

Argyll Timber Transport Group.

Timber Traffic Management Plan: B8000 Otter Ferry – Portavadie THR entrance

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, B8000, Otter Ferry to Portavadie THR entrance. This road 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 at least one month in advance of commencement.

Lorry Configuration: 3 axle wagon and drag vehicles 44 tonnes gvw, with twin or maxi tyre units should be used, preferably fitted with CTI system. No use of super single tyres will be permitted. Vehicle configuration on this route may be subject to review if damage to the road becomes evident.

Frequency & Timing: Maximum 10 loaded vehicle journeys per day, subject to regular route inspection. Note: - TTMP frequency is for the road, parallel operations must not exceed maximum number.

Seasonal & Weather Condition Restrictions: Haulage should only be carried out April – October, this road is particularly susceptible to the impact of frost/thaw damage. Consultation with the council would be required if haulage was required outside this operational period.

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**.

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.

Maintenance of Forest Road Entrances: Damage to the public road can occur very quickly when egress from the forest onto the public road is not maintained, especially when the join from forest road to public is of water bound surface. Mud and debris should not be allowed to spill onto the public road. Operators must make provision for any debris to be removed immediately.

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- B&C.

Prepared by ATTG / Council

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