

Argyll Timber Transport Group.

Timber Traffic Management Plan: U30 Inverawe Road. From A85 Junction to Inverawe Forest Access

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 U30 Inverawe Road, from A85 Junction to Inverawe Forest Access. The U30 Inverawe road is designated as Consultation Route in the current Agreed Routes Map. This road is the only public access road to Inverawe and is the lifeline road for residents, businesses and services, including access to Inverawe Power Station, from the A85 Trunk road junction at Bridge of Awe. The road is a narrow single track road with limited passing places. There is a height restriction 200m in from A85 at a railway overbridge and a retaining wall supporting the road approximately half way along at the Y-Branch junction with the private residential road. The carriageway is weak with limited construction due to its traditional make-up and cannot therefore withstand intense haulage operations, without risk of serious deterioration.

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. Where CTI is not available, standard vehicles may be used but due regard must be given to swept paths and the risk of edge damage to the road. All units must utilise twin or maxi tyres with the use of super single tyre units prohibited.

Frequency & Timing:

With due regard to the height restriction access by individual self-loading vehicles is recognised. One loader vehicle, will "feed" other standard vehicles. The time between loaded vehicles travelling on this road should be no less than one hour, maximum of eight vehicles per day, to allow a degree of carriageway recovery. Operations are planned for 3 days per week, or any given 7 day period. 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. Due to these restrictions, initial harvesting operations are likely to last for 12 weeks, July - Sept in 2016.

Seasonal & Weather Condition 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. Conflicting inward and outward journeys should be minimised, by use of radio contact between drivers. The maximum speed (loaded or empty) should be restricted to 20 mph until reaching A85.

Access points/Loading:

Access is only via Inverawe Forest Access at the end of the public road. Additional access 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. The condition of the retaining wall beyond the Y-Branch junction will be given particular attention. 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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