transport Forum's Strategic Plan 2008 - 11. It is also proposed that actions cover both the short and longer term, include suggested timescales for completion and identify potential lead partners for each action.

### 4.3 SUMMARY OF TIMBER PRODUCTION DATA COLLECTION

An earlier study of timber production throughout Stirling and Tayside (2000) identified 200 points of exit where timber left the forest and travelled onto the public road network. Of these, 108 were in Tayside and 92 throughout Stirling.

As a result of the timber production assessment carried out during 2007/08, revised production figures have now been provided for 79 (40%) of these existing exit points and indicate that 2.14 million tonnes of timber will be produced and transported over the next 15 years.

In addition to existing exit point data, information has now been collected for 250 new exit points. Production figures for these points estimate that a further 4.19 million tonnes of timber will be harvested between 2007 and 2021.

For both existing and new exit points, figures indicate a further 11.6 million tonnes will be harvested post 2021.

**IMPORTANT NOTE:** The information used in the preparation of the following timber production data is solely from those forest owners, agents and managers who acceded to the request for information during the 2007/08 data collection exercise.

Whilst it is therefore acknowledged that this information may not be exhaustive, it is recognised that the data can be used to give an indication of timber production throughout the Stirling and Tayside Timber Transport Group area.

Production forecast data (both Forest Enterprise Scotland and from the private sector) has been requested from Forest Research to enable a comparison to be made. Furthermore, it is anticipated that work to be completed by the newly formed Private Sector Production Forecast Working Group (PSWG) in 2011 will be used to inform future forecasting collection and analysis.

Figures 9, 10 & 11: Summary of timber production in Stirling & Tayside (2007 - 2011) & (2011 - 2021+) and Production Data Observations below indicate the anticipated volume (tonnes) of timber to be harvested from forests throughout Stirling and Tayside between 2007 and 2011 and the 2011 - 2021+ respectively and whether this will enter the public road network via existing or new exit points.

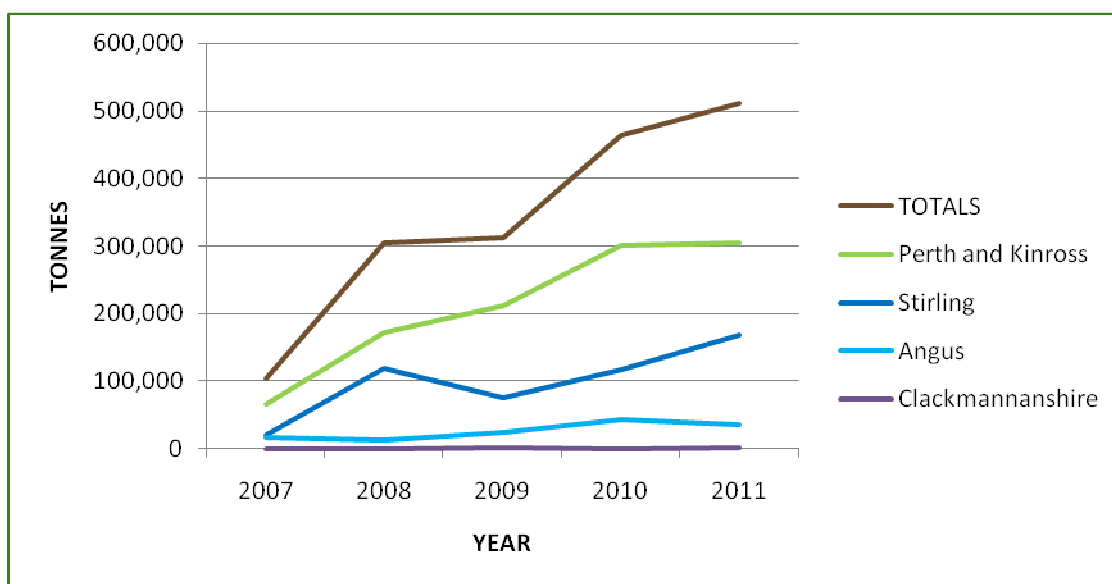


Figure 9: Summary of timber production in Stirling & Tayside (2007 - 2011)

