

Argyll Timber Transport Group.

Timber Traffic Management Plan: C57 Glenbranter Rd - Cowal

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, C57 Glenbranter Road from the southerly restricted bridge near Low Balliebeg Cottage, North to A815 Strachur. Notification to the council roads department of the intent to start haulage operations must be made one month in advance of commencement.

Lorry Configuration: The geometry of the road allows the use of articulated trailers but only twin wheel configurations are permitted. No super-single tyre units to be used.

Frequency & Timing: The minimum time between loaded vehicles leaving the forest will be 30 minutes. Due consideration must be given to avoiding opposing Timber Traffic on C57 at all times.

Seasonal & Weather Condition Restrictions: Timber haulage should cease in times of excessive rain and freeze/thaw action.

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, and **10 mph** maximum **near Strachur school**.

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.

Engagement. Public Consideration: Due to the proximity of the primary school at the Strachur end of this route, due consideration must be given to pedestrians on the road. Where practicable, operations should be planned for periods when the School is not in use. Where this is not possible, vehicle movements should be restricted to periods when pedestrians are least likely to be using the road. e.g avoiding school opening and closing times and the lunch-time period.

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- B&C.

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