

**Argyll Timber Transport Group.**  
**Timber Traffic Management Plan:**

**Specific to the Harvesting Operation in Lyleston Wood via UC244 Red Road,  
Cardross to its junction with A814 Cardross – Helenburgh Road**

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 roads detailed above. The UC 244 is narrow, with weak verges, steep in places and with limited passing places. Normal use by agricultural traffic is manageable but increased traffic due to Timber Operations requires a degree of Traffic Management to prevent excessive damage to the network.

**Lorry Configuration, Load Frequency & Timing:**

One single self-loading rigid body vehicle, by return, would be most suitable, due to the limited manoeuvrability available at the A814 Junction. Lorries fitted with CTI would be the preferred. Operators wishing to increase this frequency should consult with the A&BC Technical Officer for Helenburgh and Lomond listed in contacts on the webpage.

**Seasonal & Weather 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 on this haulage route (loaded or empty) will be 20 mph until reaching A814 main Road.

**Access points/Loading:**

Temporary hard standings parallel to the public road are acceptable for this “one off” harvesting operation. All temporary pipework and construction materials must be removed and the verges reinstated on 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- H&L.

Prepared by ATTG / Council

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