

Argyll Timber Transport Group.

Timber Traffic Management Plan: U10 DALSMIRREN RD – South 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 U10 Dalsmirren rd from the South Western end of the consultation route at Amod entrance, southwards through Glen Breckerie to B842 at Kepigan. 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. The use of super single tyres is not acceptable. Preferred option would be 3 axle wagon and drag at 44 tonnes GVW, with twin or maxi tyre units fitted, ideally equipped with CTI technology.

Frequency & Timing: To mitigate the damage to the road surface, a maximum of 5 loaded movements are permitted to exit the forest onto the public road each day. Loaded vehicles should use the public road at a minimum interval of 1 hour. Due to concerns over the condition of the public road, **loaded journeys will be split 60/40 on North/South legs of the severely restricted section of the road – 3 North / 2 South and vice versa on alternate days.** 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.

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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