

Argyll Timber Transport Group.

Timber Traffic Management Plan: B8024 Kilberry Loop Rd – Ormsary - North to A83 Inverneil

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, the B8024 which is designated as a Consultation Route in this area and is the main lifeline route for the local population, businesses and services. This road has a thin construction which has been susceptible to deformation in the past causing damage to the surface. The road is generally single track with standard size passing places and of poor alignment. Generally the level of mixed industrial traffic is within a manageable range but the potential for large scale increases in timber traffic on this weak road necessitates the formulation of this Traffic Management Plan. Proposed haulage operations must be discussed with the council at least one month in advance of commencement, especially if there is a need to supply to shipping at Ardrishaig Pier.

Lorry Configuration: 3 axle wagon and drag 44 tonnes GVW, are preferred, ideally equipped with CTI technology. The use of full length articulated trailer units will be permissible but under close scrutiny to assess the added risk to verge over-run and edge damage associated with the longer swept paths. All units must utilise twin or maxi tyres and the use of super single tyre units prohibited, due to the narrowness of the surfaced carriageway and increased edge pressure. Vehicle configurations on this route may be subject to review if damage to the road becomes evident.

Frequency & Timing: The time between loaded vehicles travelling on this road should be no less than one hour, to allow a degree of carriageway recovery. Hauliers wishing to increase this frequency should consult with the A&BC Technical Officer for Mid Argyll & Kintyre 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. A haulage operation in 2012 where increased frequency was required to facilitate boat loading, was carried out successfully, in suitable weather conditions.

Seasonal & Weather Condition Restrictions: Haulage should be carried out, preferably in the summer months from May – September, to avoid the frost/thaw conditions this road is particularly 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 A83.

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

Date: February 2019

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