

**C09 North to A815 Whistlefield and C09 South to Strone Agreed Route**

This Timber Traffic Management Plan (TTMP) has been prepared so that the structure of the roads named and associated verges are protected during operations associated with in-forest road construction or upgrading as well as timber haulage operations while preserving them for the use of local residents, agriculture and other forestry users. The purpose of this local agreement is specifically to ensure that reasonable access is maintained for the forestry owner/s and their neighbours, but in a sustainable fashion and in accordance with regional and national forest strategies. Refer to [www.argyll-bute.gov.uk/transport-and-streets/timber-transport](http://www.argyll-bute.gov.uk/transport-and-streets/timber-transport)

**Pre-conditions:** The following schedule relates to the sensitive Council road, C09 Ardentinnny to A815 Whistlefield Junction and C09 Ardentinnny to A880 Blairmore. The plan is to protect this narrow road that has a weak surface and has suffered edge damage through previous unrestricted haulage operations. Proposed haulage operations on this consultation route must be discussed with the council in advance of commencement.

**Lorry Configuration:** Vehicles must be 3 axle wagon and drag vehicles max 44 tonnes gvw, running on twin wheel or maxi tyre units and fitted with a tyre pressure control system and operated to the manufacturers recommendation for the conditions. Super single tyres on non steering axles will not be permitted.

**Frequency & Timing:** Maximum 10 loaded vehicle journeys per day, subject to regular route inspection. Note: - TTMP frequency is for the road, capacity must be shared between operations. Timber wagons must not convoy. Loaded vehicle separation minimum 45mins. Timber haulage should avoid Ardentinnny from 08.00 to 09.00 and 15.00 to 16.00 if possible. Hauling cargo to Sandbank Pier is likely to exceed the capacity (Ca. 40 loads may be required over a three day period) The merchant or operator of the haulage must give at least one weeks notice to Argyll & Bute Council for condition assessment. Haulage should operate over 5 days in 7 ie weekdays, unless boat schedules require otherwise.

**Seasonal & Weather Condition Restrictions:** The normal season for this route is May to September. Should extension into the shoulder months be required then the operator of the haulage must consult with A&BCo. To ensure prevailing conditions are acceptable. Temporary restrictions may be required in times of potential freeze thaw conditions.

**Driver Awareness & Speed Limits:** Drivers involved with the haulage must be familiar with the nature of the road and should have read and be in possession of this management agreement, prior to operating on this route. The maximum speed (loaded or empty) will be **20 mph**. This may be reduced to **15 mph during excessively wet periods**.

**Maintenance of Forest Road Entrance:** The forest road junction with the public road must be maintained to prevent stone, mud and debris spilling onto the public road. Operators must make provision for any debris to be removed promptly.

**Monitoring & review:**

Road conditions are subject to periodic inspections by Council staff during the period of operations. Parallel inspections by the ATTG Project Officer will be carried out when practicable. Any deterioration of the road surface observed by interested parties (hauliers, land owner, agents etc.) must be notified to the local Council Roads Operations office as soon as practicable. Haulage should be suspended immediately if significant damage is evident or likely to occur and only resumed after consultation with A&BC Technical Officer- B&C. Prepared by ATTG / Council