

Argyll Timber Transport Group.

Timber Traffic Management Plan: C 59 Clachan Loop road (North) - Kintyre.

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, the C59 Clachan Loop Road (North) newly classified on the Agreed Routes Map as Severely Restricted. From its junction with A83 Agreed Route, adjacent to Achavraid, to the entrance to the Loup Forest plot the C59 has a weak structure and is not suitable for uncontrolled use by heavy traffic.

Lorry Configuration: Due to the short distance of affected road and the proximity to Ardrishaig Pier, haulage by standard articulated vehicles is acceptable but CTI equipped vehicles, with double wheel or Maxi tyres would be preferable.

Frequency & Timing: Loaded vehicles should not leave the forest at an interval less than 1 hour. Operators wishing to increase this frequency should consult with the A&BC Technical Officer for Mid-Argyll and Kintyre listed in contacts on the webpage.

Seasonal & Weather Condition Restrictions: Haulage should ideally be carried out May– September, as this road is particularly susceptible to the impact of frost/thaw damage. Consultation with the council will be required if haulage was required outside this operational period.

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 on this haulage route (loaded or empty) will be 20 mph until reaching A83 main Road.

Access points/Loading: It is agreed that the unbound forest access construction off C59 can be used for small volume, infrequent haulage operations. The forest operator will be responsible for maintaining the grade and level so as to minimise damage to the edge of the public road and will be required to make good any deterioration in the bituminous surface at this location. Cross loading should only take place off the public road network with suitable sightlines and clearances. 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

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