

Argyll Timber Transport Group.

Timber Traffic Management Plan: U20 Uisken Loop Road, Bunessan, Mull (For timber extraction south of the U20)

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 detailed above. The U20 Uisken loop road designated as an Excluded Route but will be re-designated as Severely Restricted to accommodate this operation. The upgrade of the access as per Operational Services Drg No SD 08/001a must be fully installed by the developer prior to any haulage operations. All vehicles must access the forest site via the Western leg of U20 Uisken Loop and turn right when exiting the forest and head North East down the hill to Bunessan.

Exemption Certificate: The U20 Uisken Loop road is subject to a weight restriction traffic order, restricting vehicles to a maximum 18t MGW unless subject to exemption. Only vehicles carrying specific exemption notices are permitted to travel on the road. Applications must be made to Argyll and Bute Council for each period of operation and each vehicle programmed to operate on this road.

Lorry Configuration:

This road has a thin construction which has been susceptible to deformation in the past causing damage to the surface. Lorries fitted with CTI is the preferred option on standard 3 axle wagon and drag 44 tonnes GVW. All units must utilise twin or maxi tyres with the use of super single tyre units prohibited.

Frequency & Timing:

The time between loaded vehicles travelling on this road should be no less than one hour, maximum of five vehicles per day, to allow a degree of carriageway recovery. Operations are planned for 5 days per week. Hauliers 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. An assessment of the road and weather conditions, in conjunction with any proposed mitigation measures such as CTI, will determine suitability of an increase in load frequency.

Seasonal & Weather Restrictions:

Haulage restricted to the summer months between May and September, to avoid the frost/thaw conditions which this road is particularly susceptible to. Consultation with the Area Roads Team as above would be required if haulage was planned outside this operational period, or in conditions of continuous heavy rain or winter weather.

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. No vehicles should approach the site from the hill road within Bunessan. The maximum speed (loaded or empty) should be restricted to 20 mph until reaching A849.

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

Date: February 2019

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