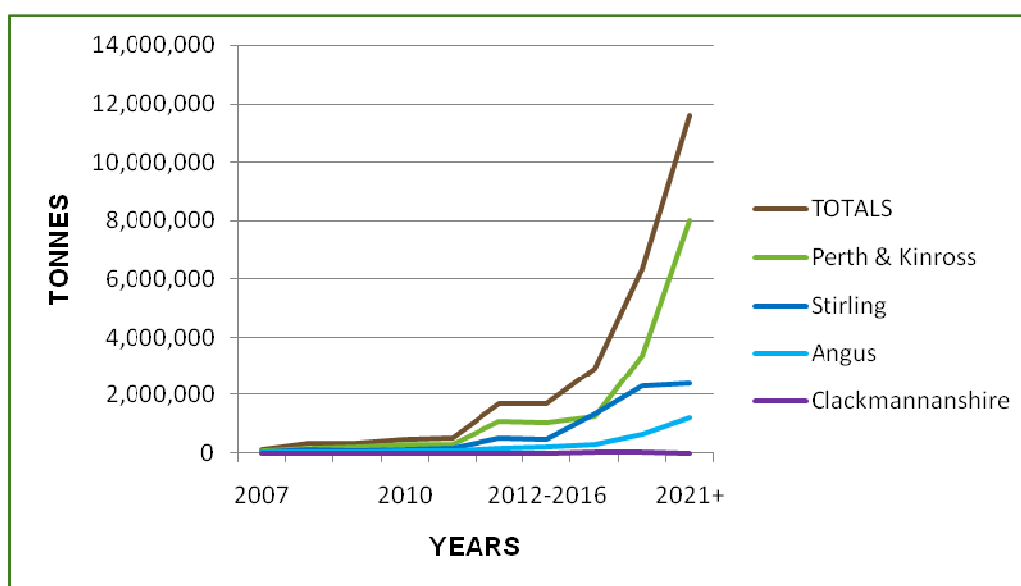


Figure 10: Summary of timber production in Stirling & Tayside (2011 - 2021+)

Values (all areas)	Tonnage (2007 - 2011)	Tonnage (2012 - 2016)	Tonnage (2017 - 2021)	Total Tonnage (2007 - 2021)
Existing exit points	675,005 (11%)	689,440 (11%)	779,798 (12%)	2,144,243 (34%)
New exit points	1,017,341 (16%)	1,014,242 (16%)	2,155,190 (34%)	4,186,773 (66%)
<b>TOTAL for all exit points</b>	<b>1,692,346</b>	<b>1,703,682</b>	<b>2,934,988</b>	<b>6,331,016</b>

**Figure 11: Production Data Observations**

Taking the first five years (annual figures), data provided indicates that just under 1.7 million tonnes of timber will be harvested within Stirling and Tayside; a figure which is set to increase significantly from 103,161 tonnes in 2007 to a peak of 510,286 tonnes in 2011. Harvesting values for the next two five yearly periods show further increases from 1.7 million tonnes (2012 - 2016) to 2.9 million tonnes (2017 - 2021) with a total estimated volume of 6,331,016 tonnes forecast to be harvested over the next 15 year period.

To give some context, translated into 44t timber lorry movements (excepting that not all timber will be transported by road), this is equivalent to approximately 70,514 timber lorry movements during 2007 - 2011; 70,987 during 2012 - 2016 and 122,291 between 2017 and 2021.

In terms of timber traffic on the public roads network, **Figures 12 & 13: Priority Exit Points and Priority Roads** below show the top 10 points of exit from the forest at which the highest volumes of timber are predicted to enter onto a public road and the top 10 roads onto which the highest volumes are timber are forecast to travel over the next 15 years.

