

Argyll Timber Transport Group.

Timber Traffic Management Plan: B842 Crossaig to FC Timber Haul Road-Kintyre

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, B842 from Crossaig south to the forestry Commission Timber Haul Road entrance, a distance of approximately 4 km. Proposed haulage operations relate directly to the site clearance works for the SSE Trunk Cabling contract. Haulage must be discussed with the council at least one month in advance of commencement.

Lorry Configuration: Due to the short distance and use of a secondary loading point, this operation can be delivered using one vehicle. A single “wagon and drag” self-loading unit, preferably equipped with CTI would be the most sympathetic to the geometry of the B842.

Secondary Loading Point: Stacking of timber at a secondary loading point must be sufficiently clear of the public road to allow standard articulated vehicles to re-load off the public road and maintain adequate sightlines past the works. The proposal to use an area within the Cross Kintyre Timber Haul Road is accepted as the most practicable.

Frequency & Timing: The contractors proposed production rate of 500 tonnes per week is also considered to be sympathetic to the public road network. Using a single vehicle on return trips a maximum daily production of 100 tonnes, or 5 to 6 loads would be an acceptable frequency.

Seasonal & Weather Condition Restrictions: The unseasonably late winter weather on 22nd March 2013 has greatly affected the whole of Kintyre and the power transmission system. SSE priority is to regain full system connection and this is likely to delay the operations on the Crossaig Trunk line project. However, if operations are planned to run in parallel during April and May 2013, consultation must be made in advance with the local Roads Team to confirm that frost damage will not be exacerbated by a heavy haulage operation.

Driver Awareness & Speed Limits: Drivers 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.

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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