

Argyll Timber Transport Group.

Timber Traffic Management Plan: Monument Hill & Ardteale Rd

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: Monument Hill & Ardteale Roads to in-forest link to A819. The following schedule relates to the sensitive Council road, U63 Monument Hill Dalmally, bituminous surface road, from a point 100m from the summit car park and onwards on the Ardteale unsealed surface public road, to the in-forest link road to A819. Proposed haulage operations must be discussed with the council at least one month in advance of commencement.

Lorry Configuration:

The Ardteale road is narrow with tight bends which make the use of articulated trailers unacceptable. The use of one individual 6 wheeled vehicle and drag using low tyre pressures, CTI, running to a secondary loading point adjacent to A819 will be permitted. All HGV traffic is prohibited beyond the first 100m of Monument Hill Road, towards Dalmally. Signs must be placed on the road side to remind haulage drivers and machine operators of this.

Frequency & Timing:

Maximum of 8 loaded lorries per day, 1 hour between loaded passes.

Seasonal & Weather Condition Restrictions:

Haulage should ideally only be carried out April – October, as the unsealed section is particularly susceptible to rutting and water damage. Operations during the period October – March are likely to be susceptible to disruption due to either heavy rain or freeze/thaw conditions. Permission to operate during this period is subject to an acceptance by the harvesting agent to maintain the condition of the road to an acceptable standard for normal road going vehicles, not necessarily those with extra ground clearance. Operations must cease in times of torrential rain and immediately a thaw develops after a sustained freeze period.

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. They must have an appreciation of the need to monitor the route condition on a daily basis and to alert the Council as soon as possible of any deterioration. The maximum speed (loaded or empty) will be **15 mph**. There is public access to residential properties on the Ardteale road section from the summit to the in-forest road junction.

Access points/Loading:

Secondary Loading Point. Stacking of timber at any secondary loading point at A819, must be sufficiently clear of the public road to allow standard articulated vehicles to re-load off the public road and maintain adequate sightlines past the works. Stacking near the Monument will only be permitted on private land clear of the public road, it is specifically not permitted in the car parking area for the Monument at the summit of the surfaced road. This 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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Name ATTG: Iain Catterwell, Regional Project Officer.

Name A&BC: Stuart Watson, Traffic & Development Manager