Exit Point	NGR	Location	Council	Road	Tonnes
NEW	NN 559 281	Acharn	Stirling	A84	593,250
NEW	NS 534 928	Hoish	Stirling	A81	499,000
NEW	NS 503 565	Barracks/Invercomrie	Perth & Kinross	B846	211,881
OLD	NO 224 602	Glen Isla	Angus	B954	129,934
OLD	NO 063 627	Kindrogan	Perth & Kinross	A924	129,067
OLD	NO 140 513	Blackcraig	Perth & Kinross	A924	99,257
OLD	NN 806 599	Errochty	Perth & Kinross	B8019	88,085
OLD	NN 767 637	Errochty	Perth & Kinross	B847	88,085
NEW	NN 740 230	Dundurn	Perth & Kinross	A85	87,000
NEW	NN 857 599	Allean	Perth & Kinross	B8019	86,565

**Figure 12: Priority Exit Points**

Road Reference	Indicative Location	Council/s	Tonnes
A84	Callander to Lochearnhead	Stirling	674,150
A81	Aberfoyle to Drymen	Stirling	529,500
B846	Kinloch Rannoch to Rannoch Station	Perth & Kinross	320,145
A827	Killin to Aberfeldy	Stirling and Perth & Kinross	274,514
A924	Pitlochry to Bridge of Cally	Perth & Kinross	249,824
A821	Aberfoyle to Callander	Stirling	225,000
A9	Perth to Dunblane	Stirling and Perth & Kinross	200,643
B8019	Dunalastair to Pitlochry	Perth & Kinross	184,050
C107	Killin to Kenmore	Stirling	159,000
B934	Yetts of Muckhart to Dunning	Perth & Kinross	132,554

**Figure 13: Priority Roads**

Using the summarised information above, together with the full version of the timber production data collated for the Stirling and Tayside area\*, it becomes possible for each council to review the list of roads along which timber traffic is anticipated to travel and assess whether these roads are currently fit for purpose, or will require work to maintain or upgrade them either now or over the medium to longer term.

In addition to the timber volume data collected, contributors were also asked to highlight where harvested timber was to be processed and to identify if there was rail or sea/canal access to the areas of forest and if so, which would be the preferred railhead or port/pier/canal.

In response to processor destination, responses specified that timber from forests within Stirling and Tayside could be supplied to:

- Cowie (Stirling)
- J Callander & Son (Falkirk)
- James Jones (Aboyne)

Other responses were more vague and included local and distant sawmills, export, uncertain, numerous, not known or various.

A more comprehensive list of processor destinations for timber supplied from Stirling and Tayside is included in **Appendix IV - Processor Destination**.

In terms of the access to rail, sea or canal, of the 250 exit points where data was provided, there was no identification of definite rail haulage. Some respondents however did highlight Perth and Blair Atholl as railheads that they may consider for future use.

\*The unabbreviated data collection spreadsheet (Excel format) is held by Forestry Commission Scotland, Perth and Argyll Conservancy on behalf of the S&TTTG. Any requests for copies of or extracts from this document should be made in the first instance to Syd House, Conservator, Forestry Commission Scotland, Algo Business Centre, Glenearn Road, Perth, PH2 0NJ or on 01738 442830.

Significant volumes of timber are currently exported through the port of Montrose (Angus), Grangemouth (Falkirk) and Rosyth (Fife). Survey respondents indicated that the port of Perth could also be considered for future use. No canals are either currently being used or noted as to be considered for future use.

#### 4.4 ACTION PLAN

Tables 1 - 8 below set out the proposed action plan for the Stirling and Tayside Timber Transport Group both in relation to the group's original aims and objectives and the Strategic Objectives of the Timber Transport Forum. A further copy of the action plan is available as an Excel document for ease of tracking and reporting.

