

Argyll Timber Transport Group.

Timber Traffic Management Plan: C11, Otter Ferry to Glendaruel.

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 agreement relates to the ca. 1,285m stretch of the severely restricted section of the C11 Otter Ferry to Glendaruel route, between the North Otter and Strone forest roads. (NR 95925 83726 and NR 97035 83226) Timber traffic must NOT travel on the public road beyond these points. This is a trial operation using a low ground pressure tractor & trailer secondary extraction unit. The trial is restricted to the initial coupe of ca. 3,300tonnes. Haulage will stop immediately should undue damage occur to the C11. In this case a review will be held between the agent, operator, ATTG and A&BC to agree if and how the operation can continue including any necessary repairs.

Lorry Configuration: Due to the alignment, width of carriageway and limited structural strength of this road, only the specified low ground pressure tractor and trailer configuration with multiple axles and central load spreading wheels is consented for timber haulage. Super single tyres are prohibited.

Frequency & Timing: The trial is for 1 unit on a load and return basis. There will be no more than 1 loaded vehicle movement per hour between the hours of 06:30 and 19:30, up to a maximum of 12 loads in any 24 hour period. If road or weather conditions deteriorate then the numbers of loads will be reduced to 8 (or, exceptionally, fewer) loads per 24 hour period at the discretion of the technical officer as posted on the A&BC website. Priority will be given to regular road users, e.g. at school run times.

Seasonal & Weather Condition Restrictions: operations will normally be restricted to April 1st to September 30th. Work out with these dates is subject to weather and road conditions and is at the discretion of the local A&BC Technical Officer. Haulage operations will be suspended during periods of unusually heavy rain or freeze thaw conditions.

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 on this haulage route (loaded or empty) will be 15 mph.

Access points/Loading: North Otter and Strone forest roads (NR 95925 83726 and NR 97035 83226) 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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Name ATTG: Iain Catterwell, Regional Project Officer.

Name A&BC: Stuart Watson, Traffic & Development Manager