

Argyll Timber Transport Group.

Timber Traffic Management Plan: Specific to 2017 Harvesting and Timber Haulage Operations between Polvinster Woodland Forest Entrance on the U22 leading south west to Glencruitten Road, Oban until its junction with the A816 Soroba 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

Pre-conditions: The following schedule relates to the sensitive Council roads detailed above. The single track U 22 is very narrow and has poor vertical and horizontal alignment and limited passing places. Glencruitten Road although of an acceptable standard for normal HGV traffic also has some very narrow sections with no pedestrian refuge. 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 should be utilised on a load and return basis to a transfer depot or similar adjacent site outside Oban. Different vehicles of the correct configuration may be utilised so long as only one lorry is operating at a time on the route. A maximum of 6 loaded vehicle movements per day should be planned which will allow for a degree of carriageway recovery. 3 axle wagon and drag 44 tonnes GVW fitted with CTI is the preferred option but if this is not practicable a 3 axle wagon and drag, with twin or maxi tyres should be used, use of super single tyres or standard artic-trailers 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.

Haulage should also be planned daily to avoid periods of heavy traffic particularly school run times in the morning and afternoon. Occasional haulage may be required on Saturday's but the expectation is that normally all haulage would be carried out Monday-Friday.

Requirement for Temporary Haulage Suspension specific to this road: This road is not frequently used by any traffic. However, there are occasions when the A85 is closed (road traffic accidents etc) when it will very quickly be used as a by-pass route by local traffic. Timber haulage should be suspended immediately if the road is being used as such and only recommence once the A 85 is fully open and the volume of traffic has returned to normal. Public events occurring in Oban may also necessitate immediate suspension of haulage if the route becomes busy with additional traffic.

Seasonal & Weather Condition Restrictions:

Haulage should preferably be carried out May– September, this road will be susceptible to the impact of frost/thaw damage. Consultation with the council will be required when haulage is required outside this operational period. Due to the environmental constraints within the forest it is understood that this is likely to be the case and therefore haulage will be permitted when the air temperature is 5 degrees Centigrade and rising. This should allow for any frost in the ground to dissipate before the road is used. Haulage should be suspended altogether during extended periods of heavy rain/snow or freezing conditions.

Driver Awareness & Speed Limits:

The appointment of a local haulier familiar with the area is the preferred option and they 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 A816.

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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