

## **Argyll Timber Transport Group.**

### **Timber Traffic Management Plan: UC 27 Ardlamont Peninsula**

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](http://www.argyll-bute.gov.uk/transport-and-streets/timber-transport)

**Pre-conditions:** The following schedule relates to the sensitive Council road UC27, from the forest entrance at end of excluded section at Cnocan a Chorra south round the Ardlamont Peninsula towards Kames. - From forest entrance at end of excluded section at Cnocan a Chorra south round the Ardlamont Peninsula towards Kames.

**Lorry Configuration:** Only Wagon and Drag configurations with six wheel trailer and double or “maxi-tyre” configuration, up to a maximum loaded weight of 44tonnes are permitted. Vehicles equipped with CTI or equivalent low ground pressure systems are preferred for timber haulage on this road. No super singles permitted.

**Frequency & Timing:** The time between loaded vehicles travelling on this road should be no less than one hour, maximum of six vehicles per day, to allow a degree of carriageway recovery. Operations are planned for 5 days per week. Hauliers wishing to increase this frequency should consult with the A&BC Technical Officer for Cowal & Bute 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.

**Seasonal & Weather Condition Restrictions:** Timber haulage on this road should only occur from April - October avoiding the winter period and at no more than the scheduled rate of despatch. This means that if for any reason, any timber remains after that date, there should be further consultation with the Roads Dept. prior to its movement, at a further reduced rate if necessary.

**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.

#### **Awareness & engagement:**

#### **Maintenance of Forest Road Entrances:**

#### **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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