

## **Argyll Timber Transport Group.**

**Timber Traffic Management Plan:** Specific to the Harvesting Operation C42 Barnluasgan to Kilmory Knap Road – South of Achnamara

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 C42 Barnluasgan to Kilmory Knap Road – South of Achnamara. The single track roads in the Achnamara area are narrow, with weak foundations and verges, poor vertical and horizontal alignment and limited passing places. Previous operations resulting in deterioration of carriageways requires a degree of Traffic Management to prevent excessive damage to the network.

**Lorry Configuration:** 3 axle wagon and drag 44 tonnes GVW, with twin or maxi tyre units fitted, and with a strong preference for vehicles equipped with CTI system. The use of super single tyres is not acceptable.

**Frequency & Timing:** Loaded vehicles should use the public road at a minimum interval of 1 hour with the maximum daily limit of tonnage not to exceed 200 tonnes. Operators should consult with the A&BC Technical Officer for MAKI listed in contacts on the webpage, prior to any increased frequency.

**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.

**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 whilst operating this route. The maximum speed on this haulage route (loaded or empty) will be 20 mph until reaching B8024 or preferably B841 beyond Cairnbaan.

### **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. An agreed relaxation for this “one off” exercise is that access can be used without a bituminous top surface but that this access has to be removed at the completion of the operation.

### **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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