

## **Argyll Timber Transport Group.**

### **Timber Traffic Management Plan: B842 North of Crossaig Substation to FLS Cross Kintyre Timber Haulage Route**

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](http://www.argyll-bute.gov.uk/transport-and-streets/timber-transport)

**Pre-conditions:** The following schedule relates to the B842 from the site entrance north of Crossaig substation south to the Cross Kintyre THR entrance. Proposed haulage operations relate directly to the site clearance works for the SSE Trunk Cabling contract. Haulage must be discussed with the Council at least one month in advance of commencement. A pre-condition survey to be carried out prior to any haulage taking place, as agreed.

**Lorry Configuration:** A single wagon and drag crane outfit equipped with CTI running on a load and return basis to shunt timber to a secondary loading point.

**Secondary Loading Point:** this will be established within the Cross Kintyre Timber Haul Road, allowing all vehicular configurations acceptable to FLS managers, historically unrestricted.

**Frequency & Timing:** 6 loads / 150 tonnes per day, 750 tonnes per week

**Seasonal & Weather Condition Restrictions:** Haulage restricted to the summer months between May and September, to avoid the freeze/thaw conditions to which this road is particularly susceptible. Should haulage be required outwith this period, further consultation with the MAKI Area Roads Team is required. In conditions of continuous heavy rain or unseasonably wintry weather, operations should be suspended and guidance sought from the MAKI Area Roads Team.

**Driver Awareness & Speed Limits:** 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 maximum speed (loaded or empty) will be 20 mph. This should be reduced to 15 mph during excessively wet periods. **Access points:** should be agreed with 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

significant damage is occurring or is likely to occur and only resumed after consultation with A&BC Technical Officer- MAKI.

Prepared by ATTG / Council

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