

## **Argyll Timber Transport Group.**

### **Timber Traffic Management Plan: Specific to Harvesting Operations between Glencruitten on C32 ,east of the rail bridge and UC19 Barran - Connel Road , exiting at Ferryfield.**

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 C32 and U19 council roads. The single track roads in Barran – Connel area are narrow, with weak foundations and verges, poor vertical and horizontal alignment and 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:**

A single wagon and drag vehicle, able to clear under the Ferryfield rail bridge will be utilised on a load and return basis to a transfer depot at Connel or similar adjacent site. Lorries fitted with CTI would be the preferred option but if this is not practicable 3 axle wagon and drag 44 tonnes GVW, with twin or maxi tyres should be used, use of super single tyres is not acceptable. Operators wishing to increase this frequency should consult with the A&BC Technical Officer for Oban, Lorn and the Isles listed in contacts on the webpage.

#### **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 and is unlikely to be endorsed.

#### **Driver Awareness & Speed Limits:**

The appointment of a local haulier familiar with the area is the preferred option and should be fully briefed on the sensitive nature of the road. 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 A828 Trunk Road.

#### **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.

#### **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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