**Objective 1: To act as a forum for timber transport issues in the Stirling and Tayside areas for key stakeholders.**

ACTION REFERENCE	PROPOSED ACTION	COMPLETION DATE	LEAD PARTNER	TTF STRATEGIC OBJECTIVE LINK
1.1	To publicise the work of the S&TTTG through the TTF website, S&TTTG members & wider industry press	On-going	Group facilitator	1.6
1.2	To establish contacts database for timber haulage practitioners & interested parties within the S&TTTG area	December 2008	Group facilitator	1.6
1.3	To host two S&TTTG meetings per year including one evening meeting	Bi-annually	S&TTTG Chair	1.2
1.4	To actively seek the views of members and wider industry prior to meetings	On-going	Group facilitator	1.5
1.5	To publish meeting agendas and meeting minutes on the TTF website	Bi-annually	Group facilitator	1.6
1.6	To circulate e-communications to all those on contracts database to promote the work of the S&TTTG	Bi-annually or quarterly (if required)	Group facilitator	1.6

ACTION REFERENCE	PROPOSED ACTION	COMPLETION DATE	LEAD PARTNER	TTF STRATEGIC OBJECTIVE LINK
1.7	To invite specific contributors to S&TTTG meetings to make a presentation	Bi-annually	S&TTTG Chair	1.5
1.8	To include presentation on new technologies at one S&TTTG meeting per year	Annually	Group facilitator	1.5; 2.3; 3.1; 6.2; 9.2

**Objective 2:** To identify and address timber transport issues and opportunities in a collaborative and co-operative manner.

ACTION REFERENCE	PROPOSED ACTION	COMPLETION DATE	LEAD PARTNER	TTF STRATEGIC OBJECTIVE LINK
2.1	To formalise (incl. categorise) recording of approaches to S&TTTG re timber transport issues	September 2008	Group facilitator	1.5
2.2	To track progress and report back to S&TTTG members at subsequent S&TTTG meeting	On-going	Group facilitator	1.5
2.3	To identify possible solutions, partners & timescales for problem resolution	On-going	S&TTTG Members	2.2; 2.3; 2.4; 3.1; 6.2; 9.1
2.4	To highlight and/or signpost to potential funding options	On-going	Group facilitator	3.2; 3.3
2.5	To report identified solutions to TTF for wider industry circulation and encourage dissemination of good practice	On-going	Group facilitator	2.2; 9.1; 9.2

**Objective 3:** To contribute and support the work of the Timber Transport Forum.

ACTION REFERENCE	PROPOSED ACTION	COMPLETION DATE	LEAD PARTNER	TTF STRATEGIC OBJECTIVE LINK
3.1	To invite TTF representatives to attend all S&TTTG meetings	Bi-annually	S&TTTG Chair	1.2
3.2	To submit meeting agendas and meeting minutes for inclusion on TTF website	Bi-annually	Group facilitator	1.5
3.3	To circulate TTF information to all S&TTTG members and database contacts	On-going	Group facilitator	1.6
3.4	To share contacts on database & other permitted information	June 2009	Group facilitator	1.6
3.5	To promote TTF activities & events at S&TTTG meetings & via S&TTTG members	On-going	Group facilitator	1.6; 1.8
3.6	To invite other RTTG representatives to attend S&TTTG meetings	Bi-annually	Group facilitator	1.5
3.7	To encourage S&TTTG representative/s to attend TTF events	On-going	S&TTTG Chair	1.5; 1.8

**Objective 4:** To promote, scrutinise, and where appropriate, support applications from the area into the Scottish Timber Transport Fund.

ACTION REFERENCE	PROPOSED ACTION	COMPLETION DATE	LEAD PARTNER	TTF STRATEGIC OBJECTIVE LINK
4.1	To work with the TTF to submit specific regional articles on the STTF and role of RTTGs in industry trade press	December 2008	Group facilitator	1.6
4.2	To circulate information on the STTF to all S&TTTG members and database contacts	December 2008	Group facilitator	3.2
4.3	To provide qualitative data in support of applications to the STTF	On-going	Group facilitator	3.3
4.4	To submit summary application reports to S&TTTG members for consideration	On-going	Group facilitator	3.3
4.5	To review draft applications, provide feedback and approve (or otherwise)	On-going	S&TTTG members	3.3

**Objective 5:** To review the locations of future timber harvesting areas and their associated road infrastructure requirements and developments.

ACTION REFERENCE	PROPOSED ACTION	COMPLETION DATE	LEAD PARTNER	TTF STRATEGIC OBJECTIVE LINK
5.1	To seek means of efficient data collection and analysis in conjunction with TTF and other RTTGs and ensure consistency in approach	December 2008	S&TTTG Chair	5.1
5.2	To review, refresh & collate timber production data by geographic area	June 2011	Group facilitator	5.1
5.3	To include discussion of significant areas of activity (new or existing) on S&TTTG meeting agendas	Bi-annually or as required	Group facilitator	2.4; 5.1
5.4	To seek information from key industry players within the S&TTTG area on future investment activity	On-going	S&TTTG Chair	2.4; 5.1
5.5	To liaise with TTF and other RTTG representatives re future activity in adjoining areas	On-going	Group facilitator	2.4; 5.1; 5.3

**Objective 6:** To review and revise maps showing Agreed Routes for Timber Haulage, as required.

ACTION REFERENCE	PROPOSED ACTION	COMPLETION DATE	LEAD PARTNER	TTF STRATEGIC OBJECTIVE LINK
6.1	To seek means of efficient data collection and analysis in conjunction with TTF and other RTTGs and ensure consistency in approach	December 2008	S&TTTG Chair	5.1
6.2	To review, refresh & collate timber production data by road/catchment area	September 2011	Group facilitator	5.1
6.3	To present areas of significant activity requiring ARM re-classification/s to S&TTTG members	Bi-annually	Group facilitator	5.1
6.4	To review and consider proposed changes to ARM classification and approve (or otherwise)	Annually	S&TTTG members	5.1
6.5	To submit approved ARM classification changes to FC	Annually	Group facilitator	5.1
6.6	To publicise changes to ARM to all S&TTTG members and database contacts	Annually	Group facilitator	5.2

**Objective 7:** To explore and promote the potential for increased use of rail and other alternative forms of transport.

ACTION REFERENCE	PROPOSED ACTION	COMPLETION DATE	LEAD PARTNER	TTF STRATEGIC OBJECTIVE LINK
7.1	To invite representative from Montrose Port to attend S&TTTG meeting	August 2008	Group facilitator	6.1
7.2	To meet with TACTRAN to investigate potential for alternative forms of transport	August 2008	Group facilitator	6.1; 6.2
7.3	To nominate S&TTTG representative to attend Regional Freight Quality Partnership meetings	August 2008	S&TTTG members	1.8
7.4	To investigate progress of Crianlarich railhead with Argyll Timber Transport Group project manager & report to S&TTTG	September 2008	Group facilitator	6.1; 6.2
7.5	To investigate options for increased rail transport from Crianlarich	February 2009	Group facilitator	6.1; 6.2

ACTION REFERENCE	PROPOSED ACTION	COMPLETION DATE	LEAD PARTNER	TTF STRATEGIC OBJECTIVE LINK
7.6	To meet with representative from Perth Port to discuss future plans for development of railhead/port	December 2008	Group facilitator	6.1; 6.2
7.7	To investigate options for timber haulage from Perth Port	February 2009	Group Facilitator	6.1; 6.2

**Objective 8:** To consider the longer term (15 years+) implications of timber harvesting operations on the existing transport network

ACTION REFERENCE	PROPOSED ACTION	COMPLETION DATE	LEAD PARTNER	TTF STRATEGIC OBJECTIVE LINK
8.1	To seek means of efficient data collection and analysis in conjunction with TTF and other RTTGs and ensure consistency in approach	December 2008	S&TTTG Chair	5.1
8.2	To present 15+ year data to S&TTTG for early identification of pinch points	Bi-annually	Group facilitator	5.2
8.3	To review and consider relevant new planning frameworks & strategies in relation to freight transport targets, opportunities and constraints	On-going	Group facilitator	8.1
8.4	To highlight key issues associated with new planning frameworks & strategies to S&TTTG	Bi-annually	Group facilitator	8.1

ACTION REFERENCE	PROPOSED ACTION	COMPLETION DATE	LEAD PARTNER	TTF STRATEGIC OBJECTIVE LINK
8.5	To review and consider impact of new planning frameworks on timber harvesting programmes & haulage	Bi-annually	S&TTTG members	8.1
8.6	To liaise with TTF and other RTTGs to highlight common issues, share good practice and identify industry-wide solutions	On-going	S&TTTG Chair	1.5; 9.2

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## SECTION 6

## APPENDICES

**APPENDIX I: STIRLING AND TAYSIDE TIMBER TRANSPORT GROUP PARTNERS**

The following organisations all signed the Stirling & Tayside Timber Transport Group Constitution on the 1<sup>st</sup> October 2003.

Angus Council

Forest Enterprise

Forestry Commission Scotland

Forestry & Timber Association

Loch Lomond & Trossachs National Park Authority

Perth & Kinross Council

Scottish Enterprise

Scottish Woodlands Ltd.

Stirling Council

Timber Transport Forum

UKFPA

UPM Caledonian Paper

UPM Tilhill

The Partnering Charter commits the partners, through joint working and co-ordinated action, to the pursuit of the following mutually beneficial objectives:

- The maintenance of the area's woodlands through ensuring access to them;
- The development of the forest industry through management and improvement of haulage routes
- The avoidance or resolution of timber transport problems
- The development and use of best management practice for timber transport within the area
- The agreement of a timber transport strategy, integrating public and private roads, to provide cost effective and sustainable solutions

## APPENDIX II - TIMBER HAULAGE GUIDELINES

The Forest Agent or owner is expected to liaise with the Local Authority, over the initial planning of future timber transport on consultation and excluded routes (as suggested in the UK Woodland Assurance Scheme and the Code of Practice for the Road Haulage of Round Timber)

Formal scoping meetings for Forest Enterprise Design Plans and Private Sector Forest Plans.

*Provides Local Authority with an opportunity to have an early input on any timber transport issues associated with the outline plans. This helps Local Authority to plan future road maintenance programme.*

Applicant ensures that the early feedback is taken into consideration in compiling the Plan.

28 day period in which to respond

Consent is required to form a new access or carry out any works on or adjacent to a public road. Contact Stirling Council (Roads)

Also, Planning Permission is required from Stirling Council, (Planning) or Loch Lomond and the Trossachs National Park (for areas within the National Park) for any proposal to form a new forest access onto a classified public road (A or B road).

FC notifies Local Authority of all Forest Enterprise Design Plans, Forest Plans, Felling Licences and SFGSs.

*Local Authority provides feedback based on any previous dialogue with Forest Managers and on the consultation and excluded haulage routes identified on the Agreed Routes Map.*

28 day period in which to respond

FC issues Felling Licence and includes any feedback/recommendations provided by the Local Authority.

Landowner or Forestry Agent should contact Stirling Council, (Roads) within 28 days notice of work commencing on site and the start of timber haulage. To confirm pattern of working and to provide point of contact for further liaison as required.

**APPENDIX III - MAP REFERENCING**

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**APPENDIX IV - PROCESSOR DESTINATION**

Norbord (Cowie & Dalcross)

James Jones & Sons (Lockerbie & Aboyne)

J Callanders & Son (Falkirk)

Windymains Sawmill (Humbie)

Perthshire Timber Company (Dunkeld)

Tynninghame Sawmills (Dunbar)

UPM Caledonian (Irvine)

Egger Barony (Auchinleck)

Adam Wilsons (Troon)

Crambs (Gargunnoch)

Forest & Garden (Lockerbie)

BSW (Carlisle & Petersmuir)

Ridings Sawmill Ltd (Cardross)

Kronospan (Chirk)

Rosehill Timber (Laurencekirk)

Pulp export to Scandinavia (via Grangemouth & Montrose)