

Argyll Timber Transport Group.

Timber Traffic Management Plan: UC44 Blarchascaig - North Shian Road and UC42 Inverfolla – Port Appin road, from their junctions with the A828 Trunk Road

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

Pre-conditions: The following schedule relates to the sensitive Council roads UC44 Blarchascaig - North Shian Road and UC42 Inverfolla – Port Appin road, from their junctions with the A828 Trunk Road. The single track roads in North Shian are narrow, with weak foundations and verges, poor vertical and horizontal alignment and limited passing places. Normal use by agricultural traffic is manageable but increased traffic due to Timber Operations requires a degree of Traffic Management to prevent excessive damage to the network.

Lorry Configuration:

Vehicles fitted with CTI would be the preferred option but if this is not practicable 3 axle wagon and drag 44 tonnes GVW, with twin or maxi tyres should be used. No super single tyres units are permissible due to the width of surfaced carriageway. An alternative method would be to use multi tyre trailer and tractor units with smaller capacity, running to a secondary loading point adjacent to the A828 “Agreed Route”. Vehicle configuration on this route may be subject to review if damage to the road becomes evident.

Frequency & Timing:

Maximum of 6 loaded 44t capacity vehicles journeys per day, using a single vehicle by return. The time between loaded vehicles travelling on this road should be no less than one hour. This frequency may be relaxed if the use of smaller capacity vehicles and a secondary loading point were proposed. Hauliers wishing to increase this frequency should consult with the A&BC Technical Officer for Oban, Lorn and the Isles listed in contacts on the webpage. An assessment of the road and weather conditions, in conjunction with any proposed mitigation measures such as CTI, will determine suitability of an increase in load frequency.

Seasonal & Weather Condition Restrictions:

Haulage should be carried out, preferably in the summer months from May – September, to avoid the frost/thaw conditions these roads may be susceptible to. Consultation with the Area Roads Team as above would be required if haulage was planned outside this operational period, or in conditions of continuous heavy rain or winter weather.

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) should be restricted to 20 mph until reaching A828

Access points/Loading:

These should be agreed with the A&BC prior to any haulage being carried out and should meet standard requirements, [detailed in protocols](#) and guidance on the webpage.

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 there is any doubt that significant damage is evident or likely to occur and only resumed after consultation with A&BC Technical Officer- OLI.

Prepared by ATTG / Council

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