

Argyll Timber Transport Group.

Timber Traffic Management Plan: C33 Lerags from Ardoran to A816

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, C33 Lerags from Ardoran Junction out to A816. The C33 is narrow and has many tight bends which make the use of articulated trailers undesirable. Proposed haulage operations must be discussed with the council at least one month in advance of commencement.

Lorry Configuration:

The use of individual 6 or 8 wheeled vehicles with twin wheel or maxi tyre units, CTI equipped preferably. Running to a secondary loading point adjacent to A816 would be preferred. The council must be consulted on the use of alternative haulage and vehicle configuration.

Frequency & Timing:

Maximum of 8 loaded lorries per day, with a minimum one hour between loaded passes.

Seasonal & Weather Condition Restrictions:

Haulage should only be carried out May – September, 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.

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:

Secondary Loading Point. Stacking of timber at any 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. 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

Name ATTG: Iain Catterwell, Regional Project Officer.

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