

Argyll Timber Transport Group.

Timber Traffic Management Plan: C31 Ardenaiseig Road, Lorn

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, C31 - Kilchrenan to the end of the public road (Ardenaiseig). This road crosses areas of deep peat which have been susceptible to sinking in the past causing damage to the road. Proposed haulage operations must be discussed with the council at least one month in advance of commencement.

Lorry Configuration:

Lorries fitted with CTI would be the preferred option but if this is not practicable 3 axle wagon and drag 44 tonnes gvwt, with twin tyres should be used, no super single tyres. Lorry configuration on this route may be subject to review if damage to the road becomes evident. The council must be consulted on the use of alternative lorry configuration e.g secondary loading to flat-bed articulated lorries and this should only be considered for special circumstances.

Frequency & Timing:

Maximum of 4 loaded lorries per day. (Revised Average 1 load/day during November)

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 and is unlikely to be endorsed. **(Revised – Reduced frequency for November , all works complete by 30th)**

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

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Name ATTG: Iain Catterwell, Regional Project Officer.

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