

Argyll Timber Transport Group. Timber Traffic Management Plan: Rosneath, Lomond – C73 Barbour Rd, B833 & C73 Peaton Hill

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 road, C73 Barbour Rd Rosneath and the Consultation route B833 as detailed above. Barbour Rd is designated as an Excluded Route north of Kilcreggan but is part of the Consultation Route in this area. The proposed haulage operation out of the Rosneath forest is the final part of the first rotation harvesting operation, thereafter all second rotation haulage will use the in-Forest road to Peaton Hill.

Haulage Route to Agreed Route network: Vehicles will use the exit point onto Barbour Rd, turning Left and gaining access to B833 within ¼ mile. Vehicles will follow B833 through Rosneath and Clynder turning Left up C73 Peaton Hill Road, gaining access to Agreed Routes at the exit point of the In-Forest road and using the short linking road to the Coulport Military Road, and hence via A814 and A817 to A82 Trunk Road. Any deliveries to Cardross Sawmill will exit A82 at Renton slip on the Balloch by-pass and re-enter Argyll via A814 Dalreoch and Ardoch in a westerly direction. For the purposes of this operation, empty vehicles will utilise this route in reverse order, Cardross exit via A818 to A82. No vehicles to use the routes through Helensburgh A814 West Clyde St. and Rhu or Garelochhead B872.

Lorry Configuration:

The Barbour Road section has a thin construction which has been susceptible to deformation in the past causing damage to the surface. Lorries fitted with CTI is the preferred option. The use of full length articulated trailer units will only be permissible if the added risk to verge over-run and edge damage associated with the longer swept paths is monitored and made good, before accelerated damage occurs. For the purposes of this operation only, the use of 3 axle supersingle articulated vehicles will be permissible, due to the comparatively short section of susceptible road on the entire haulage route.

Frequency & timings:

Due to limited stacking space, loads will be transported by one or two vehicles by return. For the shortest haulage journeys this will effectively generate a maximum of 6 – 8 loads per day. No haulage to travel through Rosneath 30mins before or after the start or end of School hours and consideration should be given to avoid travelling past any known services at churches in the area.

Seasonal & Weather Restrictions:

This operation should be completed by October 2014. Consultation with the Area Roads Team, should take place, on risks of deterioration in conditions of continuous heavy rain.

Driver Awareness & Speed Limits:

The Route above must be made clear to all haulage drivers. This route is subject to traffic orders for maximum speeds of 30mph or 40mph but haulage vehicles are requested to travel at a maximum of 20mph in residential areas, to minimise the visual and audible impact of operations.

Access points/Loading:

The use of the existing, unmade, exit point onto Barbour Road is acceptable for this “one off” operation. However, all run-off debris must be controlled and all roadside drainage re-instated and maintained throughout the operational period. Sightlines and overhead clearance of broadleaf trees on Barbour Road are to be improved as agreed, by the harvest agent, to allow forward view for haulage vehicles and other road users.

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- H&L.

Prepared by ATTG / Council

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