

Argyll Timber Transport Group.

Timber Traffic Management Plan: West Lochawe- B845, C29 & C30 Kilchrenan - Ford

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: B845, C29 & C30 Kilchrenan - Ford, designated as Severely Restricted on the current Agreed Routes Map. The single track road on West Lochawe has weak foundations and verges, poor vertical and horizontal alignment and limited passing places. The deterioration has accelerated recently, due to continued issues related to the availability of WLATHR. Normal use by agricultural traffic is manageable but increased traffic due to Timber Operations requires a degree of Positive Traffic Management to prevent excessive damage to the network.

Lorry Configuration: 3 axle wagon and drag 44 tonnes GVW with twin or maxi tyres should be used, with a strong preference for CTI equipped vehicles. The use of super single tyres is not acceptable.

Frequency & Timing: A minimum of **one hour between loads** is required to allow the road to recover. Operators wishing to increase this frequency should consult with the A&BC Technical Officers 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 maximum speed on this haulage route (loaded or empty) will be 20 mph until reaching B840 at Ford, or A85 Taynuilt. Drivers 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 appointment of a local haulier familiar with the area and fully briefed on the sensitive nature of the road is the preferred option.

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

Date: February 2019

Name ATTG: Iain Catterwell, Regional Project Officer